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ILLINOIS CENTRAL MAGAZINE

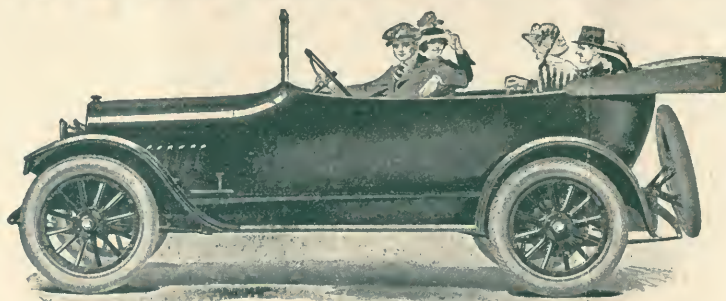


A SCENE IN KRAPE PARK
FREEPORT ILL

JULY
1916

VOL. 5 NO. 1

STEPHENS SIX



Consider the Great Concern Back of It and Back of You

Suppose two competing cars are identical in construction, appearance and performance on the road. Which car would motorists prefer, and which would you choose to sell?

You would say, "there's no choice," until you found out *who produced* one, and *who manufactured* the other.

For one maker might be strong, reliable and *permanent*, while the other was *insecure*. If there was that *one* difference between the two cars your choice would require hardly more than a moment.

So kindly consider this fact before you choose a car of this class:

The double-strength forty-horsepower *Stephens Six* presents the utmost value, for its price. It is the product of a staff of expert engineers gathered together from some of America's best known motor car factories. It forecasts the car of 1917 in practically all details. It is strong, light in weight, easy to handle and safe. Adjustable foot pedals enable women and their daughters to drive it. The drive, like the costliest of cars, is through spiral, beveled gears which adds to the strength, durability, smoothness and quiet. A 54-

inch semi-elliptic rear spring makes it *ride* like the higher priced cars which have extra long wheelbase.

And yet these are only *a few* of the features that make this car stand out above all competition.

\$19,000,000 Resources and Facilities

But everything else being *equal*, this car would stand out, for it is backed by a great manufacturing concern with \$19,000,000 paid-up capital. And that means *the Stephens Six is permanent*—a car you can sell, and buyers can *buy*, without fear of its being discontinued.

But a concern with such *resources* and *facilities* can give more value *in the car itself*.

So the *Stephens Six* is not only *better backed* than most others, but is also *better built*.

It is *around* such a car that automobile agents can build a better, *sounder business*. If you are interested, write for all the facts.

The price of the *Stephens Six* is \$1125, free on board factory, Freeport, Ill.

STEPHENS MOTOR BRANCH

OF MOLINE PLOW COMPANY

Paid-up Capital, \$19,000,000

Address Sales Office, Moline, Ill.

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G. H. BOWER

BORN in Newark, Ohio, August 29, 1864. Entered Railroad service in 1883, with Lake Shore and Michigan Southern Railroad, Cleveland, Ohio. Assistant Chief Rate Clerk, Passenger Department, Missouri Pacific Railway, at St. Louis, January 15, 1887, until December 20, 1887. Chief Clerk Passenger Department, Louisville, New Orleans and Texas Railway, at Memphis, January 1, 1888.

Entered service of the Illinois Central Railroad, at Chicago, in March, 1893, appointed Chief Rate Clerk, April, 1900, Chief Clerk, June, 1903, Assistant General Passenger Agent, March 1, 1911, and General Passenger Agent, Southern Lines and Yazoo & Mississippi Valley Railroad, with headquarters at Memphis, Tenn., April 15, 1911.

ILLINOIS CENTRAL Magazine

Vol. 5

JULY, 1916

No. 1

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

Lucius Quintus Cincinnatus Lamar

NOTED among Southerners, L. Q. C. Lamar was a blend of French, Anglo-Saxon and Scotch and Irish blood, making an American charged with the mission of mixing the oil of slavery with the wine of freedom so that the result would conform to the Bible and the Constitution, the two sources of his inspiration.

In discharging the duties, complex if not conflicting, of this difficult mission, perhaps no Southerner achieved more marked success.

In any event, whether on the plantation, on the rostrum, on the battlefield; at the bar, or the Secretary of the Interior's desk; in the Senatorial toga, the Ambassador's costume of the Supreme Court Justice's gown, he fitly represented the character and personality of the South, particularly of his adopted Mississippi and his native Georgia, as could have been done perhaps by no other son.

In Georgia, at Milledgeville, on Wednesday, the 24th day of February,

1802, was born a gifted mother, Sarah Williamson Bird, known lovingly as "Sally Bird" to a large circle of kinfolk and friends.

She was one of the most queenly daughters of the aristocratic Bird family of Georgia. In that first-born son she gave to the South for the hour of need a distinguished orator, statesman, lawyer, soldier, diplomat and judge; a citizen without reproach, a patriot without guile, and a man with nothing to conceal. "She had much in the world," writes the historian, "beauty, intellect, education, social position, a competency, admiration of friends, dutiful and bright children," eight in all, five of whom attained maturity.

When but seventeen years old, on Wednesday, March 10, 1819, she had married under the most favorable circumstances Lucius Q. C. Lamar, Sr., the lover of her choice—gifted, handsome, and although only 22 years old, already a rising young member of the Georgia bar, at Milledgeville. He was

soon to have a wide and enviable reputation as the youngest and most gifted of the judges of the Georgia Supreme Court. But he died suddenly on Friday, July 4, 1834, at the age of 37.

Justice Lucius Quintus Cincinnatus was named after his father. The question naturally arises, how did such a name happen to be given to a Nineteenth Century American?

The way of it was this:

John Lamar, the grandfather, had a beloved bachelor brother, Zachariah, living with him on the old Lamar plantation in Putnam County, about 10 miles south of Eatonton, Georgia, which was established in 1810 and was known as the "Old Lamar Homestead." Perhaps as a tribute to his great learning, or in natural acknowledgment by pious Methodists of the general leadership of him who led them in family worship, Zachariah was allowed the privilege and the pleasure of naming each male Lamar child. The results were:

"Lucius Quintus Cincinnatus Lamar,"
 "Thomas Randolph Lamar,"
 "Mirabeau Bonaparte Lamar," and
 "Jefferson Jackson Lamar."

There were also five daughters with whose names Zachariah did not take such liberties; and by the side of one of them, Evalina, was buried the honored and honorable old father whose children have been such a credit to him.

As was said by Edward Mayes, sometime chancellor of the University of Mississippi: "It is as the inspired pacificator that Lamar will stand out unique, almost incomprehensible, to other times."

From the records of the Lamar family it appears that their first American ancestors were Huguenots who settled in Maryland prior to the year 1663, and therefore prior to the revocation of the Edict of Nantes. The proximate cause of their coming was most probably the general disfavor and oppression of Protestants existing before that event.

Various documents in the Maryland records, over twenty years after Lord Baltimore issued "naturalization papers" to Thomas and Peter Lamare, give apparently the same family name, such

as "Lamer, Lamare, Le Mer, Lamaire, De Le Maire, Lemarre, Lemar, Le Mar and Lamar."

It appears that Thomas, of Calvert County, Md. (late of Virginia), in 1663, was the first generation; Thomas, of Prince George's County, Md., the second generation; John, of Savannah River Settlement, Georgia, in 1755, the third; John, his son, the fourth; and John, his son, the fifth generation, who was born in Georgia, 1769, "and married his cousin, German Rebecca Lamar, established the "Old Lamar Homestead," about 1810, near Eatonton, Georgia. Their eldest child was Lucius (the sixth generation), who was born at the old homestead in Putnam County, Georgia, Saturday, the 7th day of September, 1825, on "Grandmother's Plantation."

Most of the boyhood of Lucius 2nd was spent at the home of his father, Judge Lamar, either at Milledgeville or at Scottsboro five miles away, where he attended the Midway School of Beman and Meade till his father died, July 4, 1834, and his widowed mother took the family to Covington, because of its better educational advantages—among others, the old Georgia-Conference Manual Labor School. There is an active revival of such schools now, many educators treating the idea as something new. Young Lucius Lamar needed the physical training that was given in such a school, supplemented by the splendid mental drill given by the principal, Dr. Alexander Means, and his able assistants. The 250 working students relieved each other at intervals and were paid a few cents an hour for their work. He spent three years, 1835 to 1838, at such alternating mental and physical work. That plan proved such a marked success, perhaps nothing short of civil war would have stopped it.

But the revival of that old system, modified somewhat at present by the "Student Apprentice System," has come to stay, for it contains the basic elements of success. Such a system was the salvation of perhaps the too thoughtful boy, much absorbed in the countless books of his father's fine library. He told the

story of it in his own words to Chancellor Mayes, later his law partner, and the fortunate husband of his daughter Fanny.

"I was a delicate boy, never so athletic as my two brothers, and being put to work strengthened and toned my whole system. We all had to work three hours every day at the ordinary work of a plantation—plowing, hoeing, cutting wood, picking cotton and sowing it, pulling fodder and every item of a planter's occupation. When we left that school we could do not only this ordinary drudgery in the best way, but the most expert could shoe a horse, make an ax helve, stock a plow or do any plain bit of blacksmithing and carpentry. It was a great training for us all, for we became perfectly versed in the details of the work of a farmer."

Justice Lamar said also: "Poetry took a strong hold on me. When I was at college I read through the plays of Shakespeare and the dramatic poetry of that remarkable woman, Joanna Baillie, recommended to me by my mother."

This little hint shows that he and his mother had similar tastes. Sometimes a strong characteristic, inherited from a man's mother, will dominate his life current like the crest-line of a flooded river. But Lamar's father also contributed his full share of literary genius and enthusiasm to his gifted son.

In school he was no bookworm from choice, though what he lacked in love of studying school books he made up in promptness and dutiful attention. In many ways he was peculiar, by no means a "good mixer," inclined to seriousness, and at times melancholy. He was with his mother whenever possible, preferring her companionship to that of boys and girls.

To an unusual degree for one of his age, he delighted in listening to sermons, lectures and debates on grave questions of the day. He soon developed special ability as a logical speaker on almost any subject he understood, and in the school or town debating club he seldom met an opponent he could not confound with his

simple, commonsense logic, backed by a convincing array of facts.

In 1838 Emory College had developed from the labor school and was located at Oxford, Georgia. In August, 1841, he entered the freshman class and was graduated July, 1845, having had about ten years of school and college work, under the religious and educational auspices of the Methodist Church, with the additional advantage in college of being under President A. B. Longstreet, "eminent as a lawyer, judge, polemic, educator and divine."

A quarter of a century later he delivered at Emory College a Commencement address in which he said: "No spot on earth has so helped to form and make me what I am as the town of Oxford. It was here, in the Phi Gamma Society, that I received my training as a debater." Not only the training, but the point of view as to the relations of slavery to the constitution, which made him such an aggressive leader of Southern politics in Congress. In 1847 he was admitted to the bar at Vienna, in Dooly County, and taken into partnership by the lawyer in whose office he had studied, the Hon. Absalom H. Chappel, who had married his father's youngest sister, Loretto. For a short time only the firm was Chappel & Lamar, Chappel moving to Columbus, and Lamar to Covington.

On Thursday, July 15, 1847, he married Miss Virginia Lafayette Longstreet, daughter of the president of Emory College, her father being also the author of the famous book, "Georgia Scenes." She was the mother of his four children, (1) Lucius Q. C. Lamar; (2) Sarah Augusta, commonly called Gussie, who married Mr. Heiskell; (3) Frances Eliza, who married Chancellor Mayes, the writer of Mr. Lamar's biography; (4) Virginia L., commonly called Jennie, who married a relative, also named Lamar, in July, 1887.

In November, 1849, he and his wife, his infant daughter and servants, made the overland trip from Covington, Georgia, to Oxford, Mississippi, in a rock-away and two wagons. He was admitted to the bar of Mississippi, June 1, 1850.

and was elected in July adjunct professor of mathematics (the study he did not like) in the State University at Oxford. By the fall of 1851 he was deeply interested in politics and had won his spurs as a political fighter, having also acquired a reputation as a debater and stump speech maker, very unusual in so young a man. Of course, the question of "Slavery or Antislavery" was always to the fore, and from the Bible and the Constitution of the state and that of the United States, Lamar framed convincing arguments that the Missouri Compromise of 1820 should stand as an unbreakable contract. He implied that the violation of the solemn contract entered into by that compromise would give the South the right to withdraw from the Union of States, and that in any event each state should have the individual and exclusive right of settling the slavery question to suit itself. Later there was another compromise under which California was admitted to the Union as a free state.

It was in the canvass for governor by Jefferson Davis against Foote that Mr. Lamar first met and defeated United States Senator Foote in public debate, thereby winning great laurels. He said that Senator Foote, instead of fighting the enemy, had bodily somersaulted into their camp, joined their ranks and he was then trying to make his constituents believe that he had taken the enemy's whole force as prisoners of war, practically shouting back to the people of Mississippi, "We have met the enemy and they are ours." It was the crisis in Foote's career out of which Lamar's star was rising.

All this time under the influence of general religious surroundings, particularly his mother's teachings and those of his college president, Professor Lamar appeared to have what he described as a religious attitude. But while he claimed to be "a firm and unwavering believer in the Bible," the fact that he did not then join any church showed that he had his own ideas of what the truths of the Bible demanded of him. At one time he was seriously considering the idea of

becoming a Methodist minister, as the best way to use his undoubted oratorical powers, but his final choice was politics, a choice forced perhaps by the intense political excitement then prevailing.

Later he joined the Methodist Episcopal Church, South, but became so absorbed in politics and other things that for a time he neglected his church duties. But in 1891 he again finally united with the church, and remained a consistent member till his death.

On December 31, 1884, the day after his wife died, Senator Edmunds wrote him a letter of condolence. Mr. Lamar's answer must have expressed some doubts about a future existence, or else the following letter would not have been written:

"Washington, D. C., Jan. 15, 1885.

"Dear Mr. Lamar:

"Your kind and sad note of the 4th came duly. Do not grope. There is a hereafter; there must be. Every rule of logic even leads to this result. Do not give yourself up to sorrow and seclusion. Strive—I know you do already—to help your fellow men, high and low, and in so doing I know you will find peace and rest for your soul.

"George F. Edmunds."

It is not generally known that Senator Edmunds was a sincere Spiritualist, and so believed that a future life was demonstrated.

After two years' work in the college he resigned his professorship and returned to Covington, Ga., to form a law partnership with his best friend, Robert Harper. Here he became so popular that in 1853 the Newton County Whigs helped elect him on a Democratic ticket to the State Legislature, where he at once became prominent and influential. In 1854 his partnership was dissolved on account of Mr. Harper's ill health, and Mr. Lamar moved to Macon, where he gained a small law business, but in a short time took his negroes out to Mississippi to work on a farm in partnership with his father-in-law, Judge Longstreet, while he himself maintained his law business at Macon till October, 1855; having failed to get the Democratic nom-

ination for Congress, because the Know-nothing Party had control at Macon, he returned to Mississippi and located there permanently. He purchased a large plantation, about eleven hundred acres, named it "Solitude," and lived in a four-room house. It was about a mile east of what is now Abbeville Station on the Illinois Central Railroad, in a bend of the Tallahatchee River. Then he formed the law partnership with Christopher H. Mott and James L. Autrey, under the firm name of Lamar, Mott & Autrey, with offices at Holly Springs, Miss. This partnership continued until the Civil War.

This firm of lawyers were employed in various capacities by the railroads of Mississippi and Tennessee that later became parts of the Illinois Central Railroad System.

In July, 1857, he was nominated for Congress by the Democratic convention at Holly Springs and was elected, in spite of the combination against him of the Whigs and Know-nothings. In December he took his seat as a member of the Thirty-Fifth Congress, and was at once very busy with the Kansas-Nebraska and Nicaragua questions, though the latter one was not considered by him of much importance. With reference to the former question, he wrote from Washington, March 8, 1858, to one of his constituents in Mississippi:

"I have preferred always a peaceable settlement of political questions. But I hold the old motto, 'In time of peace prepare for war.' I can see too plainly the clouds that are hanging over us. I can hear and interpret too well the mutterings of an approaching storm. I have measured the extent of that danger which we must, sooner or later, look resistently in the face. I believe with you, and with what I trust will soon be the unanimous South, that the refusal of

Congress to admit any Territory into this Union merely because that Territory should present a Pro-Slavery constitution would be at once and forever an abrogation of political equality. Should that time come, I may deprecate, but I would not prevent the fearful consequences. Dissolution cannot take place quietly; the vast and complicated machinery of this government cannot be divided without general tumult and, it may be, ruin. When the sun of the Union sets it will go down in blood. Should we not, then have our camp prepared, our leaders chosen, our ranks marshalled and our sentinels at their post."

This shows that three years before the Civil War broke out the South was keenly alive to the situation that it, too, believed there could be no final compromise in "the irrepressible conflict," and that the ultimate appeal must be to the bullets after it was made clear to the people at large that ballots would not avail.

In that same letter Mr. Lamar gives the gist of the cause of all the trouble, from the South's point of view. He says: "To the ambition of New England we may trace the rise of the whole abolition movement. She was the great manufacturing agent of the country; she saw in the South the great producing agent; she sought to reverse the law of nature and make produce the slave of manufacture. Such was the dream of Puritanism: 'New England the Nation, the other States her colonies.' What has she left undone in pursuance of their scheme? She has scattered gold like water. Her abolitionists have gone into the churches, creating feuds and schisms in the hearts of pious men, and upon the altar of the most High God they have poured forth their blasphemies against the South."

(To be Continued in August Issue)



Illinois Central Railroad Company

Office of the President

Chicago, May 4, 1916.

TO ALL OFFICERS AND EMPLOYES:

I would like to call the attention of all concerned to the fact that the cost of all materials and supplies has in the past few months tremendously increased and to impress upon every one the necessity for exercising unusual care in placing requisitions, asking only for material when it is definitely known it will be used, so as to enable us to operate under the lowest possible limit of reserve supply. Before making requisitions for new material it should be ascertained whether or not there is any material on hand that could be used, as it may be found that second hand material will often answer the purpose. It is not expected that essential work should be withheld, or that we should attempt to carry on our every-day operations without proper tools, but the exercise of care in the use of materials and in requisitions for reserve supplies will go a long way toward reducing our heavy burden in this respect.

The average increase in the cost of all materials and supplies, excluding fuel, rail, ties, lumber, ballast and new equipment, over a year ago is estimated at approximately 50 per cent with a rising tendency, which means that aside from the heavy charges to Operations, we will, on materials purchased during this abnormal period and taken into Capital Account, have to hereafter bear an additional annual interest charge by reason of the fact that at current market prices we are compelled to pay \$1.50 for materials which, under normal conditions, would cost us about \$1.00. Our annual purchases, excluding only new equipment, average close to \$20,000,000, on one-half of which, as explained above, we are now called upon to stand a 50 per cent increase, and on the other half present prices show an increase of approximately 10 per cent. The statement of increases in particular items appearing on the following page of this circular brings the situation out quite fully.

The importance, therefore, of all concerned bending every effort in the direction indicated is readily apparent. We do not want to hamper the efficient operation of the road by the exercise of too rigid economies, but at the same time we cannot afford to purchase or use anything which is not absolutely essential to our immediate needs.

I will be glad if all concerned will take a personal interest in this matter to the end that good results may ensue.

C. H. MARKHAM, President.

Increases Ranging from 80 Per Cent and Over

	Per Cent.		Per Cent
Acids	312	Nuts, square and hexagon.....	145
Bolts, machine and carriage.....	168	Screws, all kinds.....	84
Brass, bar, sheet and spring.....	147	Steel, miscel. bars and shapes.....	89
Bridges, steel	86	Spikes, track	82
Copper, bar and sheet.....	132	Steel fire box and flange.....	94
Drills, all kinds.....	154	Steel, tool	287
Ferrules, flue	118	Tubing, copper	80
Gasoline	95	Vitriol	164
Iron, common bar.....	86	Wire, copper and brass.....	135
Lead, sheet and pig.....	84	Zincs	289

Increases Ranging from 5 Per Cent to 80 Per Cent

Per Cent	Per Cent
Axles, car and engine..... 57	Knuckles 9
Babbitt and antimony..... 55	Lagging, boiler 12
Batteries and renewals..... 59	Leather 17
Brake beams 18	Lumber 20
Bolts, tracks 15	Nails 34
Bolsters, car and engine..... 29	Netting 17
Boxes, journal 21	Oils 46
Burlap 47	Paints 57
Burners, lamp 20	Paper 33
Covering, pipe 29	Pins, crank 23
Castings, steel 16	Pipe, cast iron..... 45
Cement, portland 24	Pipe galvanized 24
Chain 54	Pipe, sewer 12
Couplers 10	Rings, piston and valve..... 30
Doors, grain 17	Roofs 52
Draft gear 71	Rope, manila 21
Duck, cotton 44	Spikes, boat 43
Dynamite 42	Springs, coil 17
Enamels 26	Steel, tank and plate..... 73
Fencing 63	Tie plates 34
Files 7	Tires, locomotive 26
Fusees 23	Valves 24
Frogs 11	Washers, malleable 25
Glass 19	Waste, cotton and wool..... 21
Glasses, lubricator and water..... 24	Wire, galvanized 57
Hardware 39	Wire rope 50
Hose, air brake..... 15	Castings, malleable 18
Hose, other kinds..... 9	Castings, brass 30
Iron, galvanized 73	Rivets, all kinds..... 38
Iron, black 48	Rods, piston..... 31
Joints, rail 10	Stationery, as per attached statement....

Statement Showing Approximate Per Cent of Increase in Cost of Various Stationery Items and Stock Used in Printing Matter

	Per Cent
Binders 50	Oil cans 16 $\frac{3}{4}$
Clip Boards 25	Paper, blue print..... 50
Carbon paper for hectograph..... 345	Presses, fastener 11
Envelopes 30	Presses, waybill 26
Erasers 42	Pins 55
Fasteners, brass 60	Pencils, indelible 72
Glycerine 111	Pencils, colored 67
Inks, stamp pad..... 75	Pencils, red, indelible..... 36
Inks, copying 173	Ribbons, duplicator 64
Inks, red 122	Ribbons, Platen 15
Inks, hectograph 100	Rivets, copper 22 $\frac{1}{2}$
Inks, green 115	Rubber bands 2
Inks, purple 115	Stamp pads 55
Inks, tablets, black..... 5	Sealing wax 22
Letter files 14	Tissue paper and books..... 20
Manila file boxes..... 16 $\frac{3}{4}$	Twine 50
Mucilage 46	Wrapping paper 40
Oil, T. W..... 12 $\frac{1}{2}$	

Printed Matter and Blank Books, 50 Per Cent to 100 Per Cent Increase in Cost of Stock Used for Same, Depending on the Grade of Stock

War Time Prices

By W. A. Summerhays, General Storekeeper

ON May 4th President Markham issued a letter to all Officers and Employees, directing our attention to the increased cost of material and supplies at this time. In this letter the necessity of carefully watching requisitions and avoiding the unnecessary ordering of material, is emphasized, and much good work has already been accomplished along the line of this suggestion. Some of us, however, have not given the necessary thought to this important matter to reason out just what is required from each of us, individually, to meet this emergency.

On the caboose, the red lantern may be left standing where it will be kicked over and the globe broken. Red globes cost 50 cents each, and we buy 360 each month to replace broken ones.

A little carelessness in handling the signal oil will waste a few drops or perhaps half a pint. Signal oil costs 28 cents a gallon, and we use 7,100 gallons each month.

A red fuse is invaluable for preventing accidents. They cost 11 cents each, however, and should be kept where they will not be damaged or oil-soaked, and not used when a proper use of the red lantern will answer the same purpose. We used 184,320 red fuses last year.

Surplus supplies should be turned back to the storeroom for credit. If each one of our cabooses had one 50-ton journal brass, 12 fuses, 1 emergency knuckle, 1 switch chain and 6 air hose more than the standard list of equipment, it would mean \$15,264 tied up needlessly on the system.

On the engine, a broom costs 25 cents, a long-spout oiler costs 50 cents, a coal pick costs 35 cents. Tools should not be left lying on the tank or in the gangway where they will shake off and become lost.

A blizzard lamp costs \$4.00, and the white lenses 22 cents each. Careful

handling will avoid breakages. Our engine supplies cost a total of \$6,603.93 for the month of April.

On the section, we should not use a new track spike if the old one would be just as good if straightened. While a track spike costs only 1½ cents, that means \$5.20 a keg, and we had to buy 21,456 kegs last year to meet our needs.

A 90-lb. track bolt costs 5 cents, and a 60-lb. bolt costs 3½ cents. Nuts should be taken off with a wrench and not knocked off with a maul. Our annual expense for track bolts is \$101,500.

If an air hose is found along the track it should be saved and sent to the storehouse. If thrown in scrap car, and a rail or frog loaded on top of it, the hose or couplings will be damaged, and a new hose complete costs \$1.10.

Tool steel has increased tremendously in value since the European war began. Section men should not be permitted to misuse chisels, mauls, adzes and claw bars so as to damage them and make it necessary to order new ones.

Bridge and building men should bear in mind the great increase in cost of paints, oils, varnish, nails, screws, hardware and lumber during the last year. A great saving is possible in making proper use of second-hand items, advising the purchase of new, and keeping paints where they are safe from theft or loss by evaporation.

Agents and office employees should watch closely the use of stationery. Paper of all kinds has advanced in value from 50 to 100 per cent. Care should be taken not to spoil large, expensive blanks, and only scratch paper or waste paper should be used for figuring. We can use both sides of a sheet for scratch paper purposes; we can get more use out of lead pencils by putting the stubs in a holder—we can

save on the expensive indelible pencils by using them only when necessary to make record for copying purposes. Waste paper should be saved and turned in to supply car, so it can be pressed into bales and sold.

Agents are furnished with a high quality of kerosene, made especially for switch and signal lamp use. Care should be taken to see that this oil is stored where it will be protected from dust and dirt, and employes who do the sweeping should not be permitted to dip their brooms in kerosene oil. A little water or dust may spoil an entire tank of kerosene.

In line with advance in prices of new material there has come a great advance in value of scrap of all kinds.

The average person is quick to pick up a lost coin, if noticed lying on the sidewalk or perhaps station platform, but we pass by valuable bolts, nuts, track spikes and other scrap iron scattered over our entire railroad. All of this material has value, and should be carefully saved and assembled where the scrap cars can gather it in for return to the scrap yard. There are experts at the scrap yard who have had years of training in sorting out and saving every usable piece of material which can be worked over and put back in service, to avoid buying new material, and they depend on employes all over the railroad to save the scattered scrap, gather it up, and ship it to the scrap dock.

The Following Letter from the General Manager is Self-Explanatory:

Illinois Central Railroad Company

Office of the General Manager

Messrs. Hull, Dowdall, Keliher, Fairfield, Francis, McPike, East, Porterfield, Bell, Blaess, Clift, Downs, Egan, Wilbur, Weeks:

In further reference to my letter June 27th, and especially to the last paragraph thereof, I beg to now advise it has been decided that:

Employes who were members of the National Guard on June 17, 1916, and who responded to the call of the President and enrolled in the military service of the United States as members of the organization to which they belonged, will be granted indefinite leave of absence without impairment of pension rights or prejudice to other record, and may return to the service of the Company in equally remunerative positions as those held on making application for reinstatement within thirty days after their release from military service.

While engaged in such military service, payment will be made to such employes, until otherwise ordered, as follows:

1. To married men, full pay.
2. To unmarried men, half pay; and in case of dependent relatives, such additional pay, not exceeding in the aggregate full pay, as may on your recommendation be decided by the undersigned.

Those addressed who have not as yet given information asked for in the last paragraph of my letter of June 27th should submit same promptly with recommendations, in order that the matter of additional pay to unmarried men with dependent relatives (other than the half pay allowance just mentioned) may be determined upon.

I shall be glad if you will arrange accordingly.

(Signed)

T. J. FOLEY,
General Manager.



What the

World thinks

Where Our Larger Interests Lie

AMONG the constructive matters that might have agitated the minds of our statesmen this year is an advertising appropriation and campaign for the state of Louisiana.

Within a short while the Illinois Central Railroad will put on a train that will leave New Orleans in the morning and arrive at Chicago in 23 hours. The run will be made in less than a day.

Chicago is the second city in America—in many lines the leading city in the world. It has a thousand interests in common with New Orleans, with Louisiana and Mississippi, for every hundred interests that we have in common with Philadelphia, Boston, or even New York. Yet a vast proportion of the trade of this part of the world goes not to Chicago, but to New York. One reason is that we have water transportation between New Orleans and New York. But the main reason is that New Orleans and Chicago have not worked together. The upper and lower parts of the Mississippi valley have traded with the East and not with one another. They have not known one another.

Chicago is a great manufacturing city. It is not only a center of capital, but, what is more important, a center of active capital. The average man in New York wants to put this money into something where he does not have to work. The average Chicago man, or the man of the Middle West, is yet young enough, and active enough, to be willing to invest his money and work with it. He

does not look upon this country as a finished country. He has a national point of view, whereas the viewpoint of the New Yorker is either provincial or international.

Chicago is the hub of the great Middle West. Surrounding it for hundreds of miles are not only the finest farms in the world, but the finest class of farming people—folks who farm with improved machinery, using their brains as well as their bodies. Louisiana and Mississippi have soil as rich as the soil of the upper Mississippi valley, if not richer. Much of our land has been brought down from the upper Mississippi valley.

We have arrived by slow stages at a point where there should be a great advance, agriculturally, industrially and commercially. We are one working day away from Chicago. Our people do not know Chicago. For generations they have been going to the East or to Europe. They cannot go to Europe any more, and they would do well, in our judgment, to visit the region around Chicago—to spend their summers by the Great Lakes.

Neither do the people of Chicago and that region know us. Los Angeles is three or four days away from Chicago by train. Los Angeles has a climate almost identical with that of New Orleans, but somewhat colder in winter. The average man in Chicago and the Middle West does not realize that he is only 24 hours away from the palms and banana trees of New Orleans, and the

Orange groves of Louisiana. He thinks of California and of Florida. In southern California we find large colonies of these Middle Western people.

The farm boy in the Middle West does not think of Louisiana and Mississippi when he talks of going afield. He thinks of the wheat fields of Canada, the irrigated lands of the far West, or of Florida.

The present session of the Louisiana legislature is drawing to a close. We wonder if there is a single man in that legislature who has thought that it would be advisable for the state of Louisiana to appropriate anywhere from a quarter to half a million dollars to advertise this state in the newspapers of Chicago and the Middle West. We doubt if this idea has ever struck the legislature of Mississippi. Yet it is pathetically true that if such an idea were acted upon by these two states, every cent expended for the purpose of bringing the people of the two sections together would return almost immediately in the shape of a dollar, and eventually it would grow a thousandfold.

Bear in mind that the big men in our part of the world go to Chicago and the Middle West, and the big men of that region know us, but the five millions of people who live in Louisiana and Mississippi, and territory adjacent to New Orleans, do not know the twenty millions of people who live in Chicago and the section tributary to it. It is of infinite importance to all concerned that they should get acquainted with each other. We have every reason to be neighbors.

We would suggest that if you desire to subscribe to an outside newspaper, it would be well to subscribe to a Chicago paper. The papers of Chicago, take them all in all, are the best papers in America. You can supplement the reading of your local paper with a Chicago newspaper better than with a New York or other eastern paper.—New Orleans Item, June 26, 1916.

EFFICIENCY—COURTESY.

DID you say 'please' and thank you?" is a placard that hangs in all the principal offices of one of the

greatest public utility concerns in the United States. While aimed principally as a daily reminder to the employes of the company, it lends its suggestive power to the public in general, for the original intention of the efficiency expert is made stronger by the co-operation of the general public thus enlisted in an effort to serve their patrons to a more satisfactory degree.

Efficiency has become a science with America's greatest commercial and educational enterprises. Courtesy is justly called a twin of efficiency. Through courtesy efficiency become a fact. The most successful business enterprises in the world today devote as much study in the efficiency of every employe as to the financing of their business. An employe is not 100 per cent efficient in his work unless he is courteous.

America's great railway systems of today have been placed on practically the same footing from a competitive standpoint through the operations of the prerogatives of the Interstate Commerce Commission. The successful railroad president must look to other fields of competition than rate-making for increasing the annual earnings. This has gradually directed the thought of the nation's great financiers to the work of developing efficiency in every department. One of the most recent efforts in this direction has been made public through a letter from the pen of C. L. Bent, former captain in the United States army, but now an inspector in the passenger service of the Illinois Central Railroad Company. The article referred to appeared in the Illinois Central Bulletin, a publication circulated among the employes of that railway system.

Mr. Bent headed his article "Courtesy," and the sole aim of its circulation has been to increase the efficiency of the service rendered by one of the great railway systems of the country.

By incorporating in its slogan "Safety first, courtesy and efficient service always," the management of the Illinois Central Railroad aims at one and the same time to give better

service to enlist the aid of the general public in their efforts to increase the efficiency of the service.

According to Mr. S. C. Baird, Florida passenger agent for the Illinois Central Railroad, the article prepared by Mr. Bent impresses upon their thousands of employes the fact that the success of the company depends upon the loyalty of every employe over the entire system, and sets out the fact that the ability of the company to increase the earnings of not only the company, but these employes as well, is based almost wholly on the individual interest of these employes. Courtesy more often secures the business of a patron than the size of the company bidding for the patronage.

The management of the Illinois Central Railroad Company has advised that courtesy is absolutely essential to a salesman. This is not confined to railroading by any means, and every large or small business concern can testify that courtesy is 90 per cent of the qualifications of an efficient salesman. The Illinois Central Railroad, through the article in the bulletin, takes the position that every employe is in a sense a salesman. His personal treatment of other people adds or detracts from the possibility of obtaining patronage for the company.

According to Mr. Bent's article "Supply and demand are governed by the conditions of the times, but the methods of conducting the business are controlled by all those connected with the business, and it is with these methods that employes are directly concerned and their co-operation with the management will produce the greatest supply."

Every man knows that when he has dealings with another that he personally prefers to be treated with courtesy and what he himself wants, the patron demands, and if he cannot get it from one concern, he is apt to go to another. No employe of any concern intentionally desires to see any of its patrons leave, but he may be the cause thereof from a thoughtless action on his own

part. To prevent this requires that he be continually awake and alive to the interests of his company. Are you awake?

Become more efficient—say, "please" and "thank you." Your employer's success means your advancement.—Florida Metropolis, Sunday, June 4, 1916.

HOW LOSSES CAN BE AVOIDED IN SHIPMENTS OF YOUR GOODS

Useful Handbook Issued by Committee of Chicago Association of Commerce

MILLIONS of dollars are lost annually through carelessness in forwarding goods.

If the directions contained in a useful handbook issued by the Railway and Steamboat Warehouse committee of the Chicago Association of Commerce, entitled "Suggestions to Shippers," were carefully followed time and money would be saved.

It is not contended that the shipper alone is responsible for delays chargeable to careless treatment of goods, but this message is addressed to him, and his share in the transaction is squarely brought home. For improper packing, incorrect marking and illegible shipping orders—important causes of loss, damage and delay—the shipper, not the railroad, is at fault.

Starting at the bottom, the book discusses proper method of packing, urges the use of strong and safe containers or shipping packages, tells how packages should be marked, covers the subject of certificates and labels, deals at some length with bills of lading, and concludes with a timely word about tracing freight. There are pictures showing the disastrous results of poor packing, and a graphic illustration of a typical shipping order without date, the name of the initial road barely decipherable, name of the consignee illegible, the destination nearly so, the shipper's name indistinct and his signature a mere scrawl, route

not indicated, and the description of the article shipped unreadable. No more striking example could be given of "how not to do it."

Obviously the first thing for a shipper to do is to see that his freight is carefully and properly packed to prevent breakage and placed in suitable containers to withstand transportation. Liquids, whether in glass or earthenware receptacles, and all fragile articles must be surrounded with sufficient packing of the right kind and in accordance with the freight classification rules, which are known or should be known to every shipper.

Proper markings of the package is of the utmost importance. When a second-hand wood or metallic container is used the shipper is urged to be careful to erase all old addresses and shipping marks; there will be plenty of new marks, and it is inexcusable to confuse the minds of railroad employees with a puzzling conglomeration of old and new. The shipper's name and address, preceded by the word "From" should be plainly shown on each package. The consignee's name and address, street and number, and the name of his city or town likewise should be plainly marked in full, preferably by stencil, as authorized in the freight classifications. Peru is a well known city in Indiana, but Smithville is not so famous; in fact, there are several Smithvilles, including one near Peru, and a package addressed merely Smithville, Ind., when the Peru suburb is intended, might go the rounds before it reached the right Smithville.

Are you shipping household goods? Every package or piece in less than carload lots should be marked with a serial number and all the numbers shown on the bill of lading. The word "Final" should be added to the number on the last package to indicate that it is the last piece in the lot. When this and the other serially numbered pieces are unloaded and checked, obviously everything is accounted for.

Especially pertinent is a bit of advice to the impatient shipper not to trace

his shipment before it has had time to reach the customer. Tracing, it is explained, does not hurry the movement of freight, but only serves in such a case to burden the tracing departments with unnecessary work. The conclusion of the whole matter is wisely and succinctly put in the following parting bit of advice:

"Give the railroad a good package, properly marked and accompanied by bill of lading and shipping order properly and legibly prepared, and the tracing of freight will become unnecessary."—Chicago Herald, June 24, 1916.

FRUITS OF DIVERSITY

"Never within the memory of the oldest inhabitant has there been so much and such fine garden truck raised in Sharkey county. The diversification and 'live at home' seed so persistently sown is bearing fruit."—Deer Creek Pilot.

Same thing all over the state.

Diversity has pointed the way to prosperity, and wherever diversity has been practiced, prosperity has been the result.

When asked how conditions were in his community, a farmer from Copiah county who was in the city yesterday replied, "We have made good crops, received good prices, and are now enjoying good times."

This is not only the case with the truck farmer, but with the grain producer and the stock raiser.

A stock raiser of Marshall county on last Wednesday sold a bunch of steers in St. Louis for which he received \$10 per hundred, this being the highest price ever paid for any southern cattle. In this bunch were 16 steers, which averaged 1,106 pounds, which at \$10 per hundred-weight, amounted to an average of \$110.60 per steer, or \$1,769.60 for the lot of 16, about what it would have taken 35 bales of cotton to bring at the present price and yet it probably cost less to raise one steer than it would to produce a bale of cotton.

From other portions of the state come reports of money being made on potatoes, peas and other field crops, and of a general feeling of optimism among the

farmers of the states, notwithstanding occasional whine of the pessimist that the country is going to the demnition bow wows and that we are all in danger of starving to death.—Jackson, Miss., Daily Clarion-Ledger, June 27th, 1916.

DAIRY INDUSTRY GIVEN BIG BOOST IN CENTRALIA.

Guernsey Bulls and Thirty Heifers—

Officials of Illinois Central Railroad Company Will Aid New Enterprise

DAIRY day was observed in Centralia on Thursday of last week. Centralia papers state that the affair was a success in every respect, with but one exception—the attendance. Farmers, business and professional men, bankers, Illinois Central railroad officials and members of the Illinois pure food commission were present. As a result of “breaking the ice” boys and girls residing on farms in the vicinity of Centralia are in possession of thirty heifers, while the community has received from the Illinois Central Railroad company three registered Guernsey bulls, and the local promoters have been given assurance of the presentation of three registered Holstein bulls for community possession in the near future.

After the presentation of the heifers to the boys and girls the procession formed and marched from the park to the business district, parading the principal thoroughfares, headed by the Centralia band, and the procession, consisting of the three Guernsey bulls (presented by the Illinois Central Railroad company), thirty heifers and large number of boosters. Other attractions were three full-blooded Jersey cows and a fine Jersey bull, owned by H. C. Higgins, president of the Centralia Gas and Electric company, and registered Holstein bull, purchased recently by Frank H. Noleman, a lawyer.

Much toward developing the dairy industry in this community is expected to

result from the demonstration last week.—Sandoval, Ill., Independent, June 9, 1916.

EYE SEE MAGAZINE IS TANGIPAHOA BOOSTER.

THE Illinois Central Magazine for April is a splendid booster for Tangipahoa Parish and it is a pity that its circulation does not cover the whole of the United States.

Articles from Ponchatoula, Hammond, Amite and other avenues appear in the edition, telling about the evolution of the berry industry. Splendid illustrations also appear, giving an idea of the way the berries are produced and how they are handled for shipment.

The Eye See is doing a vast amount of good work in behalf of Tangipahoa Parish, not only through its medium of advertising, but in other ways.

The Times is glad to see a greater co-operation on the part of the people and the railroad company. Moss-back ideas have been eliminated during the past few years and at least it can be observed that the people are beginning to realize the magnitude of a corporation such as the Illinois Central and what it means to a town and parish.—The Amite (La.) Times, May 5, 1916.

IMPROVING DEPOT AT CHEROKEE, IOWA

FURTHER improvements are being made in the Illinois Central passenger station and grounds. The company gardener is here and has built a mound in the south park with the word “Cherokee” in large letters made of white stones. The flower beds are also being prepared. Two white lights, one at the south and one at the north side of the depot, are also being put in and when all is done there will be no complaint about the Illinois Central doing its share in the way of beautifying the city.—The semi-weekly *Democrat*, May 11, 1916, Cherokee, Ia.

Freeport Ill.



The Gem of the Black Hawk Country

By R. B. Simpson, Sec'y Chamber of Commerce

"Oh, lasting stars, you know how first they came,
Those children of the East with faces like
The paleness of the dawn. You know how
their

Intrepid feet swept ever westward 'cross
The plains, while in their path their cities
rose.

And waving golden grains sprang from the
soil."

(From the Freeport Pageant of the Black
Hawk Country.)

MIDWAY between the level plains which skirt the lower end of Lake Michigan and the rugged bluffs which over-look the Mississippi River from the east, lies a stretch of the most fertile and picturesque country to be found within the borders of the fair state of Illinois.

Through this gorgeous rolling prairie country, dotted with groves of trees and the lesser hills which rise as the rugged country that borders the Mississippi River is approached, there roamed, in the days before this country was peopled with the earliest white settlers, the heroic figure, Black Hawk, most famous of the Indian Chiefs that inhabited northern Illinois in the early days.

In the year 1804, Wm. Henry Harrison, representing the United States Government, made a treaty with representatives of the Sac and Fox Indian Tribes, whereby the Indians were to give up fifty million acres of land for the munificent compensation of \$2,000 in supplies and \$1,000 in annuities and better hunting grounds across the Mississippi River. Chief Black Hawk, always resenting the intrusion of the white men and contending with no little justice that, to his people belonged the land so long as they lived upon and cultivated it,

refused to sign or abide by this treaty. Defying the Americans he and the discontented faction which he headed made war against the American forces, terrorizing the country around.

The culmination of the Black Hawk War occurred at the battle of Kellogg's Grove. In 1827, O. W. Kellogg built a trail leading from Dixon's Ferry to Galena, over which the workers in the lead mines about Galena traveled. At Kellogg's Grove about half way between these two points in what is now Stephenson County, and not so far from the site of the present city of Freeport, was built a log house and some out buildings. These buildings were the first to be erected in Stephenson County.

In June 1832, Major Dement, with a force of American troops was sent to occupy Kellogg's Grove and guard a large consignment of stores. On June 25th the battle of Kellogg's Grove was fought between the American Forces and Chief Black Hawk and his band. The Indians were defeated and Black Hawk, with what was left of his people, retreated before the aggressive civilization of the white man, across the Mississippi River to the Iowa reservation which the government provided for them. As Black Hawk and his people met their tragic fate and departed westward on their last long trail, the advance guard of the present civilization appeared from the east.

In 1833, Wm. Waddams, the first settler in what is now Stephenson County, drove his pioneer wagon over the old Chicago-Galena trail and established himself on the present site of Freeport. During the next two years some twenty-five settlers with their families joined Wm. Waddams, and built rude log cabins making the beginning of the present city. The new settlement was originally called Winneshiek, its pres-



THE PAGEANT OF BLACKHAWK, FREEPORT, ILL.

ent name being acquired through accident rather than design, the never failing hunger which the pioneers who passed this way exhibited, being the indirect cause of it; a hunger, which was always generously appeased by the wife of Tutty Baker, one of the earliest pioneers, who kept open house for all travelers. One day when Mrs. Baker had been more than usually burdened with calls upon her hospitality she rather emphatically suggested that "The place be called Free Port and be done with it." So Freeport it has been ever since and the hospitality which was exhibited to visitors in pioneer days, is still in evidence as visitors, who chanced to tarry here in later days can bear witness.

The city of Freeport first arose into national prominence on August 27th, 1858, when one of the greatest debates in American History was held here. This was the second and most famous of the Lincoln-

Douglas Debates, the one in which Lincoln announced his famous "Freeport Heresay." The debate took place in a grove of trees, the spot now being marked by a suitable tablet, dedicated by Theodore Roosevelt some years ago.

Early in its history, the city of Freeport gave promise of becoming the manufacturing and industrial center which it has since grown to be. In 1847, the news reached Freeport that the Chicago and Galena Union Ry. (now the Chicago and North Western Ry.) had announced its determination to continue its rails from Chicago to Freeport, and the newly organized Illinois Central R. R. agreed to build its line into Freeport from the south to meet the other road. On hearing that Freeport was to become a railroad center, Pells Many, a resident of Stephenson County, and the inventor of the original reaper which was the forerunner of the modern

reaper and binder, announced his intention of establishing a factory in the city. An early acknowledgement of the advantages of Freeport as a manufacturing center, owing to its transportation facilities.

The city of Freeport was incorporated in 1855, and is today one of the leading industrial cities of Illinois, with a population in excess of 20,000. According to the last government census, nine per cent of the population is foreign born German, sixteen per cent native born, of German parentage, the other nationalities having less than one per cent each of the population. The State of Illinois ranks third among all of the states in the value of its manufactured products. Of all the cities in Illinois, the last census showed Freeport as having made the greatest increase in the value of its manufactured products; the increase shown being 151.2 per cent over the previous census. The value of the manufactured products turned out annually by Freeport industries consists of a greatly diversified list of manufactured articles. While space will not permit a complete list of the industries and their various products some of the most important are given:

The Stover Mfg. & Engine Co., one of the oldest and largest of the Freeport industries has a large domestic and export business in gasoline engines, hardware, mops, agriculture implements, brass specialties and windmills. The combined windmill output of the Stover and Woodmanse Mfg. companies makes Freeport the largest producer of windmills in the country.

The 'Arcade Mngf. Co., one of the city's most substantial and growing industries has a large output of hardware specialties, mops, stove furniture, molding machines, coffee mills and toys. In addition to a large domestic business this concern ships many of its products all over the world.

The Stephens Motor Branch of the Moline Plow Co., manufacture the popular Stephens Automobile and the Henny Buggy Branch of the same concern turns out the well known Henny Buggies. The W. T. Rawleigh Co., one of the largest concerns of its kind in the country manufactures and distributes medicines, toilet preparations, extracts and stock food. They also manufacture a line of gasoline engines, which are sold direct to the consumer. The Furst-McNess Co. manufactures and distributes a similar line of products.

S. N. Swan & Sons manufacture a well known line of pianos and organs; Stover Steel Tank Co., steel barrels and tanks; the Peerless Machine Works, faucets, brass fittings and specialties. The Shoemaker Incubator Co., incubators and brooders; Schofield & Co., agricultural implements; the Structo Mngf. Co. manufacture a line of ingenious mechanical toys; the Hoefer Mngf. Co. manufacture drill presses and machine tools; C. E. Meyer & Co. produce and distribute high grade vinegars; Keene Canning Co. pack a large quantity of corn peas and pumpkins each season, the vegetables being grown by them on their extensive farms in Stephenson County.

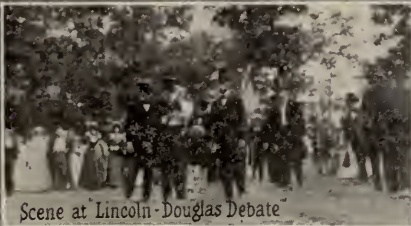
Freeport is so located that the raw materials used in manufacturing the articles



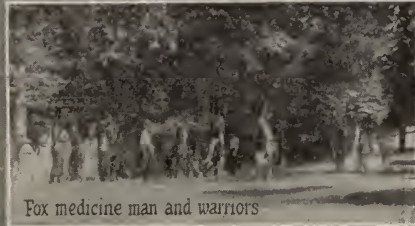
Blackhawk and the treaty of 1804



Battle of Kellogg's Grove



Scene at Lincoln-Douglas Debate



Fox medicine man and warriors

mentioned and other of similar nature can be assembled at low cost and as the city is within 200 miles of the center of population of the United States it is in a strategic position to distribute its manufactured products at a minimum expense.

There are approximately 3,500 employees in the manufacturing industries of Freeport at the present time. There has always been a plentiful supply of high class labor in the city and the fact that so many of the men employed here own their own homes makes the supply of labor more stable and satisfactory than it is in the larger industrial centers. The better and healthier living conditions and the lower cost of living in Freeport as compared to the larger cities are of course, added attractions for the better class of mechanics and their families.

One of the principal factors which has contributed to the growth of Freeport as an industrial center and made it a satisfactory location for jobbing houses, is its excellent railroad facilities. Four trunk lines, The Illinois Central R. R., Chicago Milwaukee & St. Paul Ry., Chicago & Northwestern R. R., and the Chicago & Great Western R. R., at South Freeport furnish adequate freight and passenger service to all parts of the country.

Chief among the railroads serving Freeport is the Illinois Central R. R., as it radiates from the city, which is one of its division points, in five directions. The main line running from Chicago to Omaha connects at Freeport with the old main line which runs south to Cairo and points south of the Ohio River. Branch lines run north to Dodgeville and Madison, furnishing convenient service to and from a rich territory. Freeport being a division point for the Illinois Central, has extensive shops in the city employing several hundred men. The extensive modern improvements which are being added will make these shops some of the most up-to-date on the system.

The Galena division of the Chicago & Northwestern R. R. has its terminus at Freeport and furnishes freight and passenger service between that point and Chicago. The Chicago Milwaukee & St. Paul Ry. has lines from Freeport to Milwaukee and Wisconsin points and also to the Mississippi River at Savannah. In addition to the steam railroads serving Freeport, the electric line of the Rockford and Interurban Ry. furnishes service between Freeport and points east thereof in Illinois and Wisconsin.

With this net work of railroads serving the city every industry is insured adequate side track and switching facilities. Excellent package car service from Freeport on all lines is furnished either direct to principal cities in different parts of the country or connections are made

over night with package car service out of Chicago for all points. The superior transportation facilities afforded the city by the Freeport lines give it a great advantage in the distribution of carload and less than carload shipments to all points and does away with all terminal delays on both in and out bound shipments.

The center of an exceeding rich farming country, Freeport, with its superior transportation facilities to and from all points, is a most excellent location for the retailer and the jobber. Several wholesale grocery firms do a thriving business in the surrounding towns and cities and the numerous well equipped implement houses find a profitable field among the well to do farmers of this section, for the distribution of their implements and vehicles.

As a retail trading center Freeport has an enviable reputation, the character of its many high class retail establishments, the extent and quality of their stocks and the ease with which buyers can reach the city have all contributed to make the city an attractive trading center for thousands of buyers in the various counties in northern Illinois and southern Wisconsin.

The amount of business done in Freeport by the various manufacturing and commercial interests, naturally calls for adequate banking facilities. These are furnished by five banks with deposits in excess of \$5,000,000. They are the First National Bank which is housed in a handsome modern building. The State Bank of Freeport which is now erecting a modern seven story office building where it will conduct its banking business. The Second National Bank which has recently purchased a prominent corner with the expectations of improving it; The German Bank, Freeport Trust & Savings Bank and the private Bank of Chas. D. Knowlton. The reliability and strength of these financial institutions is well known in the surrounding territory and they have the confidence of the public. Three building and loan associations; the Freeport Building & Loan Ass'n, the Union Loan & Savings Ass'n and the German Building and Loan Ass'n offer opportunities for saving to the public and have been of wonderful assistance to the man of limited means in enabling him to build his own home.

Insurance men frequently call Freeport the "Hartford of the West" owing to the large number of insurance companies which have their western departments in Freeport. The following fire insurance companies have their western departments in the city: Williamsburg City Fire Insurance Co., North River Fire Insurance Co., United States Fire Insurance Co., Nassau-Dutchess Insurance Co., Richmond Insurance Co., National Lumber Insurance Co., Potomac Insurance Co. and the Seneca Fire Insurance Co. In addition to this formidable array of fire companies there is a local life insurance company, the Bankers Mutual Life Co.

In addition to the many economic advantages



Street Scenes. Business Section



Freeport Ill.





Ald. J. Broderick



Ald. H. Hill



Ald. F.E. Boedeker



Ald. J. Knoble



Ald. J.J. Rosenstiel



Ald. C.E. Babaker



Mayor H.H. Stahl



Ald. B.F. Swingley



Ald. W.L. Calkins



Ald. F.E. Miller

which Freeport has to offer manufacturing and commercial establishments, it has equally as much to offer in the way of civic attractiveness and those qualities which go to make a city of homes. In round numbers the city has some 4,500 dwellings. Its well kept and prosperous homes line well paved streets bordered by miles of trees and shaded lawns which add greatly to the attractiveness of the city, especially in the summer months. Altogether there are 45 miles of these well paved streets in the city proper which has an area of approximately five square miles. It is safe to say that no area of equal size in the country contains a more substantial, prosperous and comfortably domiciled population than does this.

The municipal government of Freeport is the familiar ward system, the city being governed by a Mayor and ten aldermen, two from each of the five wards of the city. The various city departments are modern in their equipment and efficiently managed. The motorized fire department is equipped with modern fire apparatus, a city bond issue having provided the funds for new and modern equipment a few years ago. Both the Fire and Police Departments are under civil service, a board of three commissioners having control.

The public utilities of Freeport are all privately owned and furnish adequate and satisfactory service to the public. The Freeport Water Co. controls the water system and furnishes an abundant supply of water for all purposes. The inexhaustable supply from its artesian wells is ample for all domestic, manufacturing and fire fighting purposes. Their plant has a maximum capacity of 8,750,000 gallons in 24 hours. Analyses made from time to time by the State University show the water supply of Freeport to be of excellent purity. The freedom of the city from epidemics of any kind is to a considerable extent due to the excellent condition of the water supply and the clean and sanitary condition of the city, this later condition being looked after by the city Health Department.

The Freeport Gas Co. furnish an excellent quality of gas to manufacturers and for domestic use at reasonable rates. This efficiently managed concern is constantly adding to its service and making extensions for the benefit of its consumers. The Freeport Ry. & Light Co. a subsidiary of the Illinois Northern Utilities Company controls the street Railway system and the electric light and power plant. Comfortable and frequent service to all parts of the city is furnished by the five divisions of the street railway system. Electric light and power is furnished to manufacturing plants and domestic consumers, the Pecatinica River furnishing sufficient water power most of the year to operate a part of the power plant of this company. Two telephone companies, the Stephenson County Telephone Co. and the Freeport Telephone Exchange both efficiently managed, furnish local and long distance service to all points.

Freeport is noted for the exceptional educational advantages which it has to offer the children of residents. There are eight grade schools in the city with a total enrollment this year of 2,433 pupils, 69 teachers being required to furnish instructions to the pupils in the grade schools. The High School is one of the best known in the state. It has at present an enrollment of 652 pupils whose interests are looked after by a principal and 24 teachers. The Freeport High School has been gradually adding modern departments until it has one of the best equipped plants in the state; domestic science, manual training, agriculture, art and practical business, all have separate departments under efficient instructors. The coming year Military Training will be added as the Freeport High School is one of the units selected by the United States Government for Military instruction under the supervision of a United States Army Officer. The present High School building while large is not adequate to take care of the large number of pupils in the various departments and a large township high school is in contemplation. The various athletic and debating teams from Freeport which have met opponents through out the state, have given them cause to remember them.

Freeport boasts of several modern hospitals; the largest of these is the St. Francis Hospital a Catholic institution well equipped and well managed. Next in size is the Freeport General Hospital, a private institution which under the present management has added modern equipment until it is second to none in this part of the country. Globe Hospital and The Little Hospital also furnish adequate facilities for those in need and a new Emergency Hospital and a growing diabetic Sanitarium add to the reputation of Freeport as a medical center. It may be mentioned here that Freeport is unusually well known as a medical and surgical center. The prominence of the surgeons located in Freeport attracts thousands of patients from cities within a wide radius. The importance of Freeport as a medical city is indicated by the fact that in August a general meeting of the physicians and surgeons of seventeen counties will be held in this city with many men of national prominence in attendance.

Probably no feature among the many attractions which Freeport has to offer to residents is more appreciated than the public parks. A few years ago Taylor Park was purchased by the Park Board for the benefit of the city. This park comprises about 90 acres and in the old days contained one of the best mile tracks in the country. Many famous horses broke records at this well known park. Today it has been transformed into a pleasure park and laid out into tennis courts, baseball grounds, lakes and recreation features of every kind for children and adults. At the west end of the city there has recently been purchased, Krape Park, which is one



OFFICERS CHAMBER OF COMMERCE, FREEPORT, ILL.

of the beauty spots of this district. This park contains about 90 acres of hilly wooded country through which an attractive stream used for canoeing and water sports flows. Last year at this park a notable example of civic co-operation was made. Here the Freeport Pageant of the Black Hawk Country illustrating the history of Freeport and Stephenson County from the early days was given, under the management of the Chamber of Commerce, in dramatic and spectacular manner. Over 1,200 people drawn from the various organizations in the city took part in this Pageant which attracted thousands from the surrounding country. Two smaller parks in the center of the city afford attractive breathing places for the public.

A most attractive Country Club affords amusement to a large number of members. This club has an attractive club house and a most picturesque and sporty golf course. The Freeport Country Club is acknowledged to have one of the most attractive links in the state.

The spiritual welfare of the populace of Freeport is administered to by some twenty-four churches of various denominations some of which have erected buildings which are architecturally a credit to the city. Probably the most sightly of all the public buildings in the city are the Carnegie Library, a beautiful building containing 35,000 volumes

for the satisfaction of the intellectual cravings of young and old and the new \$100,000 Y. M. C. A. building. Other prominent public buildings are the Federal Building, housing the United States Post Office and the Federal Court for the Northern Illinois district, the County Building, City Hall, Odd Fellows' Temple, the Masonic Temple and St. Vincent's Orphanage.

Stephenson County.

Stephenson County, of which Freeport is the County Seat and principal city, is the center of as beautiful and productive a bit of farm and dairy country as there is on the continent. The County is not large as counties go, having a total area of only 559 square miles, but over ninety-six per cent of the total land area of the county, or 349,000 acres, is in farm land. A trip over the rolling prairie country that makes up the greater portion of the area of the county discloses panorama after panorama of waving fields of grain, corn and clover, interspersed with fields of meadow land on which are grazing the many herds of cattle which make up a large part of the wealth of the County.

The average size of the farms in Stephenson County is one hundred and eighteen acres. The county, being in the corn belt, produces annually in excess of 3,000,000 bushels of corn, this being its largest single crop. The wheat crop comes next, 2,500,000 bushels of

wheat being grown each year. Other small grains such as oats, rye and barley are also raised in large quantities and over 90,000 tons of hay and forage, including timothy, clover and alfalfa are grown yearly.

In addition to the large crops which the soil of the county produces, it ranks high in its production of dairy products. It is now third in the State in the value of these products and each year witnesses a greater production of butter, cheese and milk, particularly in the northern part of the county.

The two largest dairies manufacturing butter and cheese are located in Freeport, the

Freeport Dairy and Produce Co. and the Springbrook Dairy. The largest and best known cheese factory of the many in the county is of course the famous "Blue Label Cheese" factory at Winslow. The owner of this factory has several model dairy farms in the county and breeds some of the finest prize winning Holstein-Freisen Cattle in the country. The photographs of some of the prize record cattle shown in this issue should be of particular interest to the readers of the Illinois Central Magazine in view of the extensive efforts which that road is making to develop the dairy industry in the South:

A Novel Parade

Stephens Motor Car Adding to Freeport's Reputation as a Manufacturing Center

A unique parade, such as would have been unheard of anywhere not so many years ago, took place on the main streets of Freeport one Saturday afternoon recently. Automobile parades are becoming common enough in most cities, but this particular parade was unusual and a practical demonstration of what a new industry is doing for the city.

Heralded by the honk of automobile horns and the applause of the people who lined the sidewalks, a long line of "Stephen Sixes" in various stages of construction made a tour of the principal streets of the city. First came a dozen or more cars finished in various colors, many of them driven by young ladies in employ of the company. Following these came cars in various stages of completion. From the bare chassis and engine up to the highly finished product, the cars were shown in the different stages of construction, giving the interested public a unique and interesting demonstration of the various processes necessary in the building of the cars and the care with which the parts usually hidden from view, are finished.

The "Stephen Six" has just been placed on the market this season. Already the demand for the car exceeds anything that was expected for the car. Unquestionably this demand must be based upon the merits of the car. A new automobile entering the field today has stiff competition to meet among the well-known models of cars and a car that meets with the popular favor that the "Stephen Six" is meeting with must necessarily be an unusually well constructed and attractive car.

The car is being built by the Stephens Motor Branch of the Moline Plow Co., a \$30,000,000 corporation, whose other products have been popular for years.

Much of the success of the new "Stephen Six" is due to the many years' experience which the men who are building the car have had in the manufacturing business and also to the fact that ample capital enabled this company to carry on many months of extensive experimental work before they were satisfied to put a car on the market. The automobile business has passed the experimental stage and experienced manufacturers using parts which have been thoroughly demonstrated by actual use can place a new car on the market which is at least as good as the older cars in the field. The Stephens Motor Branch of the Moline Plow Co. has in its employ the best automobile engineering talent obtainable and the severe tests which their cars have been put to have demonstrated that they are manufactured to stand up under the adverse conditions.

Last winter a "Stephen Six" was driven from Detroit down through Ohio, Kentucky, and several southern states and back to Freeport under very adverse conditions of snow, mud and rain, coming through in most satisfactory condition. Recently cars were driven through to Denver, Colo., by owners who had purchased them in Freeport, the cars making the trip in perfect condition under bad weather conditions.

The advent of the automobile industry in Freeport will add much to the prestige of the city as an industrial center. In addition to the many men employed in making vehicles in the Henny Buggy Branch of the Moline Plow Co., several hundred men are already employed in the Stephens Motor Branch of the company, and the steady expansion which is expected will increase the industrial wealth and importance of a city which already has much to boast of industrially.



Residences, Freeport, Ill.



FREIGHT TRAFFIC

DEPARTMENT



Agriculture From a Railroad Standpoint

By Mark Fenton, Traveling Industrial and Immigration Agent

AGRICULTURE is universally recognized as the first industry of the United States and is the foundation of the commercialism of the country. To maintain a profitable system of agriculture is the most vital problem before our one hundred millions of population.

In connection with this problem, much assistance is being given by the Federal and State Governments, by the Agricultural Colleges, by the railroads and by other agencies. Without detracting from the valuable assistance being given through the medium of other agencies mentioned, but speaking for the railroads, I will make brief general mention of some of the things they are doing for the agricultural interests of the country. I believe that it is generally known that some of the trunk lines are aiding the farmers in locating good farm land and in getting better results in the farming business through diversified and intensive farming. However, few realize the extent to which the railroads are carrying this work. It is conservatively estimated that the railroads of the country are expending over a million dollars annually in the interests of better farming conditions. There are over 150 experienced men on their payrolls devoting their entire time to improving rural conditions. In this department of the Illinois Central there are ten men in addition to the office forces. This work covers a wide scope, including assistance in the selection of

the farm, better seed, more abundant and finer products, meaning greater revenues, better systems of marketing, improved live stock, good wagon roads, assistance in starting dairies, creameries, etc. Needless to say, the company's means for this work are not unlimited and the assistance must, of course, be given where most needed. I do not mention these facts with the intention of creating the impression that this assistance on the part of the railroads is rendered merely as a philanthropic proposition, for this question of improved agriculture is the concern of every corporation, company and individual in our country. I am merely making the point that the interests of the farmer and the railroads are identical and the latter are gladly doing their share towards the agricultural prosperity of the country.

It was my privilege recently to accompany Dr. C. G. Hopkins of the College of Agriculture, University of Illinois, and a party on a portion of their yearly inspection trip over the state farms and my remarks following are largely taken from the teachings of this well known authority.

The United States is credited (if the word "credited" can be used in this connection) as being first among all of the nations of the world in rapidity of soil depletion. Already in vast areas of the country agricultural ruin exists. Bringing the question nearer home, it is a matter of common knowledge that even

in our foremost state of Illinois, land that has been under cultivation fifty or sixty years is less productive than formerly.

If we are ever to adopt a system looking to the building up of the soil to its maximum possibilities, it must be done while the country is still prosperous. An impoverished people have no money to invest in soil improvement, no matter what the increased returns might mean to them.

It is a fact that many Illinois farmers are adopting soil building methods but it is also a fact that the majority are practicing methods, which if persisted in, will inevitably result in ruined farms. It has been clearly demonstrated that mere rotation of crops, including an occasional clover crop, will not maintain fertility. While such rotation will result in heavier yields for a time, the soil is found poorer after each rotation. If the rich Illinois land is to be maintained in a high state of productiveness, a large supply of the various elements of plant food must also be maintained.

In Illinois we are offered the valuable experience of authorities on this problem. The oldest experiment fields in the United States are here, carrying authentic records and history covering a third of a century, and a system has been developed that means both productiveness and permanency. Permanency because it is based on indisputable facts of mathematics and chemistry. The elements entering into the soil food products and the sources from which derived are as well known to these authorities

on the subject as is the knowledge to any of us that two and two are four. There is no more doubt about one than the other. This being the case, I believe all will agree with me that every farmer should avail himself of the opportunity of securing the benefit of these long years of experience. Every farmer owes to himself and to his family to get this most valuable knowledge through the medium of personal inspection of these experimental farms and the information gladly imparted by the authorities in connection therewith also through the medium of the instructive bulletins issued on these subjects.

I am sure that no one will question the value of information as to methods employed in increasing the corn yield to 80 and 90 bushels per acre, oats to 60 and 70 bushels, wheat to 30 and 40 bushels and clover to three tons and more per acre. This is accomplished simply by knowing the chemistry of the air and soil and by applying that knowledge.

After all, the problem of fertility is simple. It consists in making sure that the essential elements of plant food are continuously provided to insure maximum crops. If any of the elements are not sufficiently provided by nature the deficiency must be supplied by man.

Thousands of the most progressive farmers are applying this information, placing their farming operations upon a practical basis and securing highly gratifying results. The same opportunity is open to all.

Appointment and Promotions

Effective June 10, 1916: Mr. Frank M. Stearns is appointed Commercial Agent. Office, Mercantile Library Building, 418 Walnut Street, Cincinnati, Ohio, vice Mr. P. W. Connor, deceased.

Effective June 15, 1916: Mr. Patrick K. Hanley is appointed Trainmaster of the Chicago, Bloomington, Pontiac and Tracy Districts, and Gilman Line, with

office at Kankakee, Ill., vice Mr. Charles A. Phelan, resigned, to accept service with another company.

Effective June 15, 1916: Mr. William A. Golze is appointed Trainmaster of the Clinton, Havana and Decatur Districts, with office at Clinton, Ill., vice Mr. Patrick K. Hanley, transferred.



Soliciting Traffic

By A. W. Ellington, Trainmaster

THE success of our company is the success of its employees. Necessarily it follows that the failure of one is the failure of the other. The company is in reality the employees. When we realize that the greater per cent of each dollar paid for transportation finds its way to the pay checks the company will have little concern about their traffic solicitation; each employee regardless of class or location, will see to it that his own interest is protected by an influx of freight to the receiving warehouses. The advertisement by employees that their company is the best and it is, will better establish favorable publicity than the expenditure of many dollars in printed advertisements. Direct personal contact with friends has an advantage over cold type; an earnest, well meaning look into the eye, in a way, hypnotizes the hearer, who finds justification in a proper appeal.

The man who trades year after year with the same firms has an influence with those firms which justifies dealings along reciprocity lines. Record with them your desires; they cannot refuse you entirely. To try is half success. Accomplish something that is not obligatory, and note the feeling of satisfaction in getting a result from initiatory action. One week of united effort by all employees would make the Illinois Central the best known system in the United States. Superior

effort will win. Winners are not satisfied with one winning; they will try again.

Specially appointed traffic solicitors need assistance. We can all render it, as every individual has an influence peculiarly his own. This is exemplified in the following known cases:

A train porter informed a trainmaster that a certain colored organization was to have a number of delegates to move from a city to a distant city. A passenger agent was notified, and the traffic secured.

A bill clerk called attention to freight transferred by another line en route to our line, and handled through interchange, to points on our line. Commercial agent at shipping point was notified and thereafter shipments were handled exclusively via our line.

A coal dealer was offended by a demurrage agent (no real reason for offense) and he canceled contracts and routing via our line. An engineer, a yardmaster and an engine foreman called on the dealer and arranged for contracts and routing to be established by telegraph, and in addition secured routing on ten cars of coal from another territory, and which had been routed via another line. The relations established between the coal dealer and these employees were so satisfactory that we now get the business for the asking.

Lend a hand. Get the habit.

Transportation Efficiency

Paper Read by P. E. Odell, Chief Dispatcher, St. Louis Division, Before the Train Dispatchers' Association Convention in Toronto, Canada, June 20, 1916

Mr. President and Members of the Train Dispatchers, Association:

I AM sure it gives me pleasure to be here today to present to you a paper on the very important subject which I have chosen—"Transportation Efficiency"—and which deserves your most earnest attention.

Many of you have come great distances to attend this convention, not to be entertained or amused, but because you are interested in your work and devoted to progress and improvement. Therefore, I feel it is a great privilege that I have the honor of directing your attention to certain viewpoints which may assist in the development of efficiency in the Transportation Department, and it is an opportunity not often afforded to reach representatives of that department from every corner of America.

You are no longer men who have merely mastered the art of telegraphy and become proficient in making meeting points between trains; you are fast becoming full-fledged transportation men, and are so recognized by progressive managements today, so I am going to address my remarks to you as transportation men.

The efficiency movement has, until the present time, been the result of practice rather than of theory. The search for efficiency and the search for the one best method of accomplishing each task are assumed to be identical, but in the attempt to secure a theoretical foundation for efficiency some people confuse efficiency with system, and there is always the danger that system will degenerate into red tape, and that it will have a deadening effect on personal initiative and enthusiasm. We may speak of standardization of system and the comfortable conditions of the worker, but, gentlemen, the great motive in securing efficient human industry today is INTEREST IN THE WORK. Real efficiency can be secured only when based on service and when we can come to feel more complete responsibility for our particular tasks; then we create a driving motive of great force.

It is going to be necessary for me to go somewhat into detail in explaining the very important part you gentlemen play in the transportation problems, so that you may return to your homes and take up your tasks with the feeling of responsibility and interest in the work which, beyond question, will result in increased efficiency. One of the troubles with our railroads today is that they are run by departments. There is imperfect unity of action between the different organizations, but if there is one class

of employees who really do things and do them now, it is the dispatchers, and why they are called dispatchers I do not know. "Directors of Transportation" would be more in accordance with the fact.

Let us take a few of the important items that go to make up transportation expenses and see what part you play in them.

First—Superintendence.

This includes superintendents and trainmasters. After many years of close association with superintendents in different parts of North America and service with them under all conditions, I am led to believe that the successful superintendent is the one who surrounds himself with a competent, experienced and loyal staff. His confidence, once established, relieves him of worry and the annoyance of detail, and fits him mentally and physically to handle the weighty problems of a division. Contentment and peace of mind are essential to all railroad employees, but more especially to the superintendent, for he is the one man on a division to whom all look for precept and example. A grouchy superintendent breeds discontent and chaos by his very presence, and dignity can be maintained without bulldozing.

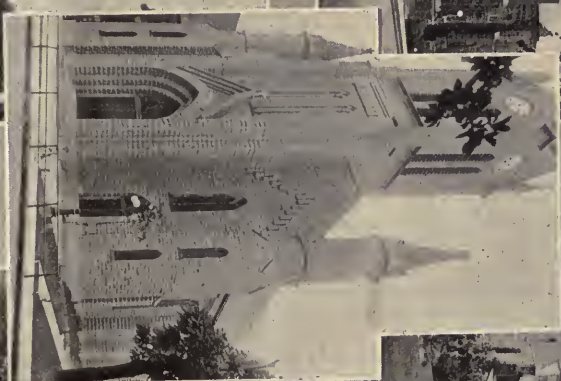
More annoying conditions can arise on a railroad in a short space of time than in any other business, but if the men directly in charge of each department are experienced and exercise their best judgment in correcting irregularities, the superintendent is relieved of anxiety.

Trainmasters, roadmasters and road foremen of engines are his outside men to whom he looks for the proper handling of affairs under their jurisdiction. The efficient trainmaster today has his office in his grip, and is not burdened with correspondence. No man can successfully handle train and enginemens from an office. Personal contact is absolutely necessary in order to determine whether or not the best service is being performed. Dissension and ill feeling among employees has caused many an accident resulting in destruction of property and in personal injury. Trainmasters and traveling engineers who mingle with their men generally discover bad conditions and correct them before annoying grievances are brought to the attention of the superintendent, but if it becomes necessary for him to sit in judgment, the facts are in possession of members of his staff, who obtained them by personal observation, and not by hearsay.

The chief dispatcher is probably the



Churches



Freeport Ill.



closest to the superintendent of any member of his staff, for it is he, with the trick dispatchers, who handle the power and equipment and direct traffic generally. The superintendent who has the full support of his dispatching force generally has a pretty good railroad.

Second—Station Agents and Clerks:

Millions of people are carried by the railroads of this country every year, and the station agents and their clerks are the men who come in personal contact with the majority of this great number of patrons. It is quite impossible for general and division officers to meet all these people, and as much depends upon the manner in which the railroad business is handled with the public, it becomes the duty of station forces to be courteous in their relations, but strict in the conduct of business. While there are numerous duties to be performed by station forces, the burden can be materially lessened by being thorough and exact. At some of the heaviest stations we find the best conditions, because the man in charge is thoroughly familiar with his duties, and perfects his organization to the extent that when a thing is done it is thoroughly done in the first place. Station agents can be of great assistance to dispatchers, and to themselves, as well, by notifying local freights before their arrival about the work to be done, how much local loading and for what points, so there is no time lost or false moves made when the train arrives; and by having express and baggage ready and in position for quick handling on passenger trains. Agents can educate the traveling public to purchase tickets before passenger trains are due, thus in a measure eliminating the cash-fare evil. Dispatchers can and do hold the agents by keeping them correctly advised about trains, so that their work can be arranged and no time lost on account of incorrect figures. There are so many ways in which dispatchers and agents can help each other, that I cannot take the time to tell about them, but there should be complete co-operation at all times.

Third—Supplies for Stations:

Following "Station Agents and Clerks" seems a fitting place for the subject of "Station and Office Supplies." Unnecessary correspondence is the cause of useless heavy expense for stationery, office supplies and clerk hire, long hours for clerks, burning lights, and the call for more help. Did it ever occur to you that the majority of letters written call for an answer, that there are altogether too many reports in the first place, and too many duplications? There are what I may call "professional desk-cleaners" in in every railroad office, men who dictate hundreds of letters each day just to keep the file moving, and without attempt to bring the matter to a conclusion, until the correspondence has cost more than the subject amounted to in the first place.

I know of a case some time ago that is an illustration in a small way. A station agent wanted a small rubber stamp, which would cost about eight cents, but the cost of the correspondence, figuring time and everything, was nearly \$1.50, and the agent did not get the stamp after all.

Improvements, however, are being made, and one of the best ways which has come to my attention is the appointing of censors, men who have had experience in the handling of correspondence in all departments, starting them to work in the general offices, then in division offices. Two months will usually be long enough to make a decided improvement in the efficiency of an office force.

We should endeavor to do our work correctly in the first place, but if an explanation is called for or an inquiry made, let us answer it in a thorough and intelligent manner so that the case can be dismissed without further correspondence.

Fourth—Yardmasters, Conductors and Brakemen:

More help can come to these men from the dispatcher's office than from any other source, and I am pleased to say that, as trick and chief dispatcher, I have received great assistance from yard forces. I have heard dispatchers in reporting mules call them "yardmasters," but I want to say that the so-called "mule" can pull hard and long for you if he is treated right, and he can kick good and hard if he is abused. All a good yardmaster wants is intelligent line-ups on what is coming and what you want to run. Be sure you are right and know what you want, then tell him, but don't change instructions except in cases of emergency. Useless and costly moves are often made in large yards by yardmasters and dispatchers not working together. The yardmaster will always do what you tell him to if he has confidence in you, but he must have reliable information, and the dispatcher is the man to give it to him. It gives me great pleasure to say that as chief dispatcher on one of the heaviest divisions of one of the heaviest tonnage-hauling railroads in the country, I am working with yard forces in four large yards, that are the best I ever worked with. I get what I ask for, but I do not issue or change instructions every few minutes. Efficiency in yard service is secured by co-operation and intelligent handling, and dispatchers play a strong part.

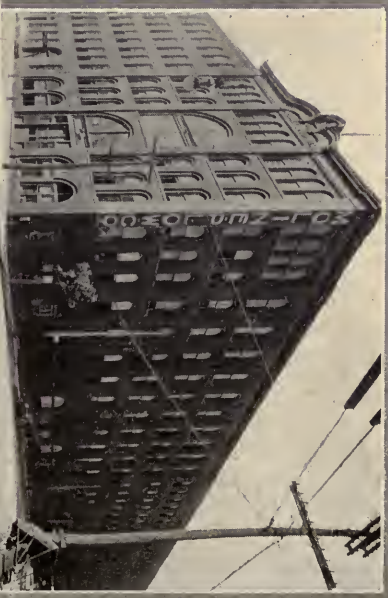
Fifth—Fuel for Locomotives:

When I tell you that a chunk of coal smaller than your fist will produce energy sufficient to haul one ton one mile, you can readily see that the saving of a few scoops of coal on a trip would haul a good many tons one mile.

Education in fuel economy has done much to reduce waste. Demonstration cars, in charge of men who are experienced in the



Industries



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handling of fuel, have been fitted up by some railroads for lecture purposes and with moving pictures of proper and improper methods of handling coal at coal chutes, etc. A great deal of the company's money goes up in black smoke, which is not only a nuisance, but makes lame backs for the firemen, just because they have not been educated to properly fire an engine. Considerable saving in fuel can be effected by not having engines standing around fired up waiting for trains. Chief dispatchers should work with the roundhouse foremen, give him good line-ups on what will be required, and engines should not be ordered until they are needed. It costs about five cents a mile to handle a passenger car, most of which is spent for fuel, so we should be careful not to haul around empty equipment when it is not needed. The handling of any kind of an empty is worse than doing nothing.

Sixth—Trainmen and Enginemen:

These men receive about fifty per cent of all wages paid in the Transportation Department, and as they are the men who handle trains under your direction, it should be your aim to get from them all the service you can for the money paid. You should know something about the work performed by the men, so that you can intelligently place instructions, and to young dispatchers I want to say that you should avail yourselves of every opportunity during off-duty hours to gain some knowledge of train service. Some engineers are like jockeys, they can ride like blazes, but if anything goes wrong with their horse, they have to call a veterinary. Now it is not necessary for you to know all about engines, but you can know a good deal if you will take the time to learn.

I venture to say that the great majority of railroad employees know nothing at all about air brakes. The proper make-up of trains has much to do with their successful handling. Do not ask a conductor to handle empty cars on the head end of his train or mixed all through it. You cannot get good braking power on a train of this kind. Be careful about stopping heavy trains in bad places, on crossings or connections, and insist upon inspection being made at least every thirty miles on dead freight trains. You should know enough about train operation so you will have the respect of the men to whom you issue instructions. They will soon come to know that you know what you are doing—mean business and play no favorites. Successful train operation is almost wholly in the hands of the dispatchers, and as I have said about trainmasters, you cannot know much about it by always staying in the office. I most earnestly advocate the plan adopted by many railroads of allowing dispatchers two days each month in which to make trips on freight trains over their respective districts.

You can help enginemen to reduce claims for stock killed on the waylands by handling promptly with sectionmen when you hear of stock running loose. In case of accident or derailment, there is liable to be more or less confusion, but the dispatcher should be the cool-headed man. Personal injury cases should be turned over to company physicians, but if it is necessary to call on an outside physician, he should give first aid and remain in charge only until a regular company doctor arrives. If it be a passenger, a complete list of everyone on the train, including their addresses, should be secured. Conductors are pretty busy in times of trouble and may overlook this unless their attention is called to it. One good witness is worth a dozen lawyers.

Seventh—Loss and Damage to Freight:

Inasmuch as the claim payments for loss and damage to freight, by one hundred and eighty steam railway carriers having an annual revenue exceeding a million dollars, reached the enormous figure for the year 1914, of \$32,375,617.55; number of miles operated, 227,884; being an average annual claim payment of \$142.07 for each mile of road operated, and an average of 1.625 per cent of the freight revenue; conditions which make the causes for loss and damage freight claim payments a subject which is discussed as much, if not more, by transportation and operating men of the different carriers at the present time as any other one, it is well that the members of this convention, representing such an important branch of the service as the train dispatchers, discuss this matter, acquainting themselves with the causes for this large loss, as they can, without question, be of great assistance in correcting many of the causes for such payments.

During the year 1915, there was a reduction of \$7,623,519.00 or twenty-four per cent from the figures of 1914, some lines showing a much greater percentage of decrease than others.

It is my opinion that American railways cannot feel that they are transporting freight with a high degree of efficiency until every item of expense not inherent in its handling has been eliminated. One of the most pronounced items of unnecessary expense, and one which has grown to proportions of great concern to the carriers, is the loss and damage to freight. Not only has this evil resulted in large monetary losses yearly to the carriers, but a much more important feature, it has become with the shipping public a source of great annoyance and dissatisfaction. Shippers and consignees do not want freight claims; they are as irritating to the public as expensive to the carrier. There is, however, a much greater interest than that of either the shipper or carrier, and that is the interest of the American public as a whole. To loss and damage in this country, \$32,000,000.00 worth of property in

twelve months has a direct bearing upon the living expenses of every American family, and it is up to the shippers and carriers to do their part in conserving this great economic waste. I would like the opportunity of calling dispatchers' attention to the principal causes which contributed to the payments of 1914.

Accidents—\$2,986,673.25 or 6.476 per cent of the total payments. Quite a number of carriers have greatly reduced avoidable accidents. A great many accidents which in the past were considered unavoidable have proven to be avoidable. Close supervision should be given to avoid these avoidable ones, and when the unavoidable do occur, attention should be given to taking care of the contents of cars concerned in the accident. Of course, it is necessary that the main line be cleared promptly. However, in doing so, consideration should be given to the proper protection of the contents of cars. In transferring commodities, if perishable and under refrigeration, to see that cars transferred into have been properly iced, or if under ventilation, that the proper ventilation is given. Railway employes hardly can be expected to know the proper manner in which to load all the different commodities. Shippers, however, do, and a good rule to follow is to endeavor to place the contents into the transferred car in the same manner in which it was originally loaded.

A dispatcher on a trick on which an accident occurs, by giving these important matters consideration and calling the attention of those at point of accident to these features, would, no doubt, assist in reducing the extent of damage.

Payment for Delays—\$2,187,345.17 or 6.756 per cent of the total payments. By these figures, it will be noted that with the elimination of delays a great step will have been taken toward the ultimate reflection of claim payments on American railroads. It is the duty of carriers to transport freight with reasonable dispatch, and while no specific time is guaranteed, if through negligence excessive delays are occasioned, carriers, of course, must suffer the penalty.

Shipments of live stock and perishable freight should always be watched in their movements over each district, and while in transit should not be lost sight of, or neglected in any manner. Their very nature suggests the promptness with which they must be handled, and if it is impossible at any time to keep shipments moving, the carrier should be fortified with proper records for future reference, to justify our handling of the car.

Payments for rough handling of cars amounted to \$4,343,481.76 or 13.415 per cent of the total.

Unlocated damage which is closely associated with rough handling, \$6,767,634.95 or 20.903 per cent. You will note a little over

one-third of the entire claim payments were for these two causes, and considering the close association which exists between train-, yardmen and dispatchers, familiarity with these figures should be of great assistance in the co-operation the carriers desire on the part of those having to do with the handling of freight shipments with a view of eliminating this enormous loss.

Loss of Entire Package—\$5,156,318.94, or 15.926 per cent of the entire claim payments.

The dispatcher, who afterwards becomes chief and later trainmaster on a great many, if not the majority of railroads, works with the telegraph operator, who afterwards becomes the agent, and when this young man starts to work will talk to him about rules of the company relative to the receiving and delivering of freight, which are, that before a bill of lading is signed, the party signing must know the number of articles, properly prepared for shipment, are in the possession of the carrier and in checking at destination to actually check each shipment, taking receipt therefor, at actual time of delivery, will eliminate every lost package, except those lost through theft.

By insistence on compliance with these rules by its employees, one of the large merchandise-carrying lines has reduced lost packages to an average of one package lost for every four stations per month.

It is my opinion that at least 999 out of every 1,000 railway employees want to do their work right, if they understand what is right, and if this is true it seems to me that the entire proposition can be solved by properly educating the various employees and securing their co-operation.

Now that I have covered some of the important items and mentioned what, in my opinion, should and should not be done, some may say "Oh, well, that is all right, but what does it amount to?" Gentlemen, it amounts to just this, that if you ever expect to make anything out of your profession that will elevate it to the position it deserves in the railroad world, and prove your worth as transportation men, you have to study and practice efficiency in all its angles.

I am proud to say that I am thoroughly conversant with every item of transportation expense, and it is because as a dispatcher and chief I have been given the opportunity to study economy in transportation.

Every employee on the Illinois Central Railroad is given an opportunity to propose or work out methods that will increase efficiency. There is more unity of action on this splendid railway system than any I have ever worked for, and the reason for this is that we have a broad-minded set of officials with the business sense to know that in unity there is force, and to prove that this policy is working successfully I will read a few comparative figures:

TRAINLOAD: System trainload has increased within the past three years eighteen per cent, eight per cent of which is credited to increased tractive effort per freight engine and ten per cent to efficiency.

LOADED CAR MILES. DIRECTION, HEAVY TRAFFIC: Increased from 84.65, March, 1914, to 90.14, March, 1916, all of this increase, 6.5 per cent, to the credit of efficiency.

PERCENTAGE OF LOADED TO, TOTAL CAR MILES: Increased from 71.03, March, 1914, to 72.41, March, 1916.

DECREASE IN LOSS AND DAMAGE TO FREIGHT: In 1913, \$2.82 out of every \$100.00 of freight revenue was paid out for "Loss and Damage." In 1915, this was reduced to \$1.07, caused by co-operation between the Loss and Damage Bureau and the Transportation Department and efficiency of employees.

TERMINAL DELAY: Three or four years ago, an enormous amount of money was being spent for initial terminal delay, very few trains leaving terminals without getting terminal overtime, but today on the St. Louis Division where an average of one hundred freight trains per day are run out of terminals, it is exceptional when terminal detention occurs, practically all

trains leaving terminals on listed time.

ENGINE FAILURES: On the St. Louis Division with the great number of freight trains run daily as noted above, months will often pass without a single engine failure. One reason for this splendid showing is that engines are assigned to regular enginemen, and the enginemen are not only good jockeys, but good veterinarians.

The above-mentioned results have been attained by increased efficiency created by interest in the work and as a reward handsome increases in salary have voluntarily been given within the past few months. I am not going to miss the opportunity to say that our general and division officers are practical railroad men who have come up from the ranks, messengers, telegraph operators, dispatchers, conductors and enginemen. Dispatchers receive the consideration and treatment due them in their positions of responsibility.

In conclusion, let me admonish you to try and improve your minds at every opportunity and help your employers to promote greater efficiency. Your own success, as well as that of your company, depends upon the spirit and energy you are willing to contribute.

Golf Club



Freeport Ill.



Passenger Traffic Department

Little Talks with the Rambler

Service Notes of Interest.



“Great Oaks from Little Acorns Grow”

The Rambler was feeling good. In fact, whether due to a favorable change in the weather or for other causes known only to himself, he was not only feeling good, but in an exceedingly merry mood. So much so, that on his way to the station to take a train on a foreign line for a small point a night's run away, he deliberately stopped en route at Tyro's office at a time when he knew that busy newspaper man would be up to his ears in work. He hustled past the "information" clerk with a cheery nod and irresistible smile, saying, "I am going to see Tyro for a minute. He won't mind me." The latter evidently would not, for well he knew that, however inopportune a time the Rambler chose for a call he knew enough not to remain long or be borish while he did stay; hence he received him heartily. "Excuse me, Tyro," said the Rambler, as he eschewed a proffered seat, "for breaking in just now, but I have something on my mind that I must get rid of before taking a train in about half an hour, and which is a matter that a wide awake newspaper editor like yourself ought to know how to handle 'pro bono publico.'" "For the good of the public," Tyro smilingly, half mused,

picking up the Rambler's quotation. "Yes, yes, I suppose that's what we are here for. But the rub of it all is the wide difference of opinion as to what constitutes the public good. Your smiling countenance does not argue in my mind that your proposition is particularly weighty, to say the least. But let it go." "Well," said the Rambler, with a chuckle, as leaning back against the door casing of Tyro's little den, with hands in his pockets and face beaming with suppressed mirth, he began: "You know Snap-Shot Bill? No? Well, he is a good fellow that possesses a kodak and a Panama hat that he thinks the world of; and I want to tell you that hat is some hat. Got it in Cuba a few years ago. It has the finest braid you ever saw and is soft and pliable—" "Never mind the hat," broke in Tyro, "condense, man, condense! What about Bill? Has he eloped, joined the rookies, or been called into a concentration camp?" "Yes, but I have *got* to tell you something about that hat," was the humorously pathetic appeal. "As you say, however, to condense, you must know that he had it blocked a little while ago, and it was his fancy to have it shaped on the fedora

order—that kind that has a hollow at the top, is punched in a bit on the side and has a turned-up brim.” “Yes, yes, but what of it?” was the further interruption as Tyro picked up his pencil and began to continue his work that he was engaged on when the Rambler made his appearance, thereby giving an exhibition of his ability to listen to one train of thought and write upon another at the same time. “O, well, forget the hat for a while, if you want to,” was the Rambler’s response, “but just listen to this: Bill came out of a downtown restaurant a few days ago just as a sudden shower broke over the city. It rained in torrents, and it surely was a wet rain. I was out in it myself. But Bill was late and is apt to forget a little circumstance like a downpour equivalent to a young flood, when, as in this case, he had an ultimate object in view; said object being to reach a street car. Hence he walked half way across the street and stood a little longer than usual, account of the shutting up of umbrellas, to take his turn in the crowd in boarding the car. His shoulders and legs were naturally somewhat wet, which fact finally dawned upon him without causing any considerable worry, in which connection he has since told me that the only thought, and that sub-conscious, that occurred to him at the time was one of elation that, contrary to what one might suppose would be the case, no water had percolated through that hat. On entering the crowded car, being pushed from behind, he stumbled over and knocked to the floor an umbrella which a lady sitting on the end seat had placed beside her, allowing it to project unduly into the aisle.” The Rambler paused a moment to laugh, and then continued: “Now, Bill, if anything, is polite. He not only felt chagrined at having kicked the umbrella, but he noticed that the lady was not only fair to look upon, but was very nattily dressed in the fashion of the day. The combination was most appealing, hence it was but natural that before Bill stooped to pick up the umbrella he should lift his hat to the lady and beg her pardon for his awkwardness. Now, here’s where

you come in, Tyro; to settle a great ethical question. In making his obeisance to accompany his apology, Bill was utterly oblivious to the fact that even if his hat didn’t leak its curved rim and creased top had accumulated water in sufficient quantities to pour a young flood directly on to the neck of the lady as he tipped it in expressing his regrets. The lady was angry, and Bill was more confused than ever. Now, what I want to know, Tyro, is this: Who was to blame? Bill, for not thinking of what might be in his hat besides his head and for his possible awkwardness, or the lady for her thoughtlessness in allowing the umbrella to project into a crowded aisle? It occurred to me that perhaps you, in your profundity, might see a point in this that would lead to something worth while in an ethical way when you are in an abstractive mood.” “I am afraid it is too deep for me,” heartily laughed Tyro, “but I will pass it along to our ‘Funny-Bone’ column man, and as it must be near your train time here is a cigar or you, and thanks for the call.”

“All the same,” ruminated the Rambler as he walked hurriedly to the station, “there’s something in that question I put to Tyro. The fact that it has a humorous side has nothing to do with the case. Just as great oaks grow from little acorns, so many a world-wide controversy, and many a great discovery, had its origin in incidents as trivial. From Newton’s observation of the fall of an apple the great law of gravitation was evolved; an innocent remark in a ladies’ sewing circle has been known to ruin a church and split in twain a peaceful community; and a little trick of the feet is alleged to have developed into an asset of \$600,000.00 per year to a movie actor. In fact, just as everything helps, so most everything grows from small beginnings, I reckon, and oftentimes the origin is apparently far removed from the finality. Now, in this episode of Bill’s. He’s unmarried, and who knows but in some mysterious way it shifts about in time so that the lady he so unceremoniously ducked becomes his wife?” He laughed softly to himself at this last conceit, for he was

still in lightsome mood. Hence, as he later boarded his train, his salutation was exuberant as he met there a railroad man that he knew but had not seen for some time. "Well, well, Charlie! how are you? Haven't seen you since that little friendly run-in we had over a year ago for that competitive coast business. Always did think you might have thrown that our way, but there was no hard feeling. That's been evened up and forgotten long ago. What are you doing here, so far out of your territory? Not expecting, of course, that you will give away anything specific, any more than I would, for we are still friendly rivals, I suppose. But is it a vacation for you or business?" With a hearty hand-shake "Charlie" laughingly responded to the Rambler's greeting by telling him he was now working in the foreign territory, and had been for nearly a year. Also, that he was after a tentative piece of business the nature of which was so problematical that he doubted if the Rambler would care to hear about it. "No, probably not, in such a case," was the smiling response. "I'm just taking a little choo-choo car joy-ride myself. But come, let's go have a smoke before bedtime." They spent a pleasant hour together before retiring, in which the Rambler questioned his acquaintance as to how he found foreign line work as against working locally on his own road; the latter being the connection in which he had hitherto been known to him. "That's what I've been trying to answer myself," was the reply. "Of course, I like my present work, for it's not only a promotion in a way, but it is broadening my experience. But I sometimes think if that local job had not been a mighty good school I would not now learn half as much about practical railroading as I know. Again, when working the local territory, I used to think I sometimes looked out over very broad horizons in my helping to route passengers in all directions—to either coast, and to the south or north as far as the gulf, on one hand, or to the lakes, on the other, to say nothing of intermediate points. Now I find I am skimming along over

one of those old horizons driving so to speak, my flocks into the corrals of my old pasture or over its trails." "In other words," suggested the Rambler, "before, you were in looking out, now you are out looking in, both points of view being valuable and each giving interesting experiences. But I'll wager that your knowledge of the inside helps amazingly now that you are on the other end of the game?" "It most certainly does," was the rejoinder. The cigars being finished, they were both off to bed, "Charlie" to leave the train somewhere during the wee hours of the night, and the Rambler to alight from it at a small station soon after breakfast the next morning.

The station was little better than a small country way-station, except it was also a junction with a small branch of the line, to the terminus of which the Rambler was bound. His train was not a connecting one with the branch local, hence the Rambler, on walking leisurely up the platform, was not surprised to note that there was but one besides himself to get off his train. That one was a little lady who seemed in a mild sort of daze. She hurried up to the station, looking anxiously ahead as she did so, at the same time slowly shaking her head and muttering to herself; her whole air and manner indicating that she had expected to find someone waiting for her who was not there. The station was a lonely one, not a dwelling in sight, and it was no wonder the little lady was apparently upset at not finding anyone to meet her. She was small of stature and apparently of such age that the thoughtless stranger would have alluded to her in passing as a "little old lady." To the Rambler, however, who had observed her intently and followed her into the station and heard her talk to the agent, she appealed at once as one to whom the appellation "old" would not only sound disrespectful but would not apply to her. It could be seen that, bereft of her temporary distraughtness, she was apparently a sweet, sunny, wide awake little body who, if she lived to be a hundred, would never be old in spirit, and that to

place her in mind as a "dear little lady" would be the most appropriate. So that was the title he mentally gave her, and as she peered into the ticket window he was curious to see what impression the agent would have of her, and how he would meet whatever demands she might make on possibly his patience and courtesy.

"Mister, where's my son, William?" was her first salutation. The agent, who was working his telegraph instrument, glanced up, gave a slight smile and nod of the head to her, as if to indicate that he had heard, and went on with his sending. But, although she recognized his friendly attitude, she did not understand, and repeated her question, adding, "I supposed, of course he'd be here. The baby's sick." The agent left his key open long enough to say to her pleasantly, "I'll be through with this message in a moment, madam," but she was still too excited to even probably hear what he had said, and plunged into a full explanation that the baby was her grandchild, and William's three-year-old girl. That Sarah, the mother, had written her that Dorothy, that being the little one's name, had been ailing all the spring and that they had called the doctor and he didn't seem to know what was the matter. This, and much more, she was plaintively pouring into the agent's ear at such a rate that the latter, with a resigned air, ticked off "minute," closed his key, and, leaving his office, approached the little lady with a deferential smile lurking in the corners of his mouth as he asked, gravely, "and who, please is your son, William?" For an instant she looked at him with wide-eyed amazement then with face suffused with blushes, but a little gleam of amusement in her eyes, she shyly replied, "Why, William—, didn't I tell you?" This last clause she added with a suggestion of challenge, as much as to say, "of course I did." She was too honest, however, to keep the fiction up, for immediately after saying it her whole countenance changed and she broke into a cute, depreciating little laugh as she corrected herself. "No, I remember now that I didn't say 'Mr.

—,' but asked only for my son William. I suppose my mind was so set on William that there wasn't room in it for anything else, so I guess I thought everybody would know who I meant. But you know him, don't you?" "If you mean the William — who runs a stock farm about six miles north of here, on the river, I do; although I've not been at this station a very long time myself. However, if you expected him to meet you he will undoubtedly be along soon. He probably found the roads worse than he anticipated after last night's storm." "Do you know," the little lady said softly, as though talking more to herself than to the agent, "I have a feeling that he *won't* come." "Why?" was the quick response, "you wrote telling him that you'd be here on this train, of course?" This time she laughed heartily as she replied, "Oh, I'm so silly! No, I didn't. Just as soon as I got Sarah's letter about Dorothy—I love that child so (we still call her the baby) that I wanted to come right away, for in my excitement I thought of course they'd expect me to come at once. I didn't do very much about getting ready. I was so anxious to get here that I came pretty much as I was. But while I was packing it did occur to me to write William a postal card telling him I was coming, and I started one. Then I thought, 'How foolish!' I'll get there by or before he will get this. Besides, he will *know* I will be on that train, for it's the first I can get after receiving Sarah's letter. So he'll meet me at the station.' Then I just threw that unfinished postal in the open hand bag that was then all packed—Goodness gracious! *Where is that hand bag?*" She made a bee line for the station platform all excitement again followed by the agent and the Rambler. The bag was not in sight, which fact elicited the statement from the little lady that the last she had thought of it was when the porter of the chair car in which she had ridden for the night had taken it in hand as he helped her out. She had charged him then, she excitedly told them, to be sure not to forget to give it to her when she was off the train, "And now," she

Y.M.C.A.



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Freeport Ill Hospitals



indignantly wailed, "he's went and forgot to do it. Still," she resumed, with a return of her natural sunniness "guess I can't say much to him about forgetfulness. I never thought of it myself until this minute. O, dear! Must be I'm getting too old to be traveling alone. I do seem to get all fussed up." "Never mind" said the agent cheerily "I'll get your bag for you, perhaps before you can start for the farm, for the last time I tried them the telephone wires were in bad shape from last night's storm. It may take some time before I can get your son to tell him to come and get you. But the company's wires are all right, and I'll telegraph to the next stop below of No. 54 and have that bag put off and returned on the up train, which is due here in about an hour and a half."

Now, it so happened that the porter had not forgotten to put off the bag, but had been a little tardy in doing it, so that he tossed it off, as gently as he could, after the train had started and gotten under considerable way. In consequence the bag rolled into a dry ditch running beside the track, and was lost to view from the platform. At the time he threw it the porter reached out from the step as far as he could and waved and pointed to the Rambler, who had been the only one to notice the transaction and who signaled the porter in reply that he saw and understood. While, therefore, the agent was telling the lady how he would get her bag for her, the Rambler made signs to him, behind her back, by shaking his head and pointing to the ditch beyond. Hence the agent, who thought he understood the sign, supplemented his consoling words about the recovery by saying, "But let's look around a bit, and see if it really was carried by, after all." Needless to say, the bag was soon found and the lady's spirits revived accordingly, only to flow at a low ebb again on thought of how she was now to get to her son. The agent reassured her on that point, however, and after finishing his interrupted message began to try to reach "William" by telephone. The latter's number did not respond, however, and he then tried in

several directions to see if he could not be reached by some relay, but also without result. Finally he got a response to one of his calls and was told that the telephone wires had been made havoc of by the storm of the night before and that it would probably be at least two days before communication would be normal again. He told this in an undertone to the Rambler, but the little lady overheard and with a determined air said, "then, if you will let me leave this bag here with you, I'll walk it. I've got to get to Dorothy." "Walk nothing!" said the Rambler in an undertone to the agent. "Is there no livery within ten miles that can be reached? Or no nearer farmhouse than that of her son?" "Not with the telephones all out of business," he said, "but I will tell you what you could do, if you are agreeable, for it seems a pity not to get that dear little woman where she can free her mind about her grandchild. Her son's farm is on the river below, hence the current, which is a strong one, is in his direction. It would not be much of a trick for you to take her bag and all down there in a boat. 'William' would undoubtedly put you back right away in his auto and see that I got my boat back—for I have a boat here on the little creek, about fifty feet away, that you see from the window. The creek runs into the river, not far off." The Rambler acquiesced willingly, and on making their plan known to the little lady both he and the agent were surprised at the fact that she expressed no aversion to the boating.

So they got off, she and the Rambler, after the agent had helped her into the boat while her knight errant was stowing his coat and vest under the thwart and getting out the oars. And what a merry time those two had of it, for the Rambler eased her mind at the very beginning, as he slowly worked the boat through the tortuous creek, by saying in the most solicitous manner he could muster, "The little girl's sick abed, I suppose?" She looked quickly at him, as if his question had started a new train of thought in connection with her much-beloved Dorothy. "Why, Sarah

didn't say that," she slowly replied in a thoughtful manner. "Don't you think she would have mentioned it if she was?" the Rambler insinuatingly suggested before she had time to put the alternate construction on his first inquiry. "Yes, I do!" was the decisive answer with a snap of the jaws, as she settled back in the comfortable stern seat of the boat and looked fixedly at her opposite companion for a minute. "I believe I've been a fool—getting scared about that baby on what may amount to nothing. Guess I ought to know enough about children to understand that they can be ailing and the doctor not know what's the matter with them without their being on a death bed. But there," she added, with the sweetest of little smiles, "I guess I wanted to see them all so bad down here, and so longed to sniff the good country air again that I just went out of my head when I got that letter. But I'm going to be sensible from now on, although," she ended, reflectively, "I am worried about Dorothy. She's never been very rugged, and she's named after me." The Rambler's quiet little suggestions however had evidently brought her to herself, for as they turned into the river and began to guide swiftly down its course she became buoyant. It soon developed that she had been born and raised on the farm to which she was going; also, that she had lived there the most of her life—until circumstances had caused her to make her home with a married daughter in a much detested (by her) city. "Which accounts for her lack of timidity on the water," thought the Rambler. She was happy, and she was friendly with her companion as they sped along, inspired by beautiful scenery on both sides of the river. She laughed and she chatted. She teased the Rambler at the perspiration rolling over his face, for the sun had made even the morning hours of the day very hot, and he was not in physical trim for his rowing, easy as it was to work with the current and as familiar as he had been in other days with boats and boating. In the next breath she was motherly with him, begging him not to cool off when

he had reached the farm by going swimming in the river until he had rested long enough for the heat of his blood to subside. As they proceeded it became manifest that she was more than ordinarily conversant with the attractions of nature that were all about them. She listened intently to the songs of the birds and called them by name as their notes became distinguishable. She called his attention to the many wild flowers they passed on the banks or that were visible in adjoining pastures or woods, telling the Rambler what they were, and in many cases what they were good for, either medicinally or otherwise. She made him diverge into the quiet water of a little lake and cease his rowing while she gathered pond lilies from over the side of the boat. Again, she had him stop at a place on the banks of the river where the purple iris was blooming in profusion that she might gather a bunch of that beautiful flower.

The end of this remarkable trip in the experience of the Rambler, came all too soon for him, for he was enjoying it. His exuberant spirit of the night before had returned under the influence of his environment and the infection of the little lady's chatter. Hence it was no wonder he simply roared with laughter when, in making a sharp turn in the river, his companion shouted, "Here we are at William's boat landing, and glory be! If there isn't Dorothy and her brother, John, both wading up to their knees in the river. What *will* William say when he knows how foolish I've been?" "If I were William," said the Rambler, heartily, "I would say I was mighty glad that I had such a dear little woman for a mother."

When, as we lunched together one noon soon after, the Rambler reached that part of the narrative of his last trip where he told of his arrival at the farm, he paused, and a pleasant smile suffused his countenance, due undoubtedly, to thoughts of the "dear little lady." Beginning again, however, he fell into rather a serious mood as he picked up an unused spoon and began to trace the pattern of the table cloth with it as he

talked. "Well, after all, everything does help," he said. "Tyro worked in the main idea of that hat episode, but, of course spoiled it as a story. He used it as an introduction to, and illustration of, a very weighty matter now the subject of much controversy, saying, in effect, 'A little incident of the street car finds an application in'—such and such. 'A lady allowed her umbrella to project into the aisle and a gentleman stumbled over it, knocking it out of her hand. The day was rainy, the gentleman's hat was wet, and in bending to apologize some water, dripping from the hat, was precipitated onto the lady. A facetious observer inquired of his neighbor which was to blame, the lady for her carelessness in placing the umbrella or the gentleman for his awkwardness. So as to'—such and such, 'in the political situation. Which, if either, in the ——— controversy owes the other an apology,' etc., etc. In short," summed up the Rambler, "he really wrote on the subject of that particular controversy an editorial that," and here the Rambler chuckled, "may possibly (but I doubt it) go 'echoing through the corridors of time.' In other words, the points that he made may turn out to be the seed from which great things will grow."

"Then there was Charlie, with his thoughtful speculation as to the real merits of his two territories. If his change from one to the other caused the thoughtfulness that was manifest in his discussion with me as to the characteristics of the two positions, why may not such thoughts be the germ from which greater things will grow for him in the future?"

"Again, there was the agent that was so kind and courteous to the dear little lady. His experience with her, although possibly trivial in itself, proved to me that he had elements of character that will lead him to better things in his profession than that little country station. In fact, on my way back, I rode a few miles with the superintendent of his division and learned that he was already being favorably considered for promotion. By the way, I forgot to mention in that connection that I purposely refrained from

telling the agent where the bag was when the lady discovered her loss. I did so that I might see what he would do about it. As I expected, he arose to the occasion.

"Finally, there was 'William,' the dear little lady's son. He took me across country over to the branch terminus in his auto after dinner that day, for by my trip down the river I had lost connection with the branch train. That ride was delightful, and I found the man well worth knowing. He was broad and well disposed towards railroads as a general proposition. He had, however, one little grouch, which, happily, I was able to remove. He was good-natured about it but while not concurring in the criticisms that many of his neighbors made of railroads, he of his personal experience could not understand a trivial matter about the payment of excess baggage. It seems that he and his family were considerable travelers during the winter months, and on several occasions he had been called upon to pay excess on their trunks. This he did not object to, but could not see wherein the excess charge varied as it did, when he was sure the extra weight remained practically the same. Apparently all along the line there had been a failure to properly advise him as to the whys and wherefores; or, in other words, the full facts. When I, therefore, told him that the charge was based not on the number of excess pounds alone, but that it was a per cent, per pound of the excess, of the ticket fare which covered the checking of the trunk, he understood the matter. In consequence, I think he became a still more valuable asset to the railroads in general than he had been before. Hence, again, you see that the incident of the dear little lady's getting excited about an imaginary sick baby down on the old farm led to a greater and better understanding and appreciation of railroads on the part of the public, as represented by 'William,' as one of its units. In short," he concluded, "there was something in my fanciful simile of that night when going from Tyro's office to the train when I brought to mind the old saying 'great oaks from little acorns grow.'"

"True," I responded, "but you have forgotten one asset that should be added. Did not your personal courtesy to the little lady help very materially to make an asset of the entire family of Farmer

William?" "Oh, possibly," said the Rambler, "but," he protested, earnestly, "you surely can't think that I helped her with any such thought in mind?" "No I don't," was my hearty rejoinder.

Service Notes of Interest

THE New York, Chicago & St. Louis, "Nickel Plate," announces an additional ten-section observation sleeping car as being operated daily between Chicago and New York, eastbound, on its train No. 2, leaving Chicago at 10:35 a. m., arriving at New York 3:40 p. m., via D., L. & W.; westbound, leaving New York at 2:00 p. m. via D., L. & W., train No. 5, and arriving at Chicago on Nickel Plate train No. 1 at 4:55 p. m. The twelve-section drawing room sleeping car formerly operated on the trains mentioned between Chicago and New York are now operated between Chicago and Scranton, Pa.

This new service is also announced by the Lackawanna as follows: Train leaving Chicago from the La Salle Street Station by the Nickel Plate Railroad at 10:35 a. m. daily is equipped with a new all-steel construction through observation library lounging car, Chicago to New York, in addition to the other regular sleeping and dining car service. Returning the train leaves New York at 2:00 p. m., thus affording in both directions a trip by daylight of pure enjoyment of the wonderful scenery through the Delaware Water Gap and the Pocono Mountains, with the vast banks of rhododendron in bloom. It ends its announcement with the following:

"It's time to go with Phoebe Snow
Where banks of rhododendron blow
In pink and white on every height,
Along the Road of Anthracite."

It has been said that "to advertise, you've got to make a noise," but there are various ways of making a noise and various kinds of noises. For instance, if a prospective passenger is leisurely jogging along toward the station thinking he has plenty of time to catch his train and suddenly the blast of a whistle comes to his ears announcing the near approach of said train, he "hot-foots" it, and by a burst of speed in the last hundred, catches it—at least, we'll say he did, for arguments sake. **Good Old Whistle!**

He arrives at his destination, "puts up" at a hotel near the depot and, after he has finished his day's duties, retires to the seclusion of his room for a good night's sleep. At some unearthly hour in the night, he is rudely awakened by the blast of a whistle, maybe the same one that enabled

him to catch the train the day previous, and it takes him 40 minutes, more or less, to get back to sleep again. **D——n that Whistle!** It's all from the point of view!—Extract from an Editorial on "Noise" in the Nickel Plate "Service News."

The Grand Trunk System announces improved service to Toronto and Montreal with later departure from Chicago, as follows: The International Limited leaves Chicago daily at 6:10 p. m., instead of at 5:00 p. m., arriving at Toronto at 8:30 a. m. and at Montreal at 5:45 p. m. In addition, a new train has been inaugurated between Chicago and New York via Niagara, independent of the International Limited. It is known as the "Niagara-New York Express," train No. 4, and is operated from Chicago to New York via Niagara Falls and the Lehigh Valley Railroad. It leaves Chicago at 3:05 p. m. daily and arrives at New York at 8:00 p. m. the next day. The schedule provides for an early arrival at Niagara Falls and a daylight trip through Wyoming and Lehigh Valleys.

This poem, entitled "The Dog," from the American Field, will undoubtedly appeal to railroad men for its human interest:

I've never known a dog to wag
His tail in glee he didn't feel,
Nor quit his old-time friend to tag
At some more influential heel.
The yellowest cur I ever knew
Was, to the boy who loved him, true.

I've never known a dog to show
Halfway devotion to his friend,
To seek a kinder man to know
Or richer, but unto the end
The humblest dog I ever knew
Was, to the man that loved him, true.

I've never known a dog to fake
Affection for a present gain,
A false display of love to make,
Some little favor to attain.
I've never known a Prince or Spot
That seemed to be what he was not.

But I have known a dog to fight
With all his strength to shield a friend,
And whether wrong or whether right,
To stick with him until the end.
And I have known a dog to lick

And I have known a dog to bear
 Starvation pangs from day to day
 The hand of him that men would kick.
 With him who had been glad to share
 His bread and meat along the way.
 No dog, however mean or rude,
 Is guilty of ingratitude.

The dog is listed with the dumb,
 No voice has he to speak his creed,
 His messages to humans come
 By faithful conduct and by deed.
 He shows, as seldom mortals do,
 A high ideal of being true.

A London man just back from the United States says that a little girl on the train to Pittsburgh was chewing gum. Not only that, but she insisted on pulling it out in long strings and letting it fall back into her mouth again.

"Mabell!" said her mother in a horrified whisper. "Mabel, don't do that. Chew your gum like a little lady."—London Opinion.

Native—There are the Oldboy twins. They are 98 years old.

Stranger—To what do they credit their long lives.

Native—One 'cause he used terbacker, and one 'cause he never used it.—Chicago News.

An old railroad man sat with a friend on a hotel piazza as a string of chappies went by in their flashy togs.

"Passengers or freight?" smiled the friend.

"Empties," said the old man.—Judge.



STEPHENS MOTOR PARADE, FREEPORT, ILL.



LOSS & DAMAGE BUREAU



The Rough Handling of Freight

By Committee—T. L. Dubbs, Superintendent, Chairman; F. R. Mays, Trainmaster;
H. Fletcher, Traveling Engineer; E. C. Davis, Agent, Greenville

Causes and Effects.

THE rough handling of freight, its causes and effects, with suggestions which if followed will result in an immediate reduction of not less than 50 per cent of the present expense, and a continued campaign thereafter should bring about an additional reduction of not less than 25 per cent, which would result in reducing this item to 5 per cent, or less, of the total amount now paid for freight claims, which at present amounts to approximately 20 per cent.

Damage to Freight Result- ing from Causes Other Than Rough Handling, But Frequently Charged to Rough Handling.

Notwithstanding the care which is exercised to carefully separate and tabulate the items of claim expense there is, no doubt, but that a larger amount of money is improperly charged to rough handling than is improperly charged to any other cause.

For example many cases of improper stowing or the loading of heavy packages upon light packages, or the loading of lumber or other commodities which are very susceptible to shifting in transit, frequently results in damage which is charged to rough handling by reason of the fact that the heavy freight is unloaded and out of the way before the damaged freight shows up at some station beyond; also protruding nails and bolts frequently cause damage which is assessed against rough handling.

When freight is unloaded from cars in trains by local freight crews and not properly broken down and spread before proceeding to the next station or before moving the car or cars, damage frequently results by reason of the freight falling, and in numerous cases this damage is assessed against rough handling.

Solid cars being unloaded at stations, delivered direct from the car or unloaded into the warehouse, are not always kept broken down and spread; road crews coupling to such cars frequently cause damage by reason of falling, which is usually charged against rough handling.

The cause for damage in the cases above enumerated should not be charged to rough handling, but should be charged to improper stowing, improper placing, improper breaking down and spreading during process of unloading, and negligence in failing to take necessary precaution to protect the freight. In this connection more care should be used by those who are required to give information concerning the cause for this damage in order that an intelligent investigation can be made of each case, which would bring about a material reduction in the amount of damage and its cost.

The Handling of Cars in Yards and on the Road.

The campaign which we have been conducting to reduce the rough handling of cars in yards has been productive of good results, however, there yet remains a wide margin for improvement.

Cars containing merchandise or other freight subject to breakage or damage should not be permitted to come in contact with other cars or other cars should not be permitted to come in contact with such cars while either are moving at such a rate of speed as to permit of damage by shifting or the displacement of the contents.

Transfer cuts containing merchandise or other freight subject to damage or breakage should invariably have all air brakes connected and operating through the entire cut, otherwise shocks caused from cars bunching or slack running out is sufficient to result in serious damage to contents of car.

Signals should be given and transmitted with care. Enginemen should

keep a close lookout and respond to signals promptly, avoiding sudden stops or shocks by severe application of brakes.

Whenever possible in yards when switching cars containing freight of any character subject to damage, the cars or cuts of cars so switched should be stopped before coming into contact with other cars or cuts of cars until the switching operation has been concluded, after which the engine can close up and couple these cars with sufficient ease and care to prevent any damage. The same plan can be followed by local freight and other road crews switching on the line.

Road enginemen can contribute materially towards decreasing the expense incident to freight damaged by rough handling, by applying and releasing air brakes and starting trains so that shocks will be entirely eliminated or minimized to such an extent that no damage will occur.

Trains handling freight subject to damage should be properly made up—that is, all short loads or loads to be set out on line placed in station order and next to the engine. Heavy loads should be placed ahead of the light loads and merchandise cars; running switches should not be made.

The above precautions will result in easy handling, slight shifting, few displacements, and a remarkable reduction in damage to freight.

The mechanical people can contribute their share toward the campaign by carefully inspecting engines, having brakes put in proper condition. Cases have come under our observation where engines with defective brake valves have been permitted in service for several trips without necessary repairs having been made, and, no doubt, resulted in considerable expense due to rough handling by reason of frequent emergency applications. The air brakes under cars should be carefully inspected and cared for with the same object in view.

Agents and receiving clerks should make as close inspection as possible of all freight offered in order to determine if this freight is properly protected by the container, or if any damage has occurred visible or partly visible or possibly concealed prior to its delivery to our company for shipment; as numerous cases have come to our knowledge in which the investigation indicated that the damage occurred prior to the time we came into possession of the freight. In these cases sufficient care had not been taken in making inspection of the freight at the time it was offered, therefore, no record to defend our position, also the expense was charged and the cause assigned to rough handling of freight.

If solid carloads of stoves are stowed and braced sufficient to prevent contact with each other or with sides or ends of cars and to prevent shifting no damage should occur. Inspection should be made by a qualified employe at plant before freight is accepted.

Stoves in cars with other freight must be so loaded as to prevent contact with it and the entire contents of the car so loaded as to prevent the possibility of any shifting whatever. Platform or warehouse foremen should be required to inspect such cars before they are closed.

Furniture should be properly packed, burlapped, crated, braced and otherwise protected in accordance with its character and other conditions affecting, and should be inspected by an employe properly qualified before being accepted at point of loading.

Furniture in part carloads should be properly packed, burlapped, crated, braced, and otherwise protected as circumstances may require, and such precautions as are necessary should be taken to insure against any shifting of the furniture or other contents of the car. Such cars should be inspected by either warehouse or platform foremen before being closed.

This commodity affords prolific causes for damage and for claims. In order to prevent damage to this fragile product each tier must be braced in such a manner as to prevent shifting while loading, in transit, and while unloading. A greater portion of the damage in each case is caused either while the car is being loaded and before any bracing has been applied or while the car is being unloaded after the slight and insufficient bracing used has been removed.

It is neither right or just that the carrier should bear the responsibility for damage to this class of freight unless the shipper has taken the necessary precaution to reasonably protect the commodity. This can only be done by bracing each individual tier in a substantial manner. Such shipments should be inspected by an employe qualified to do so before being received from the plant.

**Repairing and
Maintaining
Equipment.**

**Inspection of
Freight at Time
of Receipt.**

**Stoves—
Carload.**

**Stoves—Part
Carload.**

**Furniture—
Carload.**

**Furniture—Part
Carload.**

**Tiling—
Carloads.**

**Tiling—Less
Than Carload.**

The quantity of this material shipped less than carload, as far as we are able to determine, is very small; however, extreme care should be used in bracing and protecting such shipments. Such cars should be carefully inspected by warehouse or platform foremen before being closed.

**Committees to
Visit Plants.**

It is suggested that a committee be appointed to visit stove plants, furniture factories, tile plants, packing houses, sugar refineries and other points where freight in carloads liable to damage is loaded, and an effort made to induce the shippers to co-operate toward the end that a greater effort be made to protect against damage due to features which could be overcome at the initial point, and also make a full report upon their findings with recommendations for an improvement.

**Live
Stock.**

Damage to live stock frequently occurs on account of the stock not being in proper condition to withstand the ordinary fatigue incident to standing in cars during shipment, therefore, a careful inspection of stock should be made before being received and a proper record kept. When large or full grown animals are loaded in the same car with smaller and weaker ones, proper and substantial partitions must be installed. Floors must be properly bedded, and whenever bedding deteriorates to such an extent that the floor becomes slippery or the usefulness of the bedding impaired, the stock should be unloaded, the car cleaned, and fresh bedding applied.

When cars of stock are being handled in a long train, such cars should be placed as close to the engine as possible to avoid their being handled in picking up and setting out cars, also account shocks on the front end of a long train are usually less severe than upon the rear.

**Containers,
Etc.**

Many containers permitted by our classification are not of sufficient strength or of the proper type to protect their contents. For example, many articles are shipped in strawboard or other light containers which as a matter of fact require strong wooden boxes or crates.

Many wooden containers are of an entirely too light a type of construction; small smooth nails are used with the result that the damage which frequently occurs is assigned to rough handling when the containers are entirely responsible. Packing houses are responsible for a large per cent of damage to their products on account of failing to protect with adequate containers.

Flour and meal in burlap and without burlap are being handled in large quantities and frequently damaged. Much of the expense incident to the damage caused thereby is improperly charged to rough handling when as a matter of fact the bag or burlap is responsible.

It is the opinion of the committee that the container should be very thoroughly investigated and proper steps taken to revise the classification to such an extent that containers of the proper construction and strength be required for all shipments.

**Increase in
Cost Rough
Handling.**

In as much as this item of expense has increased first nine months this fiscal year as compared with first nine months last fiscal year approximately 7 per cent, immediate steps must be taken to materially reduce the causes.

Co-Operation.

If all concerned will become as interested in the matter of eliminating the causes and effects of damage to freight due to rough handling, and co-operate towards its elimination to the same extent that they would if this freight was their own personal property and the money disbursed in settlement of such claims came out of their own pockets, are sure we could bring about a most remarkable reduction in this expense, and we should only be satisfied by reducing it 50 per cent within 90 days, and with a further reduction of 25 per cent within the next succeeding 90 days, which would, as stated in the beginning, reduce this expense to about 5 per cent of the total sum disbursed for claims instead of 20 per cent, as at present.

A Plea for the Freight Checker

By E. R. Pierce, Warehouse Foreman, Paducah, Ky.

THE railroad freight checker used to be considered as a very unimportant though necessary employe of the larger stations. He checked freight by the

number of packages in a shipment, and if he was short one or more he said so in so many words, and if it was a little difficult to tell just what was short he

did not attempt it, but wrote across the face of the W. B.: "One package or two packages short," etc.

The receiving clerk had not much more to do. He checked from dray, and if he was short could tell pretty well what was short, and, without further ceremony he scratched out the items, signed the bills of lading, loaded the freight, and that was the end of it so far as he was concerned. If the weights furnished by the shipper were wrong the receiving clerk could not help it, and he was too busy to make sure, and anyway, the receiving agent was responsible.

Both of these clerks could do a much greater amount of work than is now done by them, and a greater amount of freight was handled by fewer check clerks. They were compelled to work more hours for less pay than any class of men on the railroad, one of the reasons being that under conditions then prevailing, a high degree of intelligence was not required of a freight checker. The result was that a man of much ability would not continue in such a position longer than he had to, but sought employment that gave him a chance to exercise his natural or acquired ability.

The foreman or agent responsible for the work of these men had a pretty tough time of it even then, when not much was required, in the way of special knowledge. Under present conditions they would not be able to get along at all with the class of men that formerly handled the freight.

These men are the sentinels at the doors of the freight depots that come into direct contact with the freight both in and outbound, and with the shippers and receivers of freight. Upon them depends the whole structure of station work. Under present conditions this work is highly technical and there are so many things to look after and watch in the interests of both railroad and patrons, that it requires the closest attention and thorough knowledge of the rules, not only of the railroad but of the different State Com-

missions, the Interstate Commerce Commission, the Bureau of Animal Industry, the Bureau of Inflammables and Explosives, the Classification rules, the laws of demurrage, etc., as well as the peculiar requirements of the Refrigerator Service, the proper distribution of equipment, the manner of handling all sorts of commodities, their staying and bracing, the laws regarding liquor shipments, the rules regarding valuation clauses, the quality of package required by the railroad associations and the manner in which all railroads require goods to be crated, packed, boxed, wrapped, marked, etc.

Acting for the agent they sign bills of lading, route freight, and give a bond for the proper performance of their duties. They are not only liable for errors in connection with railroad rules, but they are constantly on the watch to avoid being brought into Federal Court to answer to charges of violations of the Interstate rulings. Under various acts of Congress and the State legislatures such as the Cummin's Amendment, etc., they have a personal burden of responsibility.

Added to the above, they are more or less in charge of the labor, and are expected to utilize it economically and efficiently. Aside from the shorter hours, now 10 instead of 12 or 14 which change was brought about by application of efficiency in the handling of labor they are in little better condition as a class than 20 years ago, and a good deal of their work is done under high pressure owing to the many items above mentioned which they have constantly to keep in mind.

Having had charge of this branch of station work for a good many years, and having had experience in all lines of station work. I wish to say that the work of a check clerk is a severe test of a man's ability, and if he makes good at it he goes higher and a new man has to be broken in to do the work. At my station, owing to the progressive and up-to-date methods pursued by the agent the conditions of this service have been greatly improved, but in my opinion the importance of the part

taken in station work by the freight checker is greatly underestimated, and the job is regarded yet as simply a stepping stone for something better.

The agents of the different bureaus, particularly of the Loss and Damage Bureau will bear me out I think in the statement that in the cases of tracers for delayed freight, and in the claims for loss and damage to freight, lost

packages, erroneous routing, etc., nine out of every ten cases are referred to the check clerk for his handling before the file is complete.

I therefore believe that a study should be made of the conditions of work in this department of railroading and that it be put on such a basis as to retain longer in this service men of experience and ability.

Reduce the Claims

By Mr. G. M. Gibney, General Yard Master, Louisville, Kentucky

**Rough Handling Cars,
Often creates a claim.
Use every effort to reduce same,
Give this strict attention
Have you made this a RESOLUTION?**

**How great are the expenses of claims?
Always figure the Company's interest
at large,**

**No "NO R O U G H HANDLING
WHILE IN MY CHARGE."**

**Don't cause a claim, increase the gain
Let every yardman do his best,
In doing so you have solved the test.
No rough handling while in my charge,
Grand Co-operation credit to the yard.
Careless switching is the charge,
Always credited to the yard.**

**Right the wrong, reduce the claim,
Stopping caboose first reduces the gain.**

Rough handling and unlocated damage at the present time is responsible for approximately 31 per cent of the total loss and damage freight claim payments, and it is the intention to make this one of the live subjects in the handling of loss and damage matters with a view of securing better stowing, loading and handling of cars, both in yards and trains, and with the proper interest taken by those having to do with correcting these causes there is no doubt but what a substantial reduction will be made the next fiscal year.



From the
Law Department

Biographical Sketch No. 24



HON. E. RICE

Hon. E. Rice Local Attorney, Dyersburg, Tenn.

HON. E. RICE was born August 31, 1872, in Lauderdale County, Tennessee. He was graduated by the Law Department of Cumberland University, at Lebanon, Tenn., in June, 1893. In January, 1894, he formed a partnership with W. S. Draper, Sr., who was then local attorney at Dyersburg for the Chesapeake, Ohio & Southwestern Railroad. Two years later that road was acquired by the Illinois Central Railroad

Company, and Mr. Rice has been one of its local attorneys for Dyer County ever since. He was a member of the Tennessee State Senate during the session of 1903-05, and during the latter year he was the Speaker of the Senate. He was a member of the syndicate which projected and built the Chicago, Memphis & Gulf Railroad, and while that road was operated independently he was its Vice-President and General Counsel.

Commerce Notes

Concerning intrastate commerce under federal control. "Interstate and intrastate transportation have become so interwoven that the attempt to apply two and often several sets of laws to its regulation has produced conflicts of authority, embarrassment in operation and inconvenience and expense to the public. The entire transportation system of the country has become essentially national. We, therefore, favor such action, by legislation, or, if necessary, through an amendment to the Constitution of the United States, as will result in placing it under exclusive federal control."

This is a plank from the Republican platform recently adopted by the National Convention. In his acceptance of the nomination the candidate for President on this platform says:

"We must take up the serious problem of transportation of interstate and foreign commerce in a sensible and candid manner, and provide an enduring basis for prosperity by the intelligent use of the constitutional powers of Congress, so as adequately to protect the public on the one hand, and, on the other, to conserve the essential instrumentalities of progress."

A resolution adopted at the last annual convention of the National Association of Manufacturers provides in part that this Association "urges Congress to exert its constitutional power of regulation over these instrumentalities of interstate commerce and thus unify regulation of railways to the exclusion of unfair intrastate jurisdiction where federal and state regulation conflict," and in another section of the resolution, it is stated "we urge Congress to enact as a provision of the interstate commerce law the rule that such rate shall be permitted as will yield the average road earnings sufficient to attract investment for the development of transportation facilities and for the opening up of regions not now served by railways."

Heated car service for cheese.—In *Cheese Dealers' Association vs. A. T. & S. R. R. Co.*, et al., 40 I. C. C. 1, the new rule imposing extra charges for the extra service of furnishing heated cars for the transportation of cheese, viz., \$12 per car for intrastate shipments, and for interstate shipments 5 cents per 100 pounds, minimum \$15 per car between points in adjoining states, with an additional charge of 1 cent per 100 pounds or minimum of \$3 per car for each additional state traversed, was not found unreasonable or unjustly discriminatory. The Commission says: "Shippers of cheese know better than carriers can be expected to know what precautions ought to be taken against the elements in order to insure the safe transportation of their commodity, and under the rules in controversy are at liberty to exercise their own judgment relative to protection required for particular shipments."

In his concurring opinion, Mr. Commissioner Harlan writes: "In support of the charge, established after the announcement of the first report in *The Five Per Cent Case*, 31 I. C. C. 351, for a heated car service on winter shipments of cheese in carloads from Wisconsin points, the carriers defendant here point to the view expressed by the Commission in that case, to the effect that every service performed by a carrier should be made to contribute reasonably to its revenues. The soundness of that principle and the propriety of its application in all such cases are clearly demonstrated upon this record, which is illustrative of the many services of special value that the carriers, without charge in addition to the rate, have performed in the past, and still continue to perform for the comparatively few shippers who are in a position to make use of such services, although the cost thereof is spread, through the carriers' rates, upon the general shipping public."

Federal safety appliance and employer's liability laws apply to interstate carriers



Residential
Street
Scenes



Freeport
Illinois



operated by electricity in the same degree that they apply to the ordinary steam carrier. This was the conclusion reached by the Supreme Court of the United States in *Spokane & Inland Empire Railroad Company vs. Campbell* on June 12, 1916.

Carmack amendment applies to liability for error in bill of lading covering interstate shipments. The Supreme Court of the United States, held on June 5, 1916, in *A. T. & S. F. Ry. Co. vs. Harold*, that the Carmack amendment was an assertion of the power of Congress over the subject of interstate commerce, the duty to issue bills of lading and the responsibility thereunder, which in the nature of things excluded state action, and the opinion proceeds:

"Indeed, in the argument, it is frankly conceded that as the subject of a carrier's liability for loss or damage to goods moving in interstate commerce under a bill of lading is embraced by the Carmack amendment, state legislation on that subject being excluded. It is insisted, however, that this does not exclude liability for error in the bill of lading purporting to cover an interstate shipment, because 'Congress has legislated relative to the one, but not relative to the other.' But this ignores the view expressly pointed out in the previous decisions dealing with the Carmack amendment, that its prime object was to bring about a uniform rule of responsibility as to interstate commerce and interstate commerce bills of lading, a purpose which would be wholly frustrated if the proposition relied upon were upheld. The principal subject of responsibility embraced by the act of Congress carried with it necessarily the incidents thereto. See the subject aptly and clearly illustrated by *St. Louis & San Francisco Railroad Co. vs. Woodruff Mills*, 105 Miss. 214, where a statute of the state of Mississippi accomplishing the very result applied by the court below was decided to be no longer applicable to interstate commerce, because of the taking of possession by Congress of the field by virtue of the amendment referred to."

When is a rate confiscatory? In *Stonega Coke & Coal Co. vs. L. & N. R. Co.*, 39, I. C. C. 523, speaking through Mr. Commissioner McChord, the Commission said:

"The rights of property are specifically protected under two separate provisions of the constitution, namely, the fifth and the fourteenth amendments. The inhibition with respect to the federal government, as set forth in the fifth amendment, is 'nor shall private property be taken for public use, without just compensation,' while the limitation with respect to the acts of the several individual states, as contained in the fourteenth amendment, is 'nor shall any state deprive any person of life, liberty, or property, without due process of law.' For state-made rates to be within the require-

ments of the fourteenth amendment they must not be confiscatory. This raises the query as to what constitutes confiscation. This depends on whether or not rates to be non-confiscatory must yield only the cost of the service, or whether they must not also yield, in addition, a profit on the investment. Such an issue necessarily depends upon the judicial determination of the question of whether or not prospective profit is property within the meaning of the fourteenth amendment.

"The rates here involved, however, are interstate rates, imposed under the authority of the federal government, and, therefore, subject to the requirements of the fifth amendment, the plain language of which leaves no uncertainty as to its scope. The present rates must yield 'just compensation.' For compensation to be just, it must provide a reasonable return upon the value of property devoted to public use. *San Diego Land & Town Co. vs. Jasper*, 189 U. S. 439, 446; *Willcox vs. Consolidated Gas Co.*, 212 U. S. 19, 41. We, therefore, understand the term confiscatory rates as used by the respondent herein as synonymous with the term non-confiscatory rates."

Shreveport doctrine applied to express rates. In *South Dakota Express Rate Case*, 39 I. C. C. 703, opinion by Chairman Meyer, it was held: (a) That the interstate express rates between Sioux City and points in South Dakota are not shown to be unreasonable. (b) That the defendants maintain higher interstate rates between Sioux City and points in South Dakota than between Sioux Falls, Mitchell, Aberdeen, Watertown and Yanktown, S. D., and points in the same state, applicable to shipments by express which are transported under substantially similar circumstances and conditions. (c) That thereby an undue preference is given to Sioux City, Mitchell, Aberdeen, Watertown and Yanktown, and undue and unreasonable prejudice and disadvantage is effected against Sioux City. (d) That the defendants should cease and desist from continuing said undue preference and unjust discrimination.

Joint rates with water lines. In *Indiana Transportation Co. vs. G. R. H. & C. R. Co.*, 39 I. C. C. 757, the petitioner sought the establishment of through routes and joint rates and a physical connection between its water line and the respondent's rail line, and for proportional rates from the port to which traffic is brought by the petitioner; held, that the evidence fails to show such public necessity for the route and rates asked for as to warrant the exercise of the authority granted by the act.

Eighty per cent rule concerning joint rates in Iowa. In *Iowa-Dakota Grain Co. vs. I. C. R. R. Co.*, 40 I. C. C. 73, it was sought to require on interstate shipments

moving over two lines in Iowa to Council Bluffs, and thence via another carrier to interstate destinations, the joint rate to Council Bluffs prescribed by the Iowa Commission, viz., 80 per cent of the combined local rates. The difference between the full combination local rates to Council Bluffs and the 80 per cent rule rates ranged, as to the shipments here in question, from 1.9 cents to 2.4 cents per 100 pounds. It was alleged that this difference constituted unjust discrimination against a dealer at Sioux City shipping through the Council Bluffs gateway and in favor of a dealer located at Council Bluffs, who could avail himself of the 80 per cent rule by taking possession of the grain at that point. The Commission said:

"There apparently is discrimination, but whether or not it is unjust depends upon the lawfulness of the application of the intrastate rates to Council Bluffs under all of the circumstances disclosed. The power of the state authorities to prescribe and regulate rates for the carriage of freight locally within the state is indisputable, and it is only where the proper application of those rates operates to the disadvantage or prejudice of an interstate shipper that our authority to remove discrimination should be exercised. If the interstate rates for the initial movement are intrinsically reasonable and strict observance by the carriers of their tariff rules and regulations would prevent the discrimination alleged, no proper case arises for an order requiring the removal of the discrimination by the maintenance of identical rates on state and interstate traffic.

"The rates on grain from Council Bluffs to lower Missouri River and southern points are, as previously stated, proportional rates, applicable on traffic originating beyond. Local rates, higher than the proportional rates, are published from Council Bluffs to Kansas City, St. Joseph, Atchison and Little Rock, but are seldom, if ever, applied. No local commodity rate is published from Council Bluffs to Fort Worth. Inbound expense bills are surrendered by the consignor at Council Bluffs as proof that the grain originated at an interior point and is entitled to the proportional rates out. During the period under consideration the tariffs of the carriers leading from Council Bluffs to the destinations in question provided for the absorption of elevation charges at Council Bluffs and of connecting lines' inbound and outbound switching charges to and from the elevators. These absorptions invariably were made on all grain shipped from Council Bluffs, apparently recognizing that storage in an elevator there was but the temporary suspension of a through interstate movement. The inbound intrastate rate, which was used as one component of the through rate charged from the interior point to final destination, was not lawfully applicable to the through movement. As was said in Mer-

chants Exchange of St. Louis vs. B. & O. R. R. Co., 34 I. C. C. 341, where a like situation was presented:

"All the carriers leading from St. Louis provide for the absorption of elevation charges of one-fourth cent per bushel on outbound shipments of grain that has been stored in elevators at St. Louis. This absorption is made on the theory that the inbound and outbound movements comprise a through movement and that the grain has been elevated in transit. Whenever the absorption is made the grain cannot, lawfully move forward except at the balance or the through rate."

"Since this proceeding was instituted defendants have discontinued the practice of absorbing elevation charges on shipments of grain stored at Council Bluffs and reshipped to the destinations in controversy.

"It is clear that unjust discrimination would never have been alleged if the carriers had always observed their legal rates for the interstate movement. The same charges would have applied on all shipments, whether stored temporarily in elevators at Council Bluffs or reconsigned in the original cars.

"Complainants also contend that the combination rates charged for the transportation of corn from the points previously named to Council Bluffs were unreasonable to the extent that they exceeded rates based on 80 per cent of the combination rates. Specific rates no higher than those asked have been in force from Carnes and Hospers since November 9, 1914, but the Illinois Central has declined to publish joint rates on the 80 per cent basis from stations on its line to Council Bluffs. The combination rate to Council Bluffs, charged on the shipment of July 7, 1912, from Remsen, was assailed in *Flanley Grain Co. vs. C., B. & Q. R. R. Co.*, Docket No. 5802, unreported. It was not found to have been unreasonable, and the complaint was dismissed. Subsequently a rehearing was denied and conditions have not changed since.

"Complainants urge that the joint rates prescribed by the state commission are reasonable, that they were established after a full investigation in which all parties interested were given an opportunity to be heard, and that they have not been contested by defendants. Defendants insist however, that the joint rates on corn in Iowa are compulsory, and are on an unreasonably low basis. Comparisons with mileage rates on corn in Illinois and South Dakota, which are submitted, tend to show that the rates in Iowa applicable to interstate traffic are not unreasonable.

"We find that the rates assailed are not shown to be unreasonable or unjustly discriminatory, and the complaint will be dismissed.

"It is apparent, however, that defendants' failure to apply the interstate rates to Council Bluffs on shipments stored in elevators there and subsequently forwarded under proportional or reshipping rates to interstate destinations and to collect charges on that basis resulted in such shipments being undercharged."

WAS THE DOG A SUICIDE?

THE mere finding of a dog's body near a railroad track raises no presumption as to the cause of its death, according to the holdings in *Alabama Great Southern R. R. Co. vs. Price*, 88 *Southeastern Reporter*, 692. No one saw the dog killed, nor did the evidence show that there were any marks or bruises on the body.

Judge Wade, delivering the opinion for the Georgia Court of Appeals, says: "All things that live must die, and, so, too, all living things will die a natural death, unless some extraneous cause or agency intervenes, and a dog is not exempt from the operation of the universal rule. We may surmise that the particular dog we are interested in had some deadly poison administered to it, either by accident or intention, and the poison may have destroyed its life, just as it neared the railroad track, in proximity to which its body was found; or the dog may have died from 'heart failure' (that comprehensive term so often used by the medical profession to account for mysterious and sudden departures from this little world), or from any one of many different natural

causes, for the poetic expression, 'Death hath a thousand doors to let out life,' applies equally as well to the canine as to the human race. In fact, whatever may be the legal rule, in the absence of any circumstances leading to a contrary inference, every death is assumed to be from natural causes."

To infer that the dog was struck by the train, "we would be compelled," says the court, "to hold judicially that the very atmosphere surrounding a railroad is as deadly as that said to emanate from the Upas Tree, and that a railroad company can be held liable for death supposed to have resulted solely from the pestilential breath of its locomotive."—*Northeastern Reporter*.

A NOVEL LAW PARTNERSHIP

Law Office of
HAYS & HAYS
Sullivan, Ind.

John T. Hays, Jr., and William H. Hays, Jr., announce that on and after April 14, 1916, Charles Edward Hays (born to Mr. and Mrs. Hinkle C. Hays on April 14, 1916) will be associated with them in the practice of law under the firm name and style of

HAYS & HAYS, Junior
Attorneys-at-Law
Sullivan, Indiana

Boys' Business Especially Solicited

Points From a Stenographer's Note Book

By Helen Lee Brooks

Selfishness is the shortest cut to success, but no man has ever achieved a permanent place in history who put "I" first in his vocabulary.

Money will buy much, but nothing of supreme value.

Nepotism is a dangerous foe to efficiency.

"Alas for the rarity of Christian charity under the sun," wailed Thomas Hood a century ago, and the world caught up the refrain and has been repeating it ever since, not realizing how infinitely more rare is perfect justice.

The singular thing about injustice is that it invariably reacts upon the perpetrator rather than upon the victim.

Money is valuable only in so far as it is widely used.

We hear a lot today about courtesy, as if it were something to be assumed and put off at will. The only courtesy that amounts to anything is that which springs from the heart and is a matter of instinct rather than education. In other words, a

gentleman must be born—not made.

The world's greatest benefactors invariably have been men of moderate wealth, if not actual poverty.

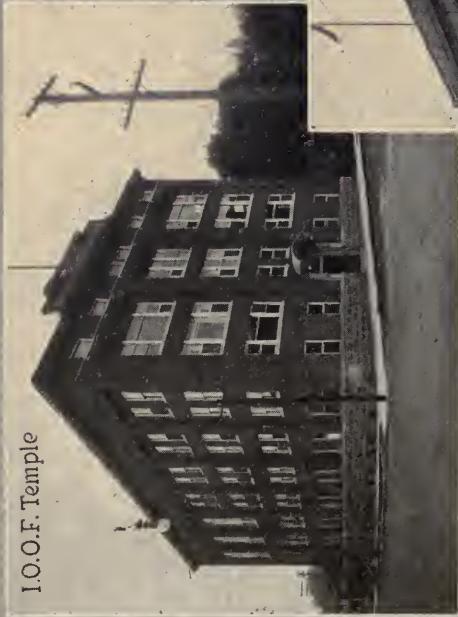
Efficiency depends upon the individual, not upon the system; one might as well try to legislate morality into people as to teach efficiency by rule.

Douglas the debater, the statesman towered far above Lincoln. It was the rail-splitter's humaneness, his sympathy with the average man, his understanding of the masses that made him the supreme American.

There can never be equality of the sexes in the business world until woman ceases to reckon physical charm as her principal asset.

Lincoln never hit the nail more squarely on the head than when he said, "the Lord must love the common people—He made so many of them." And, in the last analysis, it always has and always will be the will of the common people that prevails.

I.O.O.F. Temple



Public Buildings



City Hall

Post Office

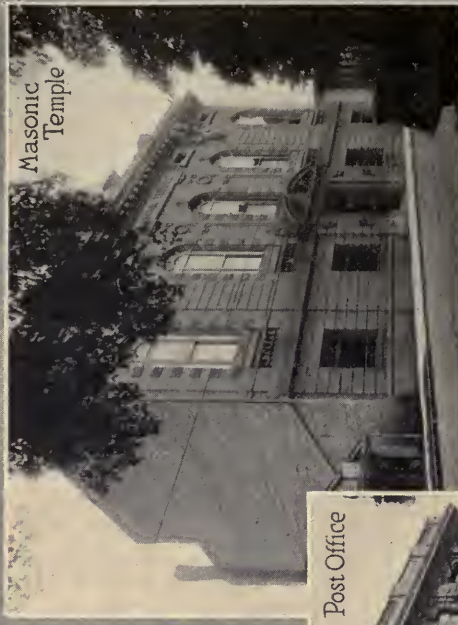


Freeport Ill.



Court House

Masonic
Temple





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 ▲ ▲ ▲ ▲ ▲

Malaria—Its Prevention

THE absolute test of the prevention of malaria is by the examination of the blood. Physicians are coming to recognize more and more the importance of blood examinations to determine the presence of malarial parasites. This examination is important, because it furnishes definite information as to the presence of the disease and furnishes the necessary basis for proper treatment. There are many diseases which present the clinical symptoms of malaria, but which should be treated differently. The examination of the blood is not a complicated matter, and should be used in all cases where malaria is suspected. Owing to the fact that there are relapses in malaria from a chronic infection it is imperative that a symptomatic treatment of malaria shall parallel the preventive measures. In this way the disease can be stamped out in a much shorter time.

The Rockefeller Institute for Scientific Research are carrying on such a work at the present time in Bolivar County, Miss. The blood of each individual residing in the county has been examined, and where the malaria parasite has been found a vigorous line of treatment is begun. This is for the purpose of destroying the organism which produces the disease, and prevents the infection of some mosquito which might bite the infected individual and later transmit the disease to a well person.

In conjunction with this work by the Rockefeller Institute the State of Mississippi is offering free quinine to every

citizen of Bolivar County who might feel any indication of a chill or malarial symptoms. This experiment is being watched with much interest, and it is hoped that a great deal of good may come from it.

In this disease the spring relapses can be prevented in a large measure by the systematic and intelligent use of internal medication during the winter months. This does not mean that the individual must take quinine incessantly. However, the Illinois Central and the Yazoo & Mississippi Valley Hospital Department have been giving quinine regularly to all men who work in a low, marshy district, and malaria has decreased markedly in territories which have previously been badly infested with this disease. So successful has been the treatment for the prevention of malaria, put into effect by the hospital departments, that reports from the hospitals show that the only cases of malaria coming into the hospitals for treatment come from crews where the foremen have failed to carry out instructions. It can be appreciated then as to the importance of carrying out the orders from the hospital department with reference to the faithful administration of treatment outlined.

In order to prevent any disease, its cause and the method of its production must be determined. We have stated that malaria is found in the blood, and if the blood from an infected person be injected into another person at the proper time and under proper conditions the disease can be thus prevented. The com-

Public
Schools, Freeport
Illinois

High School



mon cause of the conveyance of this blood from an infected individual to a well person is through the mosquito known as the *Anopheles*, and it is only by the female mosquito that this infection is transmitted. The female mosquito seeks water on which to lay her eggs, and in warm summer weather the eggs take from one to two days to hatch. At the end of this period the eggs are hatched into larvae, which are commonly known as "Wigglers," which one can see in all puddles of water in the summertime. These wigglers remain in this larvae form for ten or twelve days, the period varying considerably with the temperature, development becoming more rapid in warm weather. These larvae of the *Anopheles* are able to protect themselves and move quickly. A slight noise or shadow thrown upon the water causes the wiggler to dive and disappear. If one approaches a breeding place, such as a hole made by a horse's hoof in a soggy piece of ground the *Anopheles* larvae will at once hide, and the casual observer will see nothing in the water when it is examined. It takes considerable experience to find them, even when they are plentiful in the water.

The *Anopheles* seems to be more delicately refined than the other mosquito larvae. They prefer fresh water, such as is found in a running country stream. In such a stream they seek the protection that the grass and algae, which grows along the bank, gives them from the fish, as small fish and minnows are very fond of the mosquito larvae; in fact, the minnow is their principal enemy when the wiggler inhabits a stream. The habits of the malarial larvae differ from the habits of other mosquitoes, so that the practical mosquito man can easily recognize the *Anopheles* variety. When these come to the surface of the water, where they generally lie, they lie with the body parallel to the surface, while most other mosquito larvae stand vertical to the surface of the water, with their heads down. The shape of the *Anopheles* larvae also differs considerably from that of the other mosquitoes. The *Anopheles* is a long,

slender, very narrow body, while the *Culex*, another variety, is a short, bulky body.

All mosquito larvae are compelled to come frequently to the surface of the water for the purpose of breathing, as they are all air breathing mosquitoes. It is on this account that the oil is so destructive to the mosquito, for when the larvae comes from beneath the surface for the purpose of getting air the breathing apparatus of the insect becomes clogged with oil, which forms a thin scum on the surface of the water, and death results. The same result frequently happens in the case of the adult mosquito, which will dive in the water and feed from the algae on the bottom of shallow pools. When returning to the surface the adult insect also becomes affected from the oil in a similar manner.

With reference to the flight of the mosquito, the yellow fever mosquito is a very poor flier, and has the weakest and shortest flight of any mosquito. This mosquito is a very delicate creature, and is killed when it gets out into the wind. It has a great many enemies, as many insects, birds and bats prey upon it, so that it seldom leaves the house in which it is bred. We, therefore, speak of this mosquito as not having any range of flight. On the other hand the malaria mosquito is a better flier, and it will breed in almost any spot where water can be found. It can fly about 200 yards, and this can be considered as its maximum flight. Therefore, if the brush and grass is cleared for 200 yards around a house and proper drainage and sanitary condition is looked after in that area no mosquito breeding beyond the clear area would be strong enough to fly to that house, and the inhabitants of that particular house would be safe from the mosquitoes. If we compare the lengths of flight of the *Culex* with the *Anopheles* mosquito we find that the *Culex* in general has a much longer range of flight than the *Anopheles*.

This *Culex* breeds frequently on the Atlantic coast, and is a very strong flier, flying often 30 miles, if the wind is strong. However, as far as known, this

mosquito, the *Culex*, is not a disease bearing mosquito, and we know of no disease which it can carry. We know definitely that it cannot carry the malarial parasite, but it is such a ravenous biter, that in the state of New Jersey they have done a great deal of drainage work simply to get rid of this mosquito, with a view of making that territory more habitable.

The presence of the *Anopheles* mosquito breeding in close proximity to a house does not necessarily mean that one living there would have malaria. Dr. Gorgas states it in this manner:

"If we should take a place like Panama and clear up all the population and keep that population away for a year, from what we know of the life history of the *Anopheles* it is evident that all the *Anopheles* in the course of a year would die off, infected as well as uninfected. This refers to the mosquitoes which were living at the time the people were supposedly taken away from Panama. However, there would be nobody there to do any work against the mosquitoes, and during the following year everything would be favorable for the development of the *Anopheles*. We would, therefore, have a very large crop of *Anopheles* during the year in which the people were absent. Supposing then at the end of this year we should bring the population down from New York and establish them at Panama? We would have nobody in this population having malaria, and Panama would still remain free from

malarial fever, although we would have plenty of *Anopheles* mosquitoes and plenty of people, but this condition of affairs would remain indefinitely, and Panama would continue to be healthy. But now suppose some individual were brought into Panama, which was mosquito free, and that individual were suffering from malaria, and some of these female *Anopheles* would at once bite him, in the course of a week they themselves would become infectious and would soon infect an immense number of persons and malaria would begin to spread. In but a few months the disease would be as bad again as it was when we first went to Panama. In other words, the mosquito is the only carrier of malaria. No difference how many mosquitoes you have, you will not or never will have malaria until you have some human subject who can infect the mosquito."

How very important is it then that all sufferers from malaria should be screened and that no mosquito should come near an infected person. All possible care should be taken to protect those who are sick with malaria from being bitten by the mosquito, as it is only in this way that the disease can be carried. The important things then to remember are:

First—Prevent the development of mosquitoes.

Second—Screen all persons suffering from malaria from the bites of any and all mosquitoes.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Water Valley, Miss., April 4, 1916.

Dr. G. G. Dowdall, Chief Surgeon, I. C. R. R., Chicago, Ill.

Dear Doctor: I wish to show my appreciation of the Hospital service rendered by the Hospital Department. In my spell of sickness I was taken sick on the 16th of March and no man has had better attention than I have received from our Company Surgeons. Every one is treated alike that is connected with the Company and the Hospital Department is a great blessing to the Company employees.

Respectfully,

W. J. King,
Foreman Blacksmith Shop.

Chicago, April 11, 1916.

Dr. G. G. Dowdall, Chief Surgeon, I. C. R. R., Chicago, Ill.

Dear Doctor: I wish to express my appreciation of the services given me by the Hospital Department during my late illness at Mercy Hospital. I especially wish to express my appreciation and heartfelt thanks to the Surgeons for their courteous and loyal services to me.

Wishing you success in your good work, I remain,

Yours very truly,

(Signed) H. M. Kimball,

Accounting Department.



COMPARATIVE STATEMENT OF FATAL AND SERIOUS NON-FATAL INJURIES OCCURRING DURING THE YEARS 1915 AND 1914. I. C. R. R. AND Y. & M. V. R. R.

		Employees		Trespassers		Others	
		K	I	K	I	K	I
January	1915	5	10	16	14	....	4
January	1914	7	20	16	9	....	6
February	1915	4	5	7	3	....	9
February	1914	6	30	10	7	1	6
March	1915	3	28	11	4	....	2
March	1914	3	15	15	9	1	2
April	1915	2	14	12	11	3	1
April	1914	5	21	12	8	1	7
May	1915	4	16	16	12	....	3
May	1914	2	23	11	8	8	1
June	1915	5	10	8	9	1	2
June	1914	8	26	14	14	2	10
July	1915	3	19	17	9	1	4
July	1914	7	20	15	14	1	4
August	1915	4	27	19	12	....	1
August	1914	8	23	15	11	....	6
September	1915	4	23	16	17	2	....
September	1914	3	10	15	10	11	16
October	1915	6	16	18	8	3	1
October	1914	6	7	18	6	2	2
November	1915	2	18	6	7	2	4
November	1914	7	12	6	13	2	4
December	1915	3	19	9	3	2	5
December	1914	5	11	18	2	....	1
Total	1915	45	205	155	99	14	36
Total	1914	67	218	165	111	29	65
1915 over 1914		*22	*13	*10	*12	*15	*29

*Decrease.

Unusual Cause of Fires

The following is a general letter issued to all Division Storekeepers from the office of the General Storekeeper recently, cautioning all Supply Department employes of necessity of being constantly on the watch to prevent fires:

Gentlemen:

Your attention is again called to the necessity of being constantly on the alert to avoid fires. Division Storekeepers are directly in charge of concentrated fire risks in the form of storehouses and other places where costly materials are stored in considerable quantities. A storehouse fire is a very serious matter, as even though extinguished without complete loss of the building, the fire, smoke and water combined, do great damage to the valuable materials carried in stock, and a vast amount of labor is afterward necessary to clear up the salvage from the fire and put it in shape for further use.

There are many causes of fire, which while somewhat unusual, are always possible, and may occur at any time from the very fact that they are unexpected.

A laborer in a storehouse used an S wrench to open a barrel containing dry batteries packed in straw. About this time the whistle blew, and dropping his wrench in the barrel among the batteries, he went home. It so happened that the wrench touched the binding posts of several of the batteries, and sufficient sparks ensued to ignite the straw, causing a loss of \$75,000 before the fire could be extinguished.

A laborer employed as a janitor around a storehouse and office was removing the day's accumulation of waste paper and sweepings. It was

near quitting time, and rather than carry his load to the powerhouse for burning, he dropped it in an empty car standing at the storehouse platform. There was something among the refuse which caused spontaneous combustion, and before the fire was discovered and extinguished three cars were destroyed and serious damage done to the storehouse building.

A mechanic came to the storehouse to select certain special items wanted in the machine shop, and carried in his hand the customary bunch of cotton waste. He carelessly tossed this into one of the storehouse bins containing cotton wicking, and the afternoon sun shining through the window reflected sufficient heat to ignite the oily waste. The fire was discovered immediately and extinguished with small damage.

Caustic soda batteries are in common use in connection with automatic signal work, and the exhausted copper oxide plates from these batteries have a considerable scrap value. A storekeeper had packed a box of these scrap oxide plates and left it standing on the storehouse platform, where it remained during a rainstorm. The following day the box was loaded in a car for shipment, and the moistened plates became heated sufficiently to set fire to the box and cause damage to contents of the car. These plates should be thoroughly washed and dried before they are packed for shipment.

In addition to regular fire drills, Division Storekeepers must appreciate the necessity of keeping constantly before their employes the danger from fires, and the necessity of being always on the alert to prevent them. Please acknowledge receipt of this letter.

Yours truly,
W. A. Summerhays,
General Storekeeper.



Mr. Charles A. Beck

Service Cashier in Freight Office to Assistant Second Vice-President

MR. CHARLES A. BECK was born at Philadelphia, September 7th, 1836, and died in Chicago, June 24th, 1916.

To Mr. Beck's many friends this notice will bring to mind without aid of the above likeness, the kindly features of one whose life for over half a century was linked with the history of the Illinois Central Railroad Company and its employes, a majority of whom were personally known to him, and in whose interest and uplift, with that of the railroad, he gave of the best.

To the young men entering the service prior to Mr. Beck's retirement, the example of his unswerving loyalty and the respect in which he was held by his associate employes, from the humblest to the highest was an incentive to highest aims and noblest endeavors.

Mr. Beck was educated in Philadelphia, and at an early age became a proficient telegrapher. His first employment was with the Baltimore & Ohio at Harper's Ferry; then for a short time with the Western Union Telegraph Co., at Easton, Pa. Coming west, he entered

the joint service of the Great Western Telegraph Co. (now Western Union) and the Illinois Central Railroad Co., at Decatur, Illinois, from which position he entered the service of the Illinois Central as cashier in the freight office at Dunleith (now East Dubuque), Illinois, September 19th, 1856, from which position he was appointed agent at the same point in May, 1860. He was:

Superintendent, Chicago Division, from March, 1871, to July, 1881;

Superintendent, Illinois & Iowa Lines, and assistant general superintendent, to December, 1885;

General superintendent, to September, 1889;

General manager, to September, 1891.

Assistant second vice president, to December, 1897;

General purchasing agent, to May, 1901;

Chairman, Board of Pensions, to October 31st, 1906,

when he retired under the rules of the Pension Department in the creation and development of which he had devoted much thought and judgment, mellowed by years of experience and personal contact with the varied phases of railroad life.

The statement that Mr. Beck at one time was agent at Dunleith, Ill., does not indicate the importance of the position. During the Civil War, Dunleith was a recruiting point for soldiers conveyed from contiguous territory by steamers and held there pending the furnishing of cars to carry them to Cairo. In fact, it was what in modern times would have been called a primary mobilization camp. The intelligent and painstaking assistance rendered United States soldiers during that time was greatly appreciated by General U. S. Grant, who up to the time of his death was a personal friend of Mr. Beck.

After his promotion to superintendent at Centralia, it was said that Mr. Beck knew personally every one of his subordinates from Chicago to Cairo, and practically each individual member of their families.

He was not only their superior so far as the office which he held was concerned, but was their friend and adviser in matters not connected with the railroad.

When Mr. Beck retired because of age limitation the following resolutions were adopted by the Board of Pensions of the Illinois Central and the Yazoo & Mississippi Valley Railroad companies:

RESOLUTIONS ADOPTED BY THE BOARD OF PENSIONS, ILLINOIS CENTRAL RAIL- ROAD COMPANY

The Yazoo & Mississippi Valley Railroad Company, October 16th, 1906

Whereas, Time in its immutable course has recorded "three score and ten" years against the life of Mr. C. A. Beck; and

Whereas, The regulations of these companies demand that all officers and employees without exception shall retire from active service upon attaining the age of seventy years; and

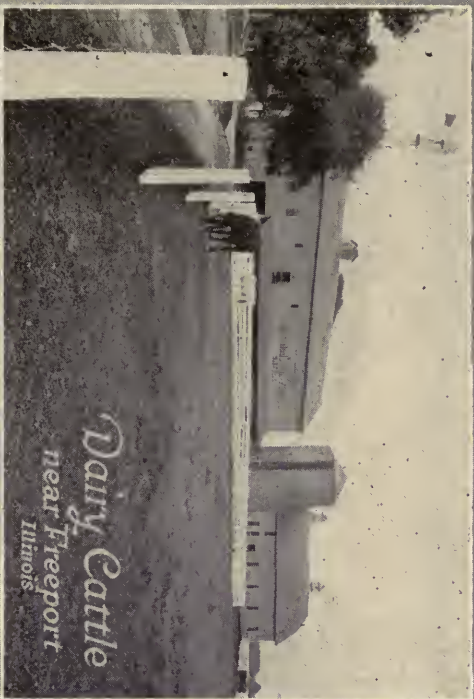
Whereas, Therefore, the Pension Board has this day placed his name upon the roll of retired officers and employees,

Resolved, That we hereby express our high regard for his sterling qualities, our recognition of the intelligence and zeal displayed by him in organizing and administering the affairs of this Board, and our thanks for his uniformly courteous conduct toward us;

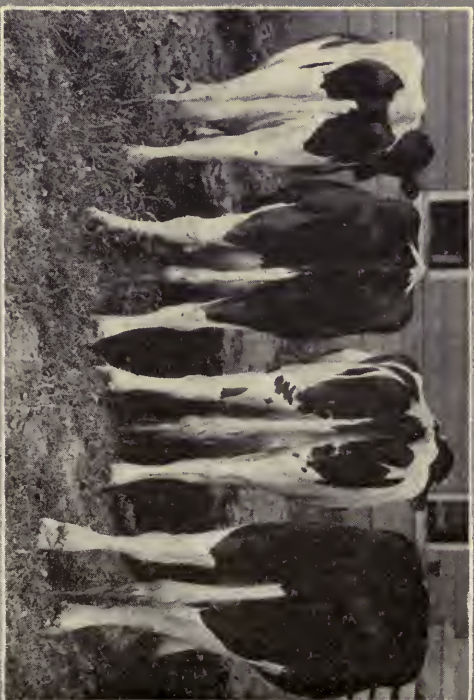
Resolved, That we also express to him our hearty wish that his life and good health may endure many years longer, in order that he may enjoy to the fullest measure the fruits of his long and faithful labors;

Resolved, That these preambles and resolutions be entered on the Minute Book of this Board; and

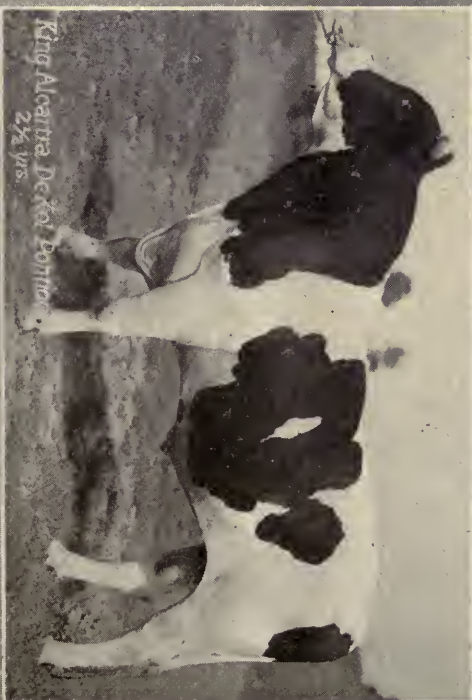
Resolved, That as a further testimonial of our sentiments, a copy of the same, bearing the autograph signatures of the members of this Board, and attested by the Chairman of this meeting, be delivered to Mr. Beck by the Secretary.



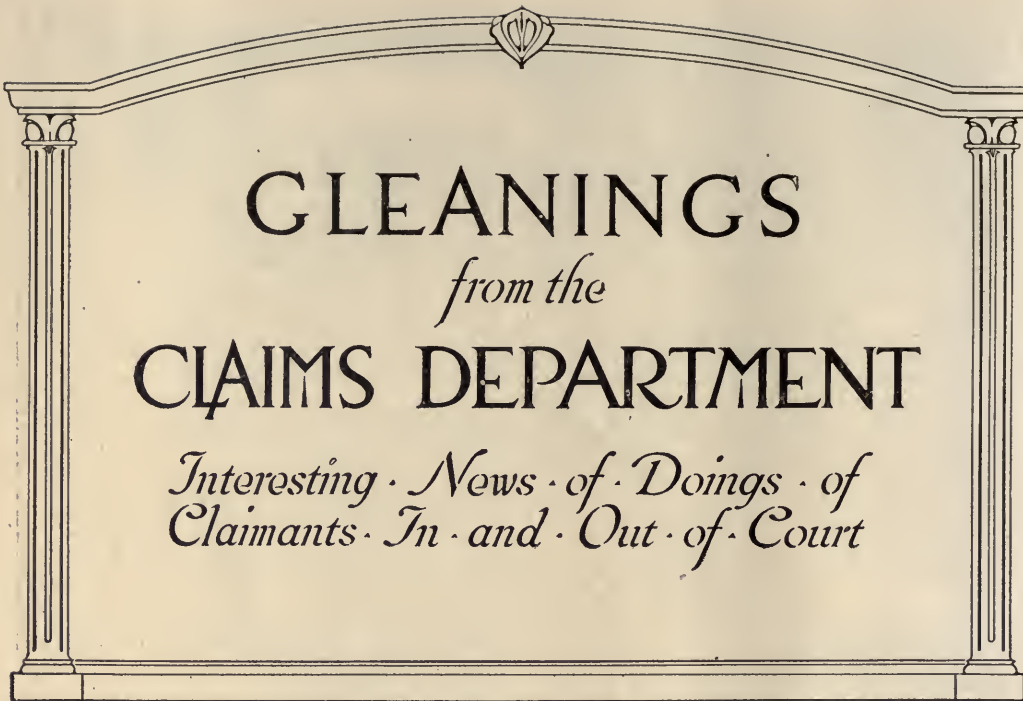
Dairy Cattle
near Freeport
Illinois



Snowball Pink Babe



King Alcantara De Kol Bonno
2 1/2 yrs.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

Five Killed in Automobile Accident West of Warren, Ill.

This Class of Accidents Steadily Increasing

At 5:20 o'clock P. M., June 28th, locomotive drawing train No. 16 struck an automobile at the first public crossing west of Warren, Ill. The lives of five persons were snuffed out and one person was seriously injured. Those killed were Mr. and Mrs. P. H. Deerey and their two children, of Darlington, Wis., an entire family, and Mr. Peter Howe, the driver of the car, also of Darlington. The gentleman injured was Mr. A. D. Chattelle, a business man of Warren, Ill. A new seven-passenger Saxon car was completely demolished.

If the driver of the automobile had approached the track under control, he could have had a view of the train when seventy-five feet from the track, for a distance of 1,500 feet. The engineer of the train had no view of the automobile

until it dashed in front of the ponderous locomotive, and there was no chance whatever to avoid the catastrophe.

It must be a terrific strain on the nerves of a locomotive engineer to feel and know that reckless drivers of automobiles are apt to take the chance of dashing in front of his engine at any grade crossing. Accidents of this nature are increasing at an alarming rate on account of the increase in the use of the automobile.

It has been suggested that each of the states should tax the owners and drivers of automobiles for the purpose of acquiring an annual income sufficiently large to protect these people from themselves at railway grade crossings. The railroads are not responsible for the advent of the automobile, or for its general

use, or the recklessness with which it is frequently driven.

The frequency of automobile accidents resulting in loss of life at railway grade crossings ought to be sufficient to put the public on notice that something should be done to protect users of automobiles, for it has been thoroughly demonstrated that they cannot, or will not, protect themselves.

Perhaps if the various states would pass laws requiring all automobiles to stop within a certain distance of a railway grade crossing, and penalize them for failure to stop, that such action would solve the problem. It is very certain that drivers of automobiles could better afford to stop their cars than steam railroads could afford to stop trains at crossings. The public would not stand for the inconvenience and congestion of traffic which would necessarily follow the stopping of trains at grade crossings, for it would unnecessarily clog the business of the country and would affect every traveler upon steam railroads, as well as every shipper, which takes in practically everybody. It would not be a hardship to require the drivers of automobiles to stop, whether a train is coming or not. It is very evident that either the trains or the automobiles must be made to stop in order to put an end to the frightful loss of life which is taking place daily at railway grade crossings throughout the country.

When these accidents occur, is it fair to blame the railroad? Is there a reasonable-minded person in existence who would be willing to paralyze the traffic of the country and give the automobilist, on pleasure bent, the right of way at grade crossings? The question answers itself, for there are no such persons, and yet the people have not become sufficiently aroused over the distressing situation to take any action towards the regulation of the drivers of automobiles. As a result, the thousands upon thousands of locomotive engineers must have their nerves strained to the wrecking point and the lives of thousands of people, which should be safeguarded, are being snuffed out, as happened in the accident west of Warren.

Perhaps this important matter has been neglected by politicians for fear of doing somethings that would benefit the railroads, a thing which the average politician studiously avoids, but the question presented is one with which the railroads are no more concerned than the public. It is merely a question of protecting the nerves of locomotive engineers and rendering them less liable to temporary mental aberration which might prove serious to passengers, also that of protecting the lives of human beings who will not protect themselves.

The new-made graves in the cemetery at Darlington, Wis., ought to emphasize the importance of action, and every politician entrusted with power of law making in the state of Illinois should be made to accept his share of the responsibility.

If there is a living person who feels that the railroad is responsible for striking automobiles at grade crossings, will he please rise up and explain in what respect, for there never was a time in history when railroad managements were as active and sincerely anxious to avoid personal injury accidents as is true today. On the very day the catastrophe at Warren occurred, the General Manager of the Illinois Central held a meeting with all of his subordinate officials, including the division officers from all parts of the system, for the purpose of considering the single question of the prevention of accidents, but the Warren accident and other accidents of striking automobiles at grade crossings is beyond the control of the management of any railway. The railway can control its employes and cause them to use care and caution. It cannot control reckless drivers of automobiles. That is a responsibility devolving upon the state. As it is in Illinois, so it is everywhere. Note the following from the report of the Railroad Commissioners of the state of California:

"The investigation of the accidents in which automobiles or motor driven vehicles have been involved at highway grade crossings since such investigations have been instituted by the commission and covering a period of over two and one-

half years, has not revealed a single instance where a fatality has occurred due to negligence on the part of the railroads."

DON'T GO TO LAW

In the Bavarian courts a novel attempt is now being made to suppress the national passion for going to law by display of the following "Ten Commandments" in the court house,

1. Avoid law suits, especially in this grave time of war.
2. Thou knowest perhaps the beginning, but thou canst not divine the end.
3. Thou savest much money, time and anxiety.
4. Before starting litigation, try to compromise amicably.
5. Let thy prospective opponent tell his side, then perhaps thou wilt thyself see new light.
6. Listen to the judge when he proposes a settlement; he means it well.
7. Always draw up thy agreements in writing. Read them carefully before thou signest them, then thou wilt avoid obscurity and possess thyself of proofs.
8. Remember that only that which thou canst prove counts in court.
9. Drive not thy opponent to extremes. Thou mayst some day need him.
10. Run not to the courts with thy petty squabbles.

BIG LAW SUIT

Ends in a Signal Victory for the Railroad Company—Jury Out Only a Few Minutes

On June 11, 1911, the Gulf Compress of Clarksdale, Miss., caught fire about 5 P. M. and was entirely consumed, together with about seventeen hundred bales of cotton valued at something like \$150,000.00. The cotton belonged to eight or ten different concerns. It was insured, and the owners collected from the insurance companies, and the latter promptly commenced to collect evidence that the fire was caused by sparks from a passing locomotive. They were able to discover that a special passenger train of an engine and two coaches passed the

plant about one-half hour before the fire was discovered. After several months nine different suits were filed in the names of the firms owning the cotton against the Y. & M. V. Railroad Company in the Superior Court of Cook County, Illinois, and after more than five years from the date of the fire, or, to be exact, on June 20, 1916, one of these suits, brought in the name of W. C. Craig & Co., who at the time of the fire were doing business at Vicksburg, was called for trial. The amount of loss claimed and proven in this case was \$99,000.00.

This case presented the peculiar situation of a firm having an office at Vicksburg, and doing business almost exclusively in that city, filing a suit in the city of Chicago, represented by a lawyer from Philadelphia, Pa. The suit was brought against the Yazoo & Mississippi Valley Railroad Company, a Mississippi corporation with almost its entire mileage in the state of Mississippi, its northern terminus being Memphis, for a loss by a fire which occurred in Mississippi.

Guided by past experience, the railway made a very thorough investigation immediately following the fire, so that when the plaintiff sought to introduce witnesses who, five years after the occurrence, undertook to explain how the engine set the fire, they were confronted with signed statements made by them following the accident, greatly to their confusion and to the amazement of the plaintiff's counsel. The proof introduced by the defendant to the effect that it had nothing to do with the origin of the fire was so overwhelming as to amount to a deluge.

A number of years ago the old-fashioned police courts and justice courts were abolished in the city of Chicago and have since been abolished in many other places, and municipal courts, presided over by high salaried, capable judges, have been substituted because of the abuse which had crept into the justice courts, in that suits were often filed against individuals on fictitious claims in remote sections of the county, subjecting defendants to such annoyance and expense that they frequently compromised the suits to rid themselves of the burden

of their defense. The spectacle presented by these fire suits and much other litigation of the kind seems to place the railway in about the same predicament that the individual defendants found themselves to be in the old justice courts. Of course, Chicago is large, and the taxpayers are many, the burden of one such law suit not being felt by the individual, but if they frequently occurred all the time of the courts would be taken up in the trial of law suits in which no one in any way interested is a citizen of the state where the suits are brought. It frequently occurs that much of the time of courts is expended for the benefit of non-resident litigants.

Thus the railway was subjected to the expense of taking its witnesses for a distance of six hundred miles and over to the place of trial, to say nothing of the inconvenience to its business due to the absence of many employes from their duties, and being deprived of the evidence of certain non-employee witnesses who could not be induced to make the trip to Chicago. As it was, the railway company introduced 42 witnesses. The trial actually consumed eight days and the jury took less than thirty minutes to return a verdict for the railroad.

While the result is gratifying in that the company won the suit, it demonstrates how easy it is to subject a railway and the taxpayers in the county where such suits are tried to heavy expense in the litigation of cases possessing no merit whatever, which fact must have been perfectly obvious to any one making a careful investigation at the time.

Such suits are a mere speculation, the parties at interest—the insurance companies—having very little to lose and much to gain. Unfortunately, in this case the railway was not permitted to show upon the trial that the parties in whose names the suit was filed, did not have a dollar financial interest in the litigation, but the sole beneficiaries, if recovery were had, were the insurance companies who carried the policies on the cotton and who paid the loss.

While they can be taxed with the statutory witness fees and mileage, this will not begin to cover the expense to which

the railway was subjected. It will, however, in this particular instance, be such a sum as perhaps will cause the parties interested in this litigation to hesitate before filing another suit on a case which promised from the start so poorly.

The Philadelphia lawyer made his boast that he brought the suit in Chicago because he knew he would get justice before a Cook County jury. He got it. The railroad was represented by two of its ablest trial attorneys, Mr. C. L. Sivley, of Memphis, who was specially employed by reason of his knowledge of the Mississippi law, and Mr. Vernon W. Foster, of Chicago.

A NEW ORGANIZATION

On June 6th, representatives of the Claim Departments of the steam railroads entering Chicago met and organized an association to be known as the "Chicago Steam Railways Claim Conference." Mr. H. B. Hull, of the Illinois Central, was elected President, and Mr. H. A. Fathauer, of the New York Central, was elected Secretary. The association meets once every two months for the purpose of conferring on the matter of handling claims in the Chicago territory. There are quite a number of similar organizations throughout the country and they are doing good work. One of the purposes of the organization is to discuss fraudulent claims, and particularly repeaters. There are thousands of persons throughout the country who are specializing on how to beat railroads. They are professionals and prey upon the roads, in many instances, under assumed names. The representatives of the steam railroads are rapidly closing in on these people.

MORE ABOUT THE STOCK PROBLEM

Mention has heretofore been made in these columns of stock suits won in Mississippi and of the rulings of the Supreme Court in certain cases. There has been such a widespread and uniform effort on the part of all concerned to reduce the number of stock killed on the railroad that it is felt that the success

attending such efforts and the action of the courts in such suits must be of much interest, not only to the officials of the company but to the engine men, section foremen and others who have worked so well to accomplish the desired result. This campaign has brought about a reduction of 27 per cent on the entire system during the past year. As the campaign was inaugurated during the year, it is felt that we have only commenced to realize the benefits and that if the same efforts are continued by all that the result will be quite as pronounced during the new year. Therefore, all are urged to assist in the further reduction during that period.

To obtain the very best results we must have the co-operation of stock owners along the line. Most owners do not want their stock killed, but there may be some who are indifferent. If such were to learn that there is some doubt about the liability of the railroad in all cases it might influence them to a little more actual co-operation.

It is not the policy of the company to refuse payment unless the cases are peculiarly lacking in merit, but where exorbitant claims are made, or it appears the owner is exceptionally at fault, claims are declined or the payment of but a portion of the loss is allowed, and where owners do not agree to this and file suits they are vigorously contested.

A very convincing case as to the risk the owner runs in litigating is disclosed in that of *Ezra Dickerson vs. Y. & M. V. R. R. Co.*, Washington County, Miss. He had one horse and five mules killed at Marathon, Miss., in October, 1913, which he valued at \$1475.00. As the circumstances indicated a strong case of non-liability, the company offered in compromise but \$350.00, which was declined, and the suit was brought. The case was tried, resulting in a peremptory instruction in favor of the defendant. The plaintiff appealed and judgment was reversed by the Supreme Court, which held that the case should have been submitted to a jury. It came on trial again at the June term of court just past and was then submitted to a jury, which brought in a

verdict for the railroad. This, presumably, ends the litigation, which, of course, has been exceedingly expensive to the plaintiff, as he must pay the costs and presumably considerable attorney fee, and also lose the compromise offer of \$350.00 made him before the litigation was started. Knowledge of this and numerous other cases where courts have held that the railroad was not under obligation to pay ought to enlist the active assistance of every owner of stock along the line to the end that animals be kept off the railroad right of way as far as possible.

THE WORM TURNS

An automobile trying to get across the track ahead of a Long Island train was struck and smashed, and the occupants, a man and women, were severely bruised.

And did the railroad send a lawyer around and offer them a liberal sum for damages? It did not. It had them hauled into court, as soon as they were able to be up and around, on a charge of trespassing. And the unfeeling magistrate took the side of the railroad and imposed a heavy fine for their heedlessness.

That case is the climax of a defensive campaign the Long Island railroad has been waging against automobilists who persist in disregarding rules and warnings at grade crossings. It has grown weary of autos smashing through closed gates and running down watchmen. It protests against autos catapulting into its trains, to the injury of its rolling stock and the annoyance of its officials and passengers. The worm has turned.

It might be a good thing for everybody concerned if every railroad which honestly does its part to make grade crossings safe would adopt the same policy. Why should crossing safety be a one-sided matter?—The *Waterloo Times-Tribune*, Friday morning, June 16, 1916.

RAILROAD WINS

The too prevalent idea that any case of serious injury sustained on the railway can be made to yield a handsome sum in damages, irrespective of the facts

under which the injury was sustained, is occasionally given a severe jolt by the courts. A case in point is that of Tiny Bell Smith vs. the Y. & M. V. Railroad, in the Circuit Court of Whitman County, Miss., for \$14,000.

True to her name, this plaintiff was a "tiny" piece of humanity, being at the time of her very unfortunate injury but 20 months old, living in a house close to the railroad track, near Sarah, Miss. About 7.45 A. M., August 1, 1913, this little white girl crawled down the railroad embankment, the track being in a cut at that point, and was crawling over one of the rails of the track when a work extra with 15 loaded cars of sand approached, moving about ten miles an hour. The conductor was in the cupola of the caboose looking back, and the flagman was on top of the caboose looking in the same direction. The flagman discovered the child and gave the alarm, when the conductor quickly applied the brakes from the air valve in the caboose and then rushed to the back platform. Realizing that the train could not be stopped in time to avoid striking the child, he ran down to the lower step and would have jumped to the ground and run ahead of the train to save the child but for the fact that a small trestle intervened. He did grab the hand rail, swung his body out and succeeded in getting his hand on the child and pulling it off the rail, but she clung to the rail with her right hand, one truck passing over the hand, amputating the fingers.

The extreme presence of mind and heroic conduct of the conductor saved the child's life and it will probably appear to many that the gratitude of the parents should have taken some other form than the institution of suit. On the trial, the facts as here recited were testified to, not only by the train crew, but by outsiders who witnessed the occurrence, and the action of the jury in returning a verdict of \$14,000 was hard to understand. The Supreme Court, however, recently reversed the judgment and dismissed the suit, and in concluding its opinion, in which it quotes very freely from the evidence on the trial, said, "It

would be straining the facts unduly to say that any sort of negligence is shown by the evidence."

ANOTHER VICTORY

Another jolt, such as referred to in the foregoing, was administered by the Supreme Court in the case of Eddie Huff et al vs Y. & M. V. R. R. Co, Tallahatchie County, for \$15,000 for the death of a negro boy between four and five years of age, who, while lying on the track about ten miles from Charleston, Miss., was run over and killed. The undisputed evidence showed that the engineer did not see him so as to determine what the object on the track was until within about eighty feet, when it was absolutely impossible to stop. The train had just passed over a new switch and the engineer was looking back along his train, otherwise he might have seen the boy a little sooner. Signals had been sounded for a crossing a few hundred feet distant.

The plaintiff's contention was that the engineer should have been on the lookout for someone on the track, should have seen the boy sooner and stopped the train before reaching him. The jury returned a verdict for \$5000. The Supreme Court reversed the judgment and dismissed the suit, and in doing so said, "At the point where the child was lying there was a considerable curve." There is testimony showing that the distance the engineer, being on the lookout, might have seen the sleeping child was approximately 500 feet. It might be conceded as a true rule founded upon justice and a proper value of human life, that if an engineer in the operation of a fast-moving train discerns a helpless infant on the track he, as well as his company, is under the duty of exercising the highest degree of care, and doing everything possible to prevent injury to the innocent child. The rule, however, presupposes knowledge by the engineer of the child's presence and danger. In our judgment the engineer, in the instant case, has met all the requirements of this rule. To hold otherwise would convict him of manslaughter. It is hard to believe that

a responsible engineer would gamble with the life of a child of tender years and that he did not in this case is manifest from the undisputed testimony. * * * The peremptory instruction requested by the appellant (the railroad) should, in our judgment, have been granted."

It will be noted that the logic of this opinion is that the railroad could only be liable, if at all, because of negligence on the part of the engineer, and that the engineer could not have been negligent so as to have permitted a recovery without, in fact, himself being guilty of manslaughter.

It has often occurred to those charged with the duty of investigating and defending such cases that this is true of the majority of cases where people are struck by trains. Yet how frequently the railroad company is held liable and how infrequently is any effort made to punish the engineer for his negligence. The explanation, of course, is that no one really believes that the engineers in such cases are guilty, for engineers as a class are kind-hearted and humane and do all in their power to avoid such occurrences and are deeply grieved when they happen. Yet there remains the inconsistency of holding the company responsible in damages when its negligence, if any, can only be the negligence of the engineer. If juries and courts would absolutely feel and be guided by the pronouncement in the case above referred to, recoveries for persons struck by trains would be very infrequent.

THE SAD PLIGHT OF WELDON FULLILOVE

The subject of this sketch, a boy 17 years of age, whose widowed mother and invalid sister live on a small farm near West, Mississippi, and who appear to be absolutely without money or means of support, is forced to spend the balance of his life, a cripple, all because of an unfortunate attempt to "hop" a moving freight train at Vaiden on January 19th, 1916, resulting in an accident which cost him both legs.

It appears that this young man, with

a companion, had attended a street fair at Vaiden, and, for the excitement of the thing, and to save the expense of a railroad ticket or a walk covering 10 miles, decided to "beat" their way home on the local freight. With this idea in view, they hid behind seed houses and box cars until the train had started, then they rushed out to get on. The companion, an expert at the business, got on safely, but alas! poor Fullilove lost his footing and went under the wheels.

The young man was tenderly picked up and carried to the depot, where company surgeons did everything in their power; then the fast train was flagged so he might be conveyed to the Winona Infirmary with as little delay as possible. At the infirmary he was put in a private ward at the expense of the railroad, furnished with the best surgeons in the country, and trained nurses, but the cruel car wheels had so crushed his feet and legs that they had to come off.

But it was while in the infirmary that another serious misfortune overtook this young man. Because of his youth and serious and permanent injury, the surgeons and claim agent started a move to get the railroad, through the generosity of its officials, to donate artificial limbs and contribute a few hundred dollars to help him over the hard place which he had made for himself. While this contribution was being asked for, and while the patient was getting the same careful attention that the son of a millionaire would have received under like circumstances, his mother appeared at the scene of the accident with a lawyer, busily taking measurements and making ready for a law suit. When this was discovered, as a matter of course, all efforts to secure the help from the higher officials of the railroad ceased.

In due course of time suit was filed at Vaiden, demanding \$50,000.00 damages, charging negligence against the engineer and conductor, who had nothing more to do with the accident than President Wilson. The case was removed from the state court at Vaiden to the Federal court at Oxford, where the railroad was prepared to go to trial on June 5th, but

the attorneys for the plaintiff, realizing the injustice of their charges and hopelessness of their case, very readily accepted a small sum in full compromise

of the entire matter, and the unfortunate boy was left with much less than he could have secured at the outset as a gratuity.

Does It Pay to Kodak?



The picture shown above is the last likeness of two brothers, who met an untimely death while attempting to derail passenger train No. 42, with Engineer Skillman at the throttle, in the yards at Clarksdale, Miss., June 3, 1916.

The team was the property of Henry Radford, colored, of Clarksdale, and the picture was taken in Clarksdale about two weeks before the team passed to the great beyond by the railroad route. Just how Claim Agent Jolly happened to suspect that the team was going to meet death upon the track, and a claim for damages thereafter presented, is one of the mysteries which will never be solved, but claim agents are sometimes possessed of very unusual powers.

The two unfortunate animals, which resembled a horse and a mule more than anything else, possessed many good traits of character, as they served a couple of generations without food or attention from any one. They had gone without food so long that they actually declined to eat when led right up to the alfalfa. It is presumed that they had

never seen alfalfa before and, therefore, were totally unacquainted with its usefulness.

After the animals came to such an untimely end the usual thing happened. Radford employed a lawyer and the latter sent his claim in to Claim Agent Jolly, stating that a prominent planter held a lien on the animals and was anxious to get his money and for a quick settlement would accept the sum of \$200.00. After the lawyer saw the kodak picture, which Mr. Jolly had secured as a matter of precaution, when the animals were in good health, the amount of the claim was reduced to such a small sum that Mr. Jolly was induced to settle it.

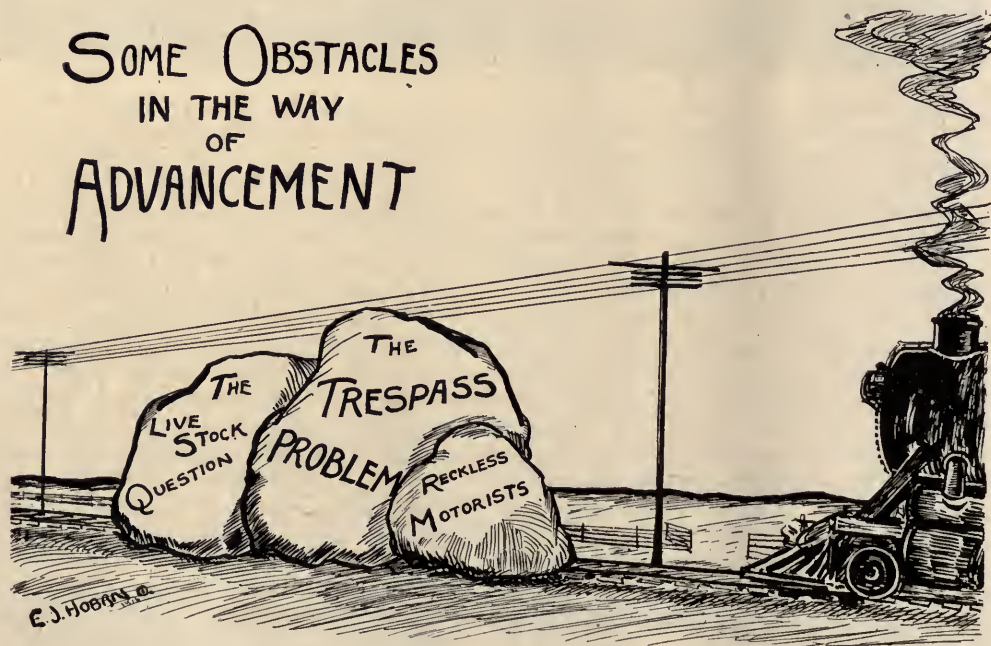
ROUSING MEETING HELD AT CARBONDALE TO CONSIDER THE REDUCTION OF PERSONAL INJURY ACCIDENTS — 300 OFFICERS AND EM- PLOYES PRESENT

Superintendent Williams, of the St. Louis Division, convened a meeting of employes in the Opera House at Carbondale, Sunday, July 2nd, for the purpose of consider-

ing the prevention of accidents. There were about three hundred officers and employes of all classes present, and the interest manifested in the proceedings by them was marked, evincing an earnest desire to respond to the expressed wishes of the management of reducing personal injury accidents. Mr. Williams, in a forceful manner, analyzed the accidents which occurred on the St. Louis Division during the preceding fiscal year resulting in personal injuries. He dwelt upon the fact that 81 per cent of personal injury accidents was due to carelessness on the part of those injured, and he asked the careful employes to make war on the careless employes, with the view of reducing the liability of accidents and the suffering which follows in their wake.

All of the division officers made interest-

ing talks, as well as many of the heads of departments, foremen, supervisors and others. It was a rousing meeting and one calculated to do a great deal of good. After all, the question of preventing accidents is of fundamental importance in railroad life. What is more important in the operation of a railroad than safety? The fact is that there is nothing so important, and all other matters pale into insignificance when compared to the prevention of accidents and rendering conditions just as safe as they can be made. No wonder the management has made safety the paramount question. The General Manager has impressed this upon the division organizations and it is now up to them. The results obtained during this year will be watched as never before.





Name.	Occupation.	Where Employed	Service	Date of Retirement
Wm. T. Touro (Col.)	Laborer	New Orleans	15 years	2/29/16
James McD. Rees	Engineman	Water Valley	25 years	4/30/16
Phillip Roberts (Col.)	Laborer	Paducah	30 years	4/30/16
Robert Graham	Machinist	Champaign	48 years	6/30/16
George H. Schwing	Train Baggage	Havana	31 years	6/30/16
Ryas Nelson (Col.)	Section Laborer	Oxford	30 years	6/30/16
Owen Reilly	Paving Foreman	New Orleans	25 years	6/30/16
John G. Swartwout	Engineman	Freeport	40 years	6/30/16
George I. McLaughlin	Conductor, Y&MV	Memphis	26 years	1/31/16



JOSEPH MULHOLLAND

MR. JOSEPH MULHOLLAND was for thirty-five years an employe of the Illinois Central Railroad. He began his service as water-boy in extra gang and later was in the track department.

In 1890 he was in the yard switching service. He is now located in the Railroad Men's Home for Aged and Disabled Railroad Employes, and undoubt-

edly will remain there until the end comes.

Mr. Mulholland is favorably remembered by a host of friends, who will undoubtedly be pleased to see his photograph which accompanies this article.



CON SHEEHAN

MR. CON SHEEHAN, who was retired July 1, 1901, is the fourth in rank of age of pensioners now living, having been born Nov. 15, 1829. Mr. Sheehan was in the service of the company 35 years, serving as Crossing Flagman at Cairo, for a great many years.

The accompanying photograph of Mr. Sheehan was taken last October on the porch of his daughter's home, 1127 Illinois Ave., East St. Louis, Ill.



JACOB FRANK

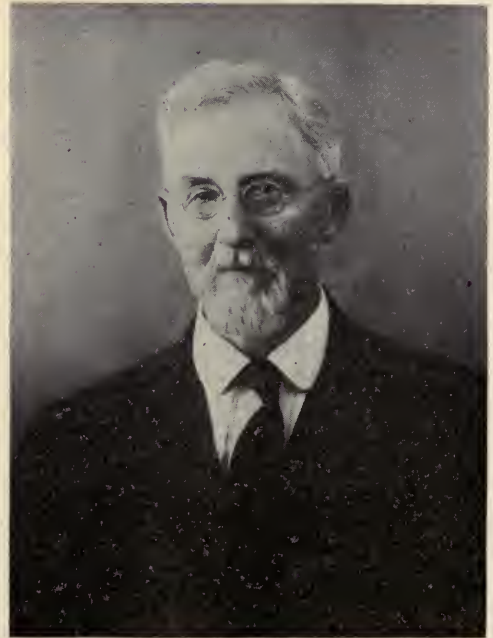
MR. JACOB FRANK, one of the oldest pensioners, whose photograph appears herewith, was born July 20, 1831, and entered the service of the Company October, 1862, and was employed as Caller for Trainmen and Enginemen for six years; then Fireman on switch engine for 24 years, after which time he entered the shops at Champaign as engine cleaner, where he remained until his retirement in 1901.

JOE STROLIN

MR. JOE STROLIN was born in Gothenberg, Sweden, 1846, coming to America in 1871, and on March 14, 1878, entered the service of the Chicago, St. Louis & New Orleans Railroad as axle turner at Water Valley, Miss. He remained in this position until April 30, 1916, at which time he was retired on a pension.



JOE STROLIN



THOMAS HAILS

MR. HAILS was born in Jefferson County, Mt. Vernon, Ill., March 31, 1846. For a short time he was em-

ployed in the shops at Centralia. Re-entering the service of the Illinois Central Railroad as brakeman in 1869, and served in this capacity for about two years and was then transferred to the

position of train baggageman, later on being transferred to Centralia baggage room, where he remained until he was retired on a pension April 1, 1916.

Movement of Troops

Division Passenger Agent R. J. Carmichael, with the assistance of the Transportation Officials of the Illinois Central Railroad, has undoubtedly made a hit with the soldiers that have been ordered to the front, as will be attested by the following clippings from newspapers and telegrams from officers of the various regiments:

MOVEMENT FIRST REGIMENT

The band played patriotic airs for an hour while the men waited, "Tipperary" being taboo on orders from Col. Sanborn. At 11:45 the First battalion began entraining at Van Buren street, and the second and last section had left at 12:15. R. J. Carmichael, special agent for the Illinois Central, was on hand to see that the trains were ready on the dot, and a record in getting away was established. It was a strong contrast to the delay and confusion encountered by the First cavalry on Tuesday night.

The only ones left at the armory were Capt. Carroll M. Gale and a detail of twelve men, who will have charge of recruiting.—Chicago Tribune, June 23.

COL. SANBORN THANKS I. C. FOR SERVICE

R. J. Carmichael, division passenger agent of the Illinois Central Railroad, today received the following telegram from Colonel Joseph B. Sanborn, commanding the First Infantry, in Springfield: "Both sections of your train arrived in Springfield ahead of the schedule submitted by you. Allow me to congratulate you for the excellent loading arrangements which were afforded my boys last night at your Van Buren street sta-

tion, and for the satisfactory train service en route."—Chicago Evening American, June 23rd, 1916.

Col. J. B. Sanborn of the First Infantry wired his congratulations to the Illinois Central Railroad on the way the troop trains carrying his command were handled. His telegram reads:

"Arrived Springfield ahead of schedule submitted by you. Allow me to congratulate you for excellent loading arrangements afforded my boys last night at Van Buren street station and for satisfactory train service en route."—Chicago Daily News June 23rd, 1916.

COL. DENNISON THANKS I. C.

Colonel Franklin Dennison of the Eighth Infantry, I. N. G., was so well pleased with the way the Illinois Central lines handled his regiment on the way to Springfield that he last evening wired R. J. Carmichael his thanks: "I am indebted to you, and to the reliable Illinois Central, for your kind attention to the men of the Eighth and to myself," he said.—Chicago Sunday Examiner, June 25th, 1916.

Springfield, Ill., June 24th, 1916

R. J. Carmichael, Division Passenger Agent, I. C., Chicago, Ill.: During my term as Colonel of the Eighth Infantry, and moving my men from Chicago, I experienced for the first time great satisfaction. Your arrangements for handling the regiments from your Van Buren street station met with favor generally. I am indeed indebted to you and the reliable Illinois Central for your kind attention to the men of the Eighth and myself.

Col. Denison,
Eighth Regiment.

The West Feliciana Railroad

The First Railroad in Mississippi

By C. R. Calvert, Traveling Freight Agent, Y. & M. V. R. R., Memphis, Tenn.

IN the multitude of books, pamphlets and magazine articles that have been written on the subject of "Railroads," we search in vain for more than passing comment on the early railroads in the lower Mississippi Valley. And, yet, in this Mississippi Valley, rich in the memories and traditions of two hundred years, the beginning of the railroads was coincident with that of the Baltimore & Ohio Railroad, the Charleston & Hamburg Railroad and other roads on the Atlantic Seaboard that are heralded as pioneer roads in the New World; their development has been as romantic; and their influence has been as important and as far reaching. At least two of these early roads have remained in continuous operation to the present time.

A meeting was held on February 12th, 1827, to consider the feasibility of building a railroad from Baltimore toward the West; and that meeting resulted in the construction of the Baltimore & Ohio Railroad. At the time of that meeting there was no railroad in this country for the transportation of freight and passengers between distant points. On July 4, 1828, the first stone sill, or "Corner Stone" of the new road was laid by Charles Carroll, of Carrollton, with great ceremony; and on Sept. 30 of the same year a letter appeared in the "Woodville Republican" suggesting a railroad from Woodville to St. Francisville. Woodville was a little town in Wilkinson county, Mississippi, while St. Francisville was in Louisiana, twenty-six miles south of Woodville.

St. Francisville was the steamboat port for the greater part of the Mississippi territory south of Natchez, and was a quaint little town with an interesting history. It was originally settled

when the country was under the Spanish domination and was called New Valencia; it was here that the inhabitants raised the standard of revolt against the Spanish authorities and, marching against Baton Rouge, overthrew the government at that point, returned to St. Francisville and set up an independent government; after which they called upon President Madison for admission to the American Union. Governor Claiborne was sent to St. Francisville with a force of militia to raise the "Stars and Stripes" and take possession in the name of the United States.

The proposed railroad was to be simply an outlet to the steamboats for the products of the plantations in the interior. St. Francisville was, therefore, the logical port of destination for the road, although it was not the point on the Mississippi river nearest to Woodville.

The letter suggesting the building of the railroad was signed "Publius" and, as there was no indication of the identity of the writer, it is probable that we shall remain in ignorance of the name of the person entitled to the credit for suggesting the first railroad in Mississippi, and the first in the chain of roads now controlled by the Illinois Central Railroad Company.

The letter of "Publius" is long and somewhat argumentative, but it is given in full, without apology.

(Communicated)

Railway Between Woodville and St. Francisville

In this age of general improvement, works of utility must necessarily engage attention and bring into action the energies of every man of public spirit.

The internal improvements of a State, when effected by constitutional means,



meets with no objectors and is considered the wisdom of legislation; and when the power to be exercised, as in this respect is conceded as virtually residing in the state sovereignties, the ob-

jection urged against national legislation on the subject would never apply to the states, in their individual capacities.

It being admitted, therefore, that there

is nothing in the fundamental laws of a state that would exclude or prohibit the exercise of this power of improvement, I would suggest, as a practical experiment of the system, a railway between this place and St. Francisville, and I think the work could be accomplished partly by the Legislature and partly by voluntary contributions of the citizens of the parish of West Feliciana and the counties of Amite and Wilkinson.

The state of Louisiana, rich in her resources, on a proper representation of the citizens of the parish of Feliciana, setting forth the advantages likely to be derived from a work of this kind, would no doubt contribute largely to its accomplishment. And, I'll venture to say that in Mississippi the subject will meet with a candid and impartial consideration.

There is, perhaps, no road in the *U. States*, of the same extent, as well calculated for the construction of a railway, or where the immediate benefits of a work of the kind would be sooner experienced or felt. Let us therefore endeavor to elicit and draw the attention of the public to the subject and let us continue our labors in this respect until we find that we are struggling a hopeless cause.

The work to be accomplished is too important and our resources too great finally to despair of success; and when we reflect that in addition to what we may reasonably expect from the Legislatures of Mississippi and Louisiana, the liberal and high minded inhabitants of the two states, possessing, as they do, capital and wealth, will extend their aid and friendly co-operation in effecting a work which, I think, must eventually shed its light and blessing upon this section of the country.

The facilities of transportation afforded from this method of transportation is acknowledged to be superior to any other kind and upon the mere estimate of the cost in horses and wagons, would prove a saving to each planter in the transportation of his cotton to market of from \$200 to \$500 annually, an

important desideratum, these times, in a man's expenses.

But it may be asked how is this to be effected? In what way are these things to be brought about? Let us therefore look at the system (although in doing so we shall take an imperfect view of it) and see if we are mistaken in our deductions.

From the most early and authentic accounts we have of the railroad or railways, they were first thought of in the collieries of England as far back as 1602 and 1649 and that the inhabitants of New Castle and the neighboring country derived at that time and at subsequent periods greater facilities in the transportation of coal from the pits to the shipping than was ever had from any other species of roads. But before the system had arrived at much perfection the usual method of construction, a late and distinguished writer on the subject, was to this effect—a road was traced six feet in breadth, it was then excavated to level the ground, and to arrive at a proper distance of two or three feet from each other—the pieces square, at their extremities only, upon these were laid down and fastened other pieces of wood in the direction of the road. These were sawed six or seven inches broad by five deep and secured to the other pieces with pins of wood; they extend on each side of the road along its whole length; commonly they are placed at four feet distance from each other and form the breadth of the road; but the wooden rails not answering the purpose so well, and being found subject to decay, they were changed to that now used and recommended by Strickland and others; the cast or wrought iron rails eighteen or twenty feet in length, which are fastened down upon supports at every three feet. And I find on a road thus constructed, from the observations of Col. Long, in his letter to the president of the Baltimore & Ohio Railroad Company, that the weight of the carriage compared to that of its maximum load, is as 1 to 2.5; and that the force of traction equal to 1 pound, is supposed to drag a load of 150 pounds.

(To be continued)

L. P. MOREHOUSE

LOUIS PECK MOREHOUSE was born in New Haven, Conn., March 30, 1835, and died March 18, 1916. Graduated from Yale College in 1856, and in 1857 entered the service of the Illinois Central Railroad as an assistant engineer, and was successively Assistant Chief Engineer, Land Commissioner, Tax Commissioner and Custodian of Deeds. He was retired eleven years ago, and to a large extent has passed the intervening years on the Pacific coast.

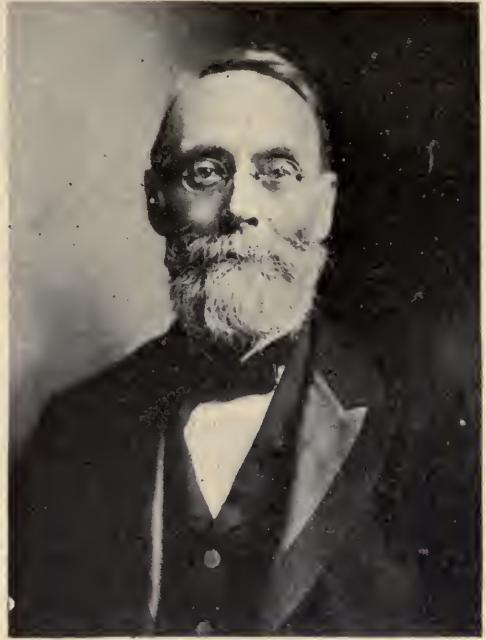
Mr. Morehouse was an honorary member of the Western Society of Engineers, of which he was one of the founders, and for many years its secretary.

While in Chicago he lived in Kenwood, and was warden of St. Paul's Episcopal Church.

He is survived by his widow, a daughter and two sons.

Mr. Morehouse has been writing for the Illinois Central Magazine some very interesting reminiscences of his connection with that company, one of the articles appearing in the current number.

He is well and affectionately remem-



L. P. MOREHOUSE.

bered by the Illinois Central employees who were in the service during the time that he was an official.



Personal Recollections of L. P. Morehouse, Who, Up to the Time of His Recent Death, Although on the Pension Roll, Still Considered Himself an Employe

Before the first of these articles was published I suggested that the name of the writer should not be given, but Mr. Editor thought otherwise and has handed you my card.

But as it is a good many years since my name has had any significance on the road, it may be well for me to introduce myself to the reader as having served in more than one department during my term of nearly fifty years and as Assistant Chief Engineer, Land Commissioner, or Tax Commissioner, having come in touch with the people, big and little, of whom I make mention in these pages.

Colonel Mason, during the five years of construction, had brought from Connecticut quite a number of men who had been with him on the New York & New Haven, and Housatonic roads, and some of these remained after the Central was completed, taking different positions in the Operating Department. One of these remained a long time in the service and some of you will remember him, for he was the man who came in personal touch with more employees than any other officer, and there certainly was one whose regular coming was more pleasing to everybody.

C. H. Comstock, for many years Paymaster, was one of these New York & New Haven men. He had been the unfortunate conductor whose train plunged into the open draw at Norwalk, with the loss of so many lives—at that time the worst railroad accident the country had experienced. Along with the engineer of the train he had been placed on trial for murder? was it, Walter? but had been acquitted. He was very willing to accept an offer from Colonel Mason to come to Illinois.

Mr. Franklin Fairman, for nearly fifty years connected with the freight department, Assistant General Freight Agent, Auditor of Freight Accounts, etc., was also a Connecticut man, although only indirectly one of Colonel Mason's people. He came to La Salle in 1855 at the invitation of Mr. Keeler, the agent there, whom Colonel Mason had brought out from the Housatonic road.

Mr. Fairman was very soon transferred to the General Freight Office at Chicago.

Had he lived a year longer, to this time, I should be able to mention people and dates with more accuracy than I can do now, as he had a remarkable memory and was never at a loss to give time and place for any event of which he had previously known.

Outside his railroad work Mr. Fairman was widely known in connection with the fraternal order of the National Union, to whose interests he devoted practically all his time and efforts during the ten years after his going onto the retired list.

It was largely through his wise counsels that this organization attained the sound financial position it now holds.

Most of you know the name of T. B. Blackstone, who for so many years was president of the Chicago & Alton.

Mr. Blackstone was Division Engineer on the Bloomington division during construction of the Illinois Central. I think he was with Colonel Mason on the New York & New Haven, which was completed a short time before Colonel Mason came to Illinois.

At Bradford, Connecticut, there was an enduring monument to Mr. Blackstone in the beautiful Blackstone Memorial Library, as well as at Kenwood in the Blackstone Memorial Library building there.

Mr. Blackstone was a native of Bradford.

But as the road neared completion there was a demand for officers who had had experience in railroad operation and the directors of the Illinois Central Railroad, the longest railroad in existence, went to one of the oldest in the country and up to that time the longest road, the Baltimore & Ohio, for them. I have already mentioned Mr. Doane and Mr. Clarke.

Samuel J. Hayes came as Superintendent of Machinery; John C. Jacobs was Superintendent of the Amboy Division; C. C. Berry was Trainmaster at Chicago; Stephen E. Knott was in charge of Passenger Repairs at Chicago. All these men had an affection for the B. & O. and were always ready to talk about it. When Mr. Pullman brought out his first sleeping cars Mr. Knott sniffed at the idea. The B. & O. had tried that a long time before and it

was a failure. They put one car on but nobody would pay to ride in it, so it was taken off and put on a stock train for the free accommodation of the stockmen.

By the way, the Michigan Central people also had no use for Mr. Pullman at first. They got out a sleeper with three tiers of berths, the upper one so high up that you could rub your nose on the ceiling above you, and the middle one was also pretty cramped.

Of course, there was nothing inventive about Mr. Pullman's cars; everybody knew it was a revival of the old canal boat system, but somehow they came into use pretty rapidly, "And long may they wave!"

Mr. Hayes was not only an efficient officer, but a most likeable man—one of the sunniest men I ever met. Ask Mr. E. T. Jeffery about him. Mr. Jeffery started as office boy with him, climbing up to the Assistant Superintendent of Machinery, and then going to the General Manager.

"Old Man Berry" was pretty taciturn generally, but when he got started he could talk B. & O., world without end, amen!

Famous men had locomotives named after them. One of ours was the "C. C. Berry." And how the passenger engines did shine in those days. Solomon in all his glory, etc.! Everything possible about them was brass, and this had to be kept in the most highly polished condition. The passenger ads always called attention to the magnificence of the locomotives.

Coaches, however, were pretty poor affairs, with low, almost flat, roofs. When the Michigan Central put on some cars with monitor roofs the innovation was frowned down by the other roads. Such extravagance!

Cars were lighted by candles—big car candles. Of course, there was a wood stove at each end of the car.

During the construction of the road, 1852 to 1856, sections of it were put in operation from time to time and rolling stock had gradually been accumulated when, in September, 1856, the entire line of 705 miles was completed.

Wood burning locomotives were at that time in use on most roads, and all of the Illinois Central engines were of that type. But the Baltimore & Ohio people began immediately to introduce coal and in a few years the wood burners disappeared.

In 1859 there came a radical change in our department. Captain McClellan devoted himself to his general duties as Vice-President and General Manager, and Mr. L. H. Clarke was made Chief Engineer. He was at the time Division Engineer of the Third Division with his office at Champaign. He had been on the road since 1852. His assistant, J. M. Healey, was made Division Engineer, and I was transferred to Mr.

Clarke's office when he came to Chicago. Mr. Biddle left the road, and, I might mention here, was on General McClellan's staff during the war.

In 1860 McClellan went to the Ohio & Mississippi as President and was filling that position when the war broke out.

You can read your history if you desire to follow him further.

Speaking of history, however, a curious error has gotten into some histories of Chicago in which it is stated that in 1843 our Captain George B. McClellan was in charge of the harbor at Chicago and put in some protection work at the mouth of the river.

Inasmuch as in that year our Captain was only sixteen years old and was just beginning his studies at West Point, this is evidently a case of mistaken identity.

In 1843 the only McClellan holding a commission in the United States Army was Captain John McClellan, who left West Point in 1826. Doubtless Captain John was the engineer officer in 1843 who did the work at Chicago.

The Illinois Central not only was the longest railroad on the Continent, but the Chicago passenger house was the largest building of that character. It extended from South Water Street nearly to Randolph Street. The shed was covered by an arch roof of one hundred and sixty-six feet span. The South Water Street end contained the waiting rooms on the ground floor and the general offices in the second and third stories.

Turchin's water color is an accurate representation of the building. The preservation of this drawing was quite a help in getting our insurance after the great fire.

I suppose the picture still hangs in the Vice-President's office.

Nobody could ever explain to me why General Mason had trains on the double track between Chicago and Kensington (then Calumet) take the lefthand track. The nearest explanation was that this was the English method and as the English element was largely represented in the stockholding he desired to cater to this by intimating that the management would be along English lines. Possibly, for this practice did not obtain on any other roads which he built.

However, it is possible that he really was not responsible for this. The fifteen miles between Chicago and Calumet were built in 1852, long before any other part of the road was in operation, for the exclusive use of the Michigan Central, and it would seem likely that the road which was to operate these tracks for three or four years would have the say as to how they should be used.

You can take your choice, or make your own guess.

I have mentioned that in 1857 the Land Department was the most important department of the Company. Mr. John Wilson was Land Commissioner, having resigned the similar position in the United States Land Office at Washington to accept this one. Mr. Wilson lived on Park Row in one of the continuous row of three-story brick houses that extended west from the railroad.

After the Michigan Avenue houses north of Lake street were sold, Captain McClellan moved to the most easterly house in this row. The Chicago general office building includes the lot which this house occupied.

Since Mr. Wilson's time the position of Land Commissioner has been filled by a number of gentlemen, among whom I remember very pleasantly Mr. J. B. Calhoun. He was one of Colonel Mason's Bridgeport people and, I think, at first Assistant Treasurer in Chicago.

Mr. Calhoun was apt to see the funny side of things. You perhaps are familiar with the name of Isaac R. Hitt, at one time a leading politician. He had an office sign, "I. R. Hitt, Attorney at Law." Mr. Calhoun objected to this. He said, "I Are Hit" was not grammatical. It should read, "I Am Hit."

When in December, 1860, the first ordinance of secession from the Union was passed, we had a large map of the United States hanging in our office. Mr. Calhoun painted a heavy black ink border around the State of South Carolina, in mourning for her lamentable suicide.

While speaking of the Land Department, perhaps I might mention here a gentleman who had a long connection with the road and was for several years Cashier of this Department.

Billy W— was hail fellow well met, with everybody, a jolly good fellow, which nobody could deny. But you can overdo even a good thing. One day Mr. Osborn descended on the Department and made a personal investigation of matters. In the Cashier's drawer were a lot of papers which had been in the habit of going into the daily balance as Cash on Hand, but which, strictly, were not cash.

It seems that when any one was short of money he went to Mr. W— and obtained the necessary amount from him, leaving his I. O. U. for the five dollars or five hundred dollars as it might be.

I have spoken of Mr. Osborn as of a nervous temperament, and this method of handling cash excited him considerably. In fact he used such language that Mr. W— at once decided to leave the service.

One or two others whose acknowledgments were for considerable amounts also resented Mr. Osborn's remarks and did the same.

But Mr. W— was really a valuable man and, some time after, was given a position in the President's Office. During this employment I was myself assigned to duties there after the disbanding of the Engineering Department, and was uncertain whether in the future I was to be made fish, flesh or fowl.

I would like to put on record that I was much indebted to Mr. W—'s kindly philosophy in tiding over several months of uncertainty.

Mr. W. R. Arthur was General Superintendent during a good part of "Period A." In those days the General Superintendent was the head of the operating department. General Managers had not been evolved.

The Engineer Department had charge of tracks, bridges, buildings, real estate, and in fact all tangible property, except rolling stock, machinery, and office and station furniture. But the Chief Engineer reported to the General Superintendent.

I always regarded Mr. Arthur as a very able executive officer. In some respects he was like Mr. Osborn, but the latter always put his own judgment before that of any who differed from him, while Mr. Arthur was willing to hear, and sometimes to be governed by, the opinions of others.

It was said that he would swear a blue streak, but there was no personal malice in his emphasis. His men were afraid of him, but I think he was regarded as a just man and was generally well liked.

He certainly was desirous of doing what he could for the benefit of the employees. I heard him say that after the road earned enough to pay the stockholders their dividends, he wanted the men to have the rest.

When he left us Mr. Arthur went to the North Missouri as General Superintendent.

I have mentioned Turchin as the man who made the Passenger House drawing which hangs in the Vice-President's (?) Office. He was an accomplished engineer and draftsman who had been an engineer officer in the Russian Army, and had left Russia shortly after the close of the Crimean War. He was not given to talking, but occasionally would impart interesting information and ideas. One thing, however, which he narrated as a fact derived from his personal experience seems to have been proved untrue in later days. He told me that men never met in a bayonet charge. Before the Cloud struck one side or the other gave way and ran.

Personally, I have had no opportunity for observation, but in subsequent wars there are any number of accounts where opposing bodies of troops have crossed bayonets. How is it, Captain Dinkins, do they really meet, bayonet to bayonet, or are bayonet wounds given and received only when one party is in flight?

Shortly after our war broke out, Tur-

chin was put in command of the Nineteenth Illinois, and soon was made a Brigadier General.

One feature of his military career was that he was court martialed for (his friends said) knowing more than his superior officers. I forget the exact charge, but the penalty was a light one.

Haec fabula docet, young man, that it is not prudent to know more than your boss, but remember that the best way to do the particular thing is the way the boss thinks it ought to be done.

After the war General Turchin did considerable colonization work for the Land Department. Radon was established by him as a Russian settlement.

I have in my mail this morning a letter postmarked at a neighboring city and I know it is from a somewhat regular correspondent of mine, a young lady who is a student at a well known college. Her letter calls to my mind the fact that the world is moving on, and that the people around me are many years removed from those who were with me on the streets of Chicago in this Period A of which I am writing.

For it is through Catherine's great-grandfather that I happen to know Catherine. Yes, I've said it correctly, "great-grandfather," although it is pretty difficult to realize that I was contemporary with a person of that venerable designation.

The letter coming at this moment brings to mind an incident connected with this remote ancestor and my early housekeeping experiences, which, by the way, I would hardly narrate in all details to Catherine.

C. F., the patriarch spoken of, was Superintendent of the Illinois Central Car Works (at Twenty-fifth Street), and a man of emphasis and action. I had occasion to see him frequently on business and became accustomed to his free and easy way of handling the English language, so I was not surprised one day to get a telegram from him to this effect, "What shall I do with that dam cow?"

You see, I had recently gone into a matrimonial partnership with a young lady, who from that time to this has been "The Young Lady," and some little time after we had gone to housekeeping we decided that to make our happiness more completely complete it would be a good scheme to have a cow. There was a barn on our premises, and we would have a place to keep her all right.

So I sent twenty-five dollars to Dan Fairman, who was Yard Master at Amboy, and asked him to send me a nice young cow—waybilled to me in care of C. F., at Car Works. "D. H." of course. Eggs, butter, barrels of flour, potatoes, car loads of wood, and cows, all came that way. It was pretty hard when everybody had to pay half rates.

Well, my cow had arrived, and I took the noon Hyde Park train to the car works. I had no trouble in locating my property, for the air was resonant with the more or less soft notes in which Molly was expressing her emotions.

As cows were not often handled on these tracks, it was some little trouble to unload this particular one, but this was facilitated by a vigorous application of Anglo-Saxon English on the part of C. F., in which he expressed his opinion of cows and their purchasers.

Perhaps I might as well continue the cow episode to its finality as it will give you a glance at some of the features of Chicago life at this time.

We lived on Michigan Avenue near the corner of Twenty-sixth Street, where Trinity Church now stands. We told our friends that there was only one house between us and the Gulf of Mexico, and none at all west of us this side of the Mississippi River. The house south of us, near Twenty-ninth Street, was occupied by a real estate man who was wild enough to predict that sometime the city would be built up out to Thirty-fifth Street!

Oh, he was a visionary!

Our house had seven rooms, a woodshed, a barn, a well, a cistern, and a tree in front.

At first we paid eight dollars a month, but in May the greedy landlord raised the rent to ten dollars. Our grocery store was at the corner of State and Twenty-second Street.

Returning to our cows, every morning the cow man came along driving one or two hundred cows picked up from down town, and Molly joined the company, which during the day pastured on the unfenced prairie south and west of us. At sunset the lowing herds winded slowly over the lea to the music of tinkling bells, and Molly generally paused near her barn. But occasionally the wanderlust held her and she didn't show up either at night or in the morning. Then it devolved on The Young Lady to devote her energies to an exploration far out upon the prairie in search of her. But only upon one occasion did the guest have to get beyond Forty-third Street.

What would you people say now-a-days to see a dainty young lady escorting a cow over the prairie from Forty-third to Twenty-sixth Street?

This eccentricity on the part of Molly was not, moreover, her only one. At first I had enthusiastically taken up the milking business, but it came to be rather monotonous and I got Aleck, a neighboring youngster, to perform this operation. However, after a while the quart at a milking which Aleck took for toll was almost all that Molly contributed. Therefore it was a relief to us when Molly considerably

died. I was quite willing to pay three dollars for her burial expenses.

Perhaps you would better not buy a cow.

The end of Period A brings us to the Civil War, and I recently read a newspaper paragraph that brought back forcibly to me the state of feeling that prevailed when hostilities first began. Mr. Seward, Secretary of State, had optimistically stated that the trouble would be over in ninety days, and unfortunately there were few people who realized that the conflict must necessarily continue to a state of exhaustion.

Indeed, had this been fully appreciated at the beginning it is probable that the North would have refused to enter upon such a gigantic task.

The paragraph that I refer to was to the effect that General George A. Forsyth was dead at Rockport, Massachusetts.

General Forsyth's name had not been prominently before the public for a good many years, but during the War he made a record for bravery and ability, and afterwards became widely known on account of the desperate battle in 1868, which he and his command of fifty men, intrenched on a small island in the Republican River, waged for nine days against a force of several hundred Indians. The spot is pointed out as you go over the Union Pacific.

After being retired from the Army, he wrote several books pertaining to military life. One of them, "The Story of the Soldier," is an exhaustive volume relating to the United States Army.

I have mentioned that I was accustomed to sit in a certain pew in the Second Presbyterian Church, and George occupied it with me. We both boarded at Mrs. Van's, 115 Wabash Avenue.

George enlisted in Barker's Dragoons for the three months' term, and after being mustered out entered the service again as Second Lieutenant in the 8th Illinois Cavalry. He was taking a look at himself in the peer glass in the parlor just after donning his new uniform, and I said, "That's a pretty expensive suit, George, it seems to me." And he replied,

"Oh, I thought I might as well get a good one. When this thing is over, we fellows will be trotted out on public occasions, and I shall want something good to wear!"

I have often thought that he must have had use for several more suits before the thing was over. But his remark pretty well expressed the prevalent public opinion.

When the War actually began, the Illinois Central people were frightened to death. A provision in the charter gave the United States the right to use the road without charge, and occasionally small

bodies of soldiers had been carried free under this clause. It would now seem that for an indefinite time the road would be used very largely for military purposes, and with no remuneration for this service the inevitable result would be bankruptcy.

But Mr. John M. Douglas, afterwards President, then principal attorney for the company evolved an interpretation that not only saved the day, but enabled the company to pay ten per cent dividends before the war ended.

While the road was free for the use of the United States, there was no objection on the part of the company to perform the service of transportation. The Government might put on its own trains and run them, but if the railroad provided train service it should be allowed reasonable compensation.

I forget just what was conceded for this, I think it was one-half the regular rate.

Mr. Douglas was president from 1865 to 1871. He was very different in his manner and method from his predecessor, Mr. Osborn. The latter looked sharply after details of operation as well as the financial problems, but Mr. Douglas was contented to leave the operation to the respective heads of departments. The maintenance of the ten percent dividend was his principal anxiety. At least I think so from the fact that he seldom came into our office strictly on department business, but did come in occasionally and demand, "What I want to know. Clarke, is how I am going to get my dividends!"

Mr. Osborn talked a great deal; Mr. Douglas was reticent. He apparently did a great deal of thinking. He had lived in Galena a long time before he came to Chicago, and was thoroughly familiar with that part of the state. I have heard him say that in his time there was more wealth in Galena than in Chicago.

Perhaps I might mention here an incident concerning the name of Mr. Douglas that occurred some twenty years or more after the time I have just been speaking of.

In speaking of Mr. Osborn, I said that he was very much in favor of the 1867 lease, under which we obtained control of the Iowa lines. But I think the plan originated with Mr. Douglas, who saw the necessity of branching out into new territory.

Some years after the lease went into operation the New York people seemed to think they had made a mistake, but Mr. Douglas, I know, made a strenuous defense of the arrangement.

I was talking with Judge Harris, our district attorney, in his office at Jackson, Mississippi, and we spoke of Chicago. Judge Harris had never been there, al-

though his friend, Judge Douglas, years ago, had often urged him to visit him. I was somewhat surprised to learn that these gentlemen were so well acquainted, but having met Mr. Douglas a few weeks before, I said that I had so seen him and that he was evidently in very poor health.

Looking at me pittingly, Judge Harris responded with much dignity, "Sir, I refer to the Honorable Stephen A. Douglas, formerly United States Senator from Illinois, who died in the year 1861!"

I lamely tried to explain that my Judge Douglas had been so long in my mind as prominently connected with Chicago and the Illinois Central that I supposed he was the person alluded to, and moreover that I was aware that the favorite son of Illinois, "The Little Giant," had passed

away many years before. But the Judge evidently thought I was very stupid.

I suppose it was in the middle fifties, at Washington, when the Honorable Wiley P. Harris and the Honorable Stephen A. Douglas were chums, the former then being a representative from Mississippi and the latter a Senator from Illinois.

Mr. Douglas was president again in 1875 1876 and 1877.

But I am not sure that Mr. Douglas was a great lawyer.

We would draw up a contract in our office, and I would take it to him for revision. "Read it," he would say. And then, "Do you mean just what you say?" "Yes, sir." "Then it is all right, there is no special form of words necessary if you make your meaning perfectly clear."

But other great lawyers would have doctored it.

Contributions from Employes

Handling Rail on Ship-Board

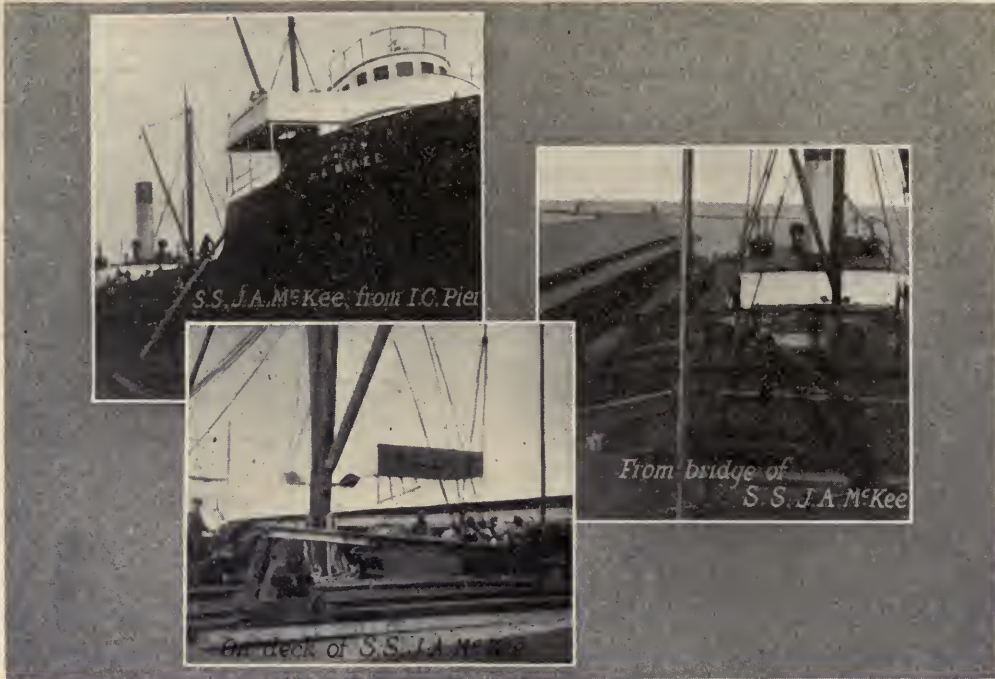
By J. J. Henneberry, Burnside Storehouse

RECENTLY the Illinois Central received from the Algoma Steel Corporation, Sault Ste. Marie, Ontario, two cargoes of new 90-lb. rail. This rail comes over the Great Lakes to the Illinois Central pier at Chicago, where it is transferred direct to cars on the pier.

Before unloading the captain must notify the United States Internal Revenue Inspector, by whom the cargo is released. Each of the steamers, T. J. Drummond and J. A. McKee, has a very large tonnage, and there was on each steamer approximately 2,950 tons. They each have three different hatches. Over each hatch is a "wench," by which the rail is hoisted from the hatch. A wire cable and heavy rail tongs are used. Two men work down in the hatch, while one operates the wench. The rail is raised

endways, through the hatch, until it clears the deck, then lowered until the lower end rests on some planks on the deck, another man guiding the rail with a long hook. The rail is lowered on two skid rails, which are close to the hatch. Four to six men slide it along the skids until it reaches the side of the car. It is then handled by two men on the car, each of which has a rail tong, and work with 990-pound rails as a child would with blocks. The writer can fully appreciate the art of rail handling, as they do it, for he had the experience of trying to put a rail in place on a car. Certainly it gives one who is green at it an awful shaking up.

Of the three hatches, the middle one contains the greatest amount of rail, the head one next and the rear one the least. With the full cargo the steamer

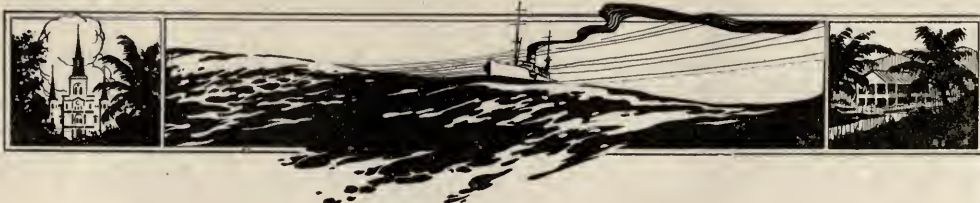


draws 22 to 24 feet, and when the cargo is unloaded only 8 to 10 feet. The rate of unloading is from 55 to 60 rails an hour for one hatch. Three hatches work at the same time, a car being set to each hatch.

The first illustration gives a fairly good idea of the wench, the skid rails and shows the rail in the air. It also shows a rail lying on the deck, which has been rejected by the inspector. On raising the rails from the hatch it sometimes occurs that the tongs do not get a secure clutch on the rail, letting the rail drop back into the hatch. This bends the rail, making it unfit for use. After the end is rested on the deck the grip sometimes loosens, and the rail drops upon the skid rails; this also bends the rail. All bent rails are returned to the steel mills on the same boat. The danger of dropping these rails makes it very hazardous work,

and men are continually cautioned to be careful "Always Safety First"

The second picture shows the three hatches at work. There is a rail in the air at the first hatch, one lying on the skid rails at the middle hatch, and the far hatch is evidently on the point of raising a rail from the hatch. As skids from the side of the boat to the cars, rails are used for the first 18 or 20 cars loaded, and as the boat lightens the rails are relieved by planks. The first few cars to be loaded are flat cars; the surface of the car is higher than the side of the boat, making it an uphill push, and hard at first, but as the boat lightens it becomes easier, until toward the last they have to hold the rails back, even with planks as skids. The third picture was taken as the boat was about two-thirds unloaded, so one can see that it gets very high by the finish.



There Is No Car Shortage

As Seen by Illinois Central Car Number 143000

F. B. Wilkinson

IF YOU should tell Tom Smith, who is a cotton buyer down in Tennessee, that THERE IS NO CAR SHORTAGE, he would think you crazy and would very promptly inform you that you were a pre-varicator and that of the first water.

Now Mr. Smith has good reasons for believing that there is a car shortage. He has about 1500 bales of cotton in the compress, wanted by New England Mills, which he cannot deliver because there are no cars available in which to move it.

This cotton is worth, on an average \$60.00 per bale and the freight charges will amount to \$1.00 on each, so you see, Mr. Smith is paying interest on \$90,000 worth of cotton and \$1,500 worth of freight bills all because there are no cars available.

Another Tennessean, John Jones, owns a small strawberry farm in Madison County. Madison County has greatly improved in recent years, or to be more explicit, since the coming of the Demonstration Farm and Community Clubs.

Twenty years ago, when Judge McCorry and Attorney Bullock used to ride together through the country in a buggy on their way to Court, the red clay land was extremely poor and farming very unprofitable.

Once on a sultry summer day as they were driving along a stretch of hot, sandy road, the attorney noticed an old one-gallus farmer ploughing a worn out mule up on the side of a red clay hill. It was as hot as blue blazes.

"Judge," said Bullock, "look at that poor devil up there. We often complain of our lot in life but when we see a man like that we should certainly be thankful that we do not have to labor as he does for our daily bread." "Yes, Bullock," replied the Judge, "that is true, but perhaps his case is not so bad as we imagine. Maybe he doesn't own the darn farm; maybe he just rents it!"

Things have changed since then. Our friend Jones has fertilized and farmed scientifically and in a few days his berries will be ready for shipment to the northern markets where a good price awaits them, provided he can get them there in salable condition.

Here comes the rub!

His berries must move under ice and no refrigerator cars are available. They are all tied up in the congestion in the East.

Jones is in a worse fix than Smith, for berries cannot be held in storage until cars can be secured. His berries must move or his crop will be a total loss. Jones doesn't think there is a car shortage; he knows it!

While the people say there is a car shortage, we can maintain that there is not for we know there is enough good order equipment in the United States to promptly move all the freight if a fair degree of efficiency could be obtained with each car.

What then is the trouble? Why can't Smith, Jones, et als., get their freight moved? It is this. Railroads are the bowl of the funnel and the ports and other termini are its spouts. THE SPOUT HAS CLOGGED UP!

When the war in Europe got into full swing, a stream of ammunition, supplies and equipment began to pour through the funnel, the small end of which is the Eastern Atlantic Ports.

All was well just so long as vessels were on hand to receive the flood of business as rapidly as the funnel discharged it; but the U Boats got in their work, vessels were diverted from American ports by the Entente Allies who needed them to move troops, soon the docks and warehouses were filled and the weather got bad.

The funnel stopped up and began to overflow.

Now was the time for the buyers for the Allies to study American geography and to divert the business to the open South Atlantic ports, but instead, they continued to send the bulk of it to the East over the rails of roads already congested and battling against the rigors of a hard winter.

Maybe this was done to save a long rail haul, but it is more probable that it was done because the New York banks were handling the Allies funds and it was easier to verify the ladings and pay the drafts in New York than at more distant points.

In the meantime the big and little guns on the battle front were devouring mountains of ammunition and clamoring for more.

The War God must be fed! The feeders wielded the Big Stick while Uncle Sam held the Pen. Unfortunately for our friends Smith and Jones:

"The Stick is mightier than the Pen."

Uncle Sam protested but the guns grew more and more insistent and ships, which

contained small lots of munitions, sailed, only partially loaded, leaving part of their tonnage on the already over-crowded docks.

Vessels loading at South Atlantic Ports were rushed half filled to New York where they took on small lots of munitions and were hurried away to Europe.

The Allies were not interested in Smith and Jones and the guns and soldiers must be fed!

Thousands of good cars stood loaded on sidings, many miles from New York, waiting their turn to be moved in and emptied as the vessels took the freight. But few vessels came. They were needed for transports and other work and the U Boats continued to take their deadly toll.

Alarmed by bad conditions which were rapidly growing worse, the business people in the congested territory anticipated their wants and bought in large quantities, hoping to fill their warehouses before the congestion became too acute and they thus precipitated a condition bordering on chaos.

Unable to get relief through the ports, overwhelmed by the flood of tonnage for local delivery, and handicapped, and in some cases, paralyzed, by storms and blizzards they gave up the ghost.

Thousands of good cars, urgently needed to move the traffic of non-congested territory in other sections of the country stood idle for weeks while their owners made appeal after appeal for their return and in the meantime hundreds of other good cars, loaded with freight for the congested territory were slipping away and stranding on the sidings of the helpless lines in the East.

With our friend Smith in mind and hoping that the situation would soon be eased, the lines west of Pittsburgh hesitatingly continued to permit their equipment to be loaded with freight destined to the East. With so many cars going away and none returning, their territory soon began to keenly feel the loss.

To continue to lose their equipment meant ruin to Jones, Brown and all their local patrons except Smith, who could protect himself by finding other markets for his goods.

With all hope for an early return of their equipment lost, a temporary embargo was laid and the further loss of cars averted.

Nothing else could be done if the business of the country was to be saved.

We cars believe that a lesson is to be learned from all this and if it is well learned that the cost will not prove too dear.

"It is the value of the Individual Car."

There are so many cars that people think of them by the thousand and feel that the delay to just one of them does not matter. Is this true? Let us see. The Illinois Central owns 68,079 cars.

The public demand 48 hours free time for loading and 48 hours free time for unloading when 24 hours free time would be ample. Let a man need a car to load and see how quickly he will unload it. Let us assume that a car makes only one trip each thirty days. On Illinois Central cars alone 136,158 car days per month would be saved if 24 hours instead of 48 hours were used for loading and unloading.

Each month these cars could move, if loaded to capacity, more than 181,520 additional tons of freight.

Boiled down, it means that not less than 4,538 Illinois Central cars stand idle every day because they are not loaded and unloaded promptly by the business men of the country.

If 4,538 cars belonging to one railroad are avoidably idle each day from this one cause, would not the situation be greatly relieved if all cars were released promptly?

Watch the cars, see how needlessly many of them are delayed and then tell me if you do not agree with me that THERE IS NO CAR SHORTAGE.

To the Employees of the Illinois Central Railroad

By D. L. Bowen, Chief Caller, Memphis, Tenn.

THE subject of economy in the different departments has been the source of a great deal of discussion and about which a great deal has been written. And yet, with the eyes of one of my limited railroad experience, it is plain to see that an amazing amount of money could be saved our company each year if each employe would do even a part of what he can do. This spirit should not be entered into with the thought, "Just look what we are doing for this company," but "See what a saving is being made by each of us doing our duty," which most certainly is the duty of each of us to this great system which gives us employment.

In my opinion, a great waste is caused by carelessness, unthoughtfulness and seeming indifference of our employes, because THEY DO NOT STOP TO CONSIDER THAT IT IS THE SMALL THINGS WHICH CONSTITUTE THE LARGE ONES. If they did they would not waste, destroy, misappropriate, fail to utilize the supplies, equipment, accessories, tools or other material furnished by the company for company use.

Ask yourself the question, WOULD I RETAIN AN EMPLOYEE, WERE I IN BUSINESS, WHO DID NOT WORK TO MY INTEREST, WASTED MATERIAL, MISAPPROPRIATED STOCK

BECAUSE "THERE WAS PLENTY MORE WHERE THAT CAME FROM?" YOU MOST EMPHATICALLY WOULD NOT.

Then let me ask you: If you are a member of the great WASTE ARMY of this company, responsible for thousands upon thousands of dollars of WASTE EXPERIENCE, because you fail to do your part to stop this AVALANCHE of what might almost be termed MALICIOUS CARELESSNESS, do you consider yourself a loyal employee?

I wish to say in this connection that I have not been "practicing what I am now preaching," but, commencing now, and at all times, I am going to do what I can to save just as much as I can, just as often as I can, and I hereby make this unsolicited appeal to every employee of this system to join me. What do you say to setting the amount we are to save the first year by economizing at \$1,000,000.00? This can very easily be done by a little energy spent in the right direction, and the proper consideration of the company for which we are working. TODAY is the time to start; are you ready? If you are not, I feel very frank in saying to you that you are not worthy of the position you hold. This system is far better to, and more considerate of, its employees than any other road in the country; it has the name of so doing. Let us then not only have the name of being appreciative, but get down to business and save \$1,000,000.00 this year.

If each of the 45,000 employees of this company will save just (5) cents per day, in one year's time we will have saved \$820,550.00. If each of us will watch ourselves and not willfully waste *anything*, do not give anything away, even though it be ever so small or inexpensive, to anyone, for other than company use, utilizing material which can be utilized, taking care of things which can be sold for scrap, and will call the attention of other employees when they have forgotten their duty, even a greater saving can be effected.

SAFETY FIRST we hear a great deal about. If safety to its employees and patrons COMES FIRST with the company, most assuredly economy should come second with the employee.

The ECONOMICAL DEPARTMENT could be handled in the same manner as the Safety First plan. Each Division or Terminal could have its committees, rec-

ords kept and reports rendered showing which made the best record for a certain period. In my opinion, however, I believe to attain the best results, a representative for each office, gang, crew, shop, plant or yard, or any place where several are working together, should be appointed or elected to serve for a certain period, then the attention of any forgetfulness or lack of interest on the part of any of the employees could be called and the forgetful one would not feel hurt for being so reminded of his duty. I shall not attempt to enumerate the many hundred different ways that money can be saved by being careful and economical, but will just mention one or two as a starter in the ECONOMICAL DEPARTMENT, which I sincerely hope will be organized at once:

1. Have you ever stopped to consider that if just two tablespoons of oil be spilled or wasted while pouring, or transferring oil from one receptacle to another, each time each employee, whose duty it is to handle or to transfer same, that NO OIL TANK MADE WOULD HOLD ONE DAY'S LOSS? The next time you get a chance to watch some one fill an oil can see if he does not run it over before he is convinced that it is full.

2. How many sheets of paper, carbon, pencils, envelopes, pins, pens, erasers, rubber bands, blotters and other stationery do you waste a day? If you really knew, I wager you would be ashamed to tell it.

We must bear in mind the smaller the article is, the least expensive ones, are the articles that we cannot estimate the cost of one, and yet when we figure the cost of several hundred of these small, inexpensive articles we then realize the SMALL THINGS DO COUNT AND COUNT BIG, TOWARD OUR MILLION DOLLARS.

Let us take for our motto, ECONOMY SECOND. If we will practice this in our work it will soon become second nature to us; we will begin to economize at home, and as a result we will be better off mentally and financially, the company will not be ravaged by the WASTE ARMY, and you can enjoy that feeling which every conscientious man wants to feel—THAT YOU ARE DOING YOUR DUTY.

If this subject interests you, talk to your fellow workmen and get them interested, submit your ideas and let us hear from you.

Duty of Employee to Employer

By J. M. Milstead

EVERY employee of a railroad is a unit of that great corporation; and, should, in the sense of duty, consider himself a part of same. His work should be performed

as though it were his own. Every piece of machinery and every car should be handled and worked the same as if he owned it; and every piece of work turned out should

be as complete and perfect as tools and material could make it. My thirty-seven years as a railroad employe taught me that the man who performs the best work is the man who always succeeds.

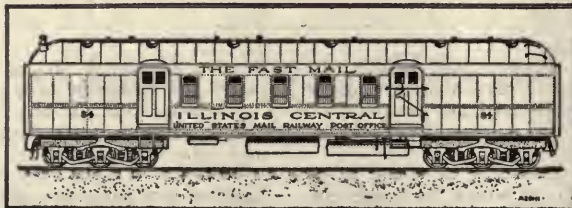
I have always endeavored to give the company one hundred cents for every dollar I receive. I formed the habit of doing my work well. Remember that the incalculable aid of an educative, painstaking habit, in the furthering of one's fortunes can hardly be appreciated. The painstaking, accurate person will comprehend at a glance the details of work that to the dullard is an inextricable tangle. Cultivate the habit of seeing everything that should be done on the job you are at work on. Little things here and there overlooked may cause serious trouble, and possibly loss of life and property. Little things noticed and attended to, little scraps picked up, little notes made here and there, will in time come of good use. The man who is only looking for six o'clock and pay-day, the one who carelessly goes through his day's work is the man who runs on to disaster and defeat; while the painstaking, industrious man will grasp the situation, straighten out all kinks and produce success.

I read once of a young man in a western railway superintendent's office who was an errand boy at the age of ten years, who, by the time he reached his majority, was chief dispatcher of the division. How did he get it? Not by having a rich father, for he was the son of a common laborer. The secret was his painstaking accuracy. During his spare time he studied and perfected his writing and arithmetic. At each step his employer commended him for his accuracy and good work. In time he learned to telegraph and continued to advance, and thus it is with every occupation, the painstaking, industrious man is the one that makes his mark. Those who employ men do not wish to be on the lookout to see that they do an honest day's work and that it is done right, for if the foreman has to stand over his men all the time to see that they do good work, you may be sure the

employer is going to get rid of such men very soon.

Saving is another item of great importance to railroads. Learn to save everything. Good material you can use. Scrap can go back and be reworked. I well remember when the Kentucky Division just ran from Elizabethtown, to Paducah, in the early seventies. The road was operated in a slipshod way; went into the hands of a receiver, and changed hands and officers several times. At last a superintendent was appointed who started a scrap train, and picked up enough scrap on the line to pay for two locomotives. Waste had bankrupted the road. I heard a man tell once of his experience when he started out to earn his own living, an orphan of 13 summers. He hired to a merchant to help in the store. One day a load of express goods were received, and it fell to his part to open up the new goods. He took out his knife to cut the strings from around the packages when the proprietor stopped him and said: "Do you see that man behind the counter, he is clerking for me now, all because he cut his strings and threw them in the waste heap instead of untying them and saving them." The man who told me this was then worth two hundred thousand dollars, and said that one little lesson in saving was worth what he then possessed. He put it into practice and succeeded by doing so. So it never pays to be wasteful. It never pays to be a botch of a workman. If you are a car man aim to do honest work and neat work. If you are a machinist, or boiler-maker, see that every bolt and rivet is as firm as if your life depended upon its properly fulfilling its duties. How many a young machinist has destroyed his own future and committed moral suicide by turning out a poor piece of work. It doesn't pay to do dishonest work. Do the best you can; and when that is done you will see an opening for something better. "The hands of the dilligent maketh rich."

Be sure that the company will always reward you for merit. Don't forget that the highest officials know your ability as a workman, and will not forget your ability when the time comes.



Meritorious Service

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

Illinois Division

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

W. F. Bowe,

K. F. Emmanuel.

Conductor H. B. Jacks on train No. 24 May 15th and No. 1 May 29th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor T. W. Ward on train No. 34 May 23rd declined to honor card ticket account having expired. Passenger purchased other transportation.

St. Louis Division

Conductor A. E. Reader on train No. 2 May 5th and No. 22 May 16th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor Van Smith on train No. 21 May 8th declined to honor going portion of ticket account returning portion being missing and collected cash fare.

On train No. 23 May 23rd he lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor W. C. Walkup on train No. 201 May 15th and No. 208 May 22nd declined to honor going portions of card tickets account returning portions being missing and collected cash fares.

Conductor J. W. Hallagan on train No. 606 May 22nd lifted expired card tickets on which passengers admitted having previously secured transportation and collected cash fares.

Wisconsin Division

Conductor L. Bowley on train No. 331 May 12th declined to honor card ticket account date of sale having been altered and collected cash fare.

Conductor J. B. Stewart during May declined to honor several card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 123 May 29th he lifted going portion of card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

Kentucky Division

Conductor C. O. Sims on train No. 302 May 1st declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor W. Y. Hansbrough on train No. 104 May 12th lifted 48 trip coupon pass book in accordance with bulletin instructions and collected cash fare.

Tennessee Division

Conductor W. M. Blackburn on train No. 6 May 8th lifted returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. E. Nelson on train No. 110 May 15th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. S. Wesson on train No. 1 May 28th lifted employee's trip pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train No. 23 May 1st declined to honor Sunday excursion ticket account having expired and collected cash fare.

On train No. 23 May 21st he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. H. Ranson on train No. 5 May 22nd declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor R. F. Cathey on train No. 24 May 4th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. M. King on train No. 3 May 6th lifted penny scrip book account being in improper hands and collected cash fare.

Conductor O. A. Harrison on train No. 34 May 11th declined to honor card ticket account expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor B. B. Ford on train No. 3 May 13th declined to honor mileage book account being in improper hands and collected cash fare.

Louisiana Division

Conductor L. E. Barnes on train No. 1 May 8th and No. 34 May 17th declined to honor Sunday excursion tickets account having expired and collected cash fares.

On train No. 34 May 25th he declined to honor mileage book account having expired and collected cash fare.

On train No. 34 May 27th he lifted annual pass account passenger not being provided with identification slip and collected cash fare.

Conductor G. O. Lord on train No. 6 May

12th lifted 54 ride individual ticket account having expired and collected cash fare.

Conductor R. E. McInturff on train No. 23 May 17th lifted employee's term pass account passenger not being provided with identification slip. Passenger refused to pay fare and was required to leave the train.

Conductor M. Kennedy on train No. 331 May 28th declined to honor mileage book account having expired and collected cash fare.

Memphis Division

Conductor S. M. Todd on train No. 524 May 18th lifted 46 ride monthly school ticket account having expired and collected cash fare.

Conductor G. T. Reeves on train No. 523 May 22nd declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor J. W. Chambers on train No. 523 May 29th declined to honor Sunday excursion ticket account having expired and collected cash fare.

Vicksburg Division

Conductor J. R. Hoke on train No. 15 May 7th declined to honor Banana Messenger's ticket account having expired and collected cash fare.

New Orleans Division

Conductor R. E. Cook on train No. 21 May 2nd and No. 12 May 18th declined to honor Sunday excursion tickets account having expired and collected cash fares.

Conductor H. B. Cook on train No. 214 May 4th lifted employee's term pass account being in improper hands and collected cash fare.

Conductor S. K. White on train No. 12 May 27th lifted trip pass restricted to intrastate travel account being presented with local tickets for an interstate trip and collected cash fares.

Illinois Division.

Conductor I. G. Bash has been commended for discovering and reporting I. C. 115370 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor J. F. Monahan, Extra 1775, has been commended for discovering and reporting I. C. 122101 with no light weight stencilled on same. Arrangements have been made to have car stencilled.

Conductor Lindsay, extra 1598, June 21st, has been commended for discovering and reporting I. C. 69908 with no light weight

stencilled on same. Arrangements have been made to have car stencilled.

Towerman F. Palmer, Burnside, has been commended for discovering and reporting car in Erie Train No. 4, passing Burnside Tower with brake beam down, June 21st.

Brakeman C. A. Stitt has been commended for reporting rough place in track north of Branch Junction, June 24th. Upon investigation it was found that both angle bars were gone from the rail and end of rail dropped about 4 inches. Section men were called to make repairs. This action undoubtedly prevented possible accident.

Engineer F. Sabin has been commended for discovering and reporting corn leaking out of I. C. 43446 July 2nd.

Agent L. E. Andrews of Humboldt, Ill., has been commended for discovering and reporting brake beam down on I. C. 29095 June 17th. Train was stopped and brake beam removed, thereby preventing possible accident.

Signal Repairman Keller has been commended for discovering and removing broken angle bar found on switch point south bound main Gilman, June 6th. This action undoubtedly prevented possible accident.

Foreman P. G. McGuire has been commended for discovering coal leaking from car in train Extra 1753 north of Clifton.

Conductor F. Pitcher, Extra 1672, June 18th, has been commended for discovering and reporting car improperly stencilled. Arrangements were made to correct same.

Springfield Division.

Engineer John Hamilton, Fireman R. R. Reid, Conductor G. W. McIntyre, Brakemen W. H. Anderson and J. W. Keemer have been commended for discovering and extinguishing fire south of Mt. Pulaski.

Fireman E. M. Chandler has been commended for discovering and reporting broken angle bar on track south of Elwin. Repairs were promptly made and possible accident prevented.

St. Louis Division.

Section Foreman Thos. Choat, Carterville, Ill., has been commended for discovering and stopping Extra 733 north, May 6th, account of brake beam down and dragging. Brake beam was removed, thereby preventing possible accident.

Division News

New Orleans

Mr. Andrew A. Williams, passenger agent, New Orleans, represented that department in the Preparedness Parade.

Illinois Division

Hy Stahl of Claim Department is glowing like a sunbeam, due to too much

tennis with the fair ones.

Morris Rice and Walter Dorgan have been promoted to the car-record desk.

Some class to Mr. Taylor's new straw. (J. L. A. F. E.)

Gertrude Rosenburg entertained the E. B. girls at a stag at her home. All reported having had a fine time.

Leroy Wellington Lappin is spending three weeks in the sunny south.

We sympathize with Mr. Cassidy, in his recent bereavement and loss of his beloved sister.

John Walsh of Claim Department went out west to seek his fortune but sad to relate, he changed his mind.

Walter Sheehan and Gene Cochran are dancing during their lunch hour at the Randolph Lunch Club.

Is Lester Eckman married?

Eddie Kelly was surprised to have an old friend visit him recently. *Ask Eddie.*

Ewald Belk is the proud possessor of a full growth of shrubbery on his upper lip.

Speaking of shrubbery we are inclined to believe that Johnny Mackey of Claim Department will soon leave us to join the Holy Rollers or possibly the Carranzaites.

E. H. Stahl's favorite dish is hot biscuits for breakfast.

"Shorty" Begley is handling the interline fruit accounts. (Go to it "Shorty.")

Is Jno. Stewart wearing his Bull Moose hat these days? (is he?)

Miss Francis Prendergast has had a riz from claim department to that of account department.

Join your jane on the joltless jitney joy jigger at Lincoln Park.

Miss Anna Quinliven of cashier's department has returned to her desk after an illness of several weeks.

Quotation from Joe Odell ("hope it won't rain Sunday.")

Master Harry Hedstrom of in-freight-house spent an enjoyable week in Detroit with his boy chum.

"Shorty" Powers is ready to bet any one from here to New Orleans that the flag hung from a pole and not from the building.

Frank Kusenback is Mr. Bulley's assistant.

Curley Langan and Skinny Wright are hitting 'up some high scores in 40-love these days.

Our slogan—(votes for women).

Indiana Division

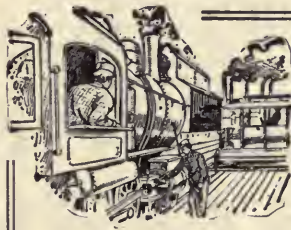
That smile on the faces of all clerks on the Division is occasioned by the voluntary increase in salaries, which took effect June 1st.

Business on the Indianapolis District shows a marked increase. The number of loads into Indianapolis the first twenty days compared with the same period a year ago, increased 70 per cent. The movement of tomatoes began June 1st. Two more 900 class engines have been assigned to that district (received from Wisconsin Division) on account of the increased business.

The work on the new tracks at Pales-tine, the wye at Bloomington and several side tracks, is progressing rapidly.

Arrangements have been put into effect to hold a meeting in the office of the Superintendent each Monday morning to go over correspondence, and discuss matters of benefit to the service. Several of these meetings have been held, much interest being manifested, and it is thought good results will be had.

Superintendent L. E. McCabe and the members of his staff, made an inspection trip over the Division the early part of the month, checking stations, relative to sup-



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 train-men 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 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



ply of stationery and material on hand, sanitary conditions, etc.

Mr. A. C. Kenny, of the Road Department, has been transferred to the Valuation Department, headquarters Chicago. Mr. W. O. Walker, from the New Orleans Division, has been appointed Instrumentman in Mr. Kenny's place.

Mr. J. L. Pifer, Supervisor, has been transferred from the Mattoon District to the Indianapolis District to fill the place made vacant by Mr. G. A. King. Mr. H. H. Cordier has been appointed Supervisor on the Mattoon District.

Miss Helen Lee Brooks, of the Superintendent's Office, has taken a leave of absence and has departed for Palestine, Texas, to spend several weeks.

Messrs. Stevenson and McFadden, the fishermen of our force, had some "tough luck" the other day and they are now staunch advocates of PREPAREDNESS. In future, both will see that their dreams of big fish do not prevent them from seeing that the Ford is supplied with enough gasoline for the return trip also, so it will not be necessary to walk a mile through mud and rain to the home of kind farmers.

Mr. A. F. Buckton, Chief Clerk to Master Mechanic J. A. Bell, has returned from a trip to Waterloo, Ia.

Free to Our Readers

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Mr. G. M. Hosmer, Paint Foreman, is spending a vacation with old friends in Fort Dodge and Waterloo, Ia.

Mr. George Leach, Coach Cleaner, has spent a few days fishing in the vicinity of Greenup.

Mr. Joe Bradbury, Stationary Engineer, has returned to work after taking a vacation. He visited relatives in Oklahoma.

Mr. Leo Jobe, Timekeeper in the office of the Master Mechanic, and Miss Iris Hickernell were married June 10th. They are both popular and well known young people and our best wishes are extended to the happy couple. "Leo" still wears a smile.

Mr. Maryon Boulware, formerly Assistant Accountant in the office of the Master Mechanic, has been transferred to the position of Clerk in the office of the Division Storekeeper.

Conductor C. A. Richmond has taken a ninety days' leave of absence.

Minnesota Division

Mr. Arthur Young, lineman at Freeport, Ill., who is in Denver, Colo., temporarily on account of ill health, desires to express his thanks and appreciation for the kindness and assistance of his good friends and



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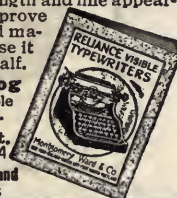
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fellow workers of the Illinois Central; and is sorry to say he has not derived much if any benefit up to date, but hopes to in the near future.

Springfield Division

Mr. Orie Wood, Truckman at Clinton, will visit friends and relatives in Jackson, Tenn.

Mr. Tony Witrod, Springman at Clinton Shops, will visit relatives in Cleveland, Ohio.

Mr. Frank Gallagher, Engineer, and wife will visit friends and relatives in Birmingham, Ala. They will also visit in Memphis, Tenn., and Oklahoma City, Okla.

Mr. F. A. Jones, Engineer, and wife will visit in St. Joseph, Mo., and Denver, Colo.

Mr. Ernest Armstrong, Machinist Apprentice at Clinton Shops, will visit friends in Jacksonville, Ill.

Mr. Wm. Allen, Wood Machine Man, and wife will visit friends and relatives in Louisville, Ky., and Nashville, Tenn.

Mr. F. W. Sieveking, Engineer, will visit in Memphis, Tenn., and Hot Springs, Ark.

Mr. C. H. May, Roundhouse Clerk at Clinton, attended the Elks' State Convention in Danville, Ill. Clarence reports a good time.

Mrs. J. C. Fish, Stenographer in the Master Mechanic's Office, visited relatives in Nashville, Tenn.

Mr. E. J. Robbins, Pensioned Machine Shop Foreman, and wife, will visit in Davenport, Iowa.

Mr. Roy Seats, Clerk, and wife will visit in French, N. M.

Mr. Frank Tucker, Machinist Handyman at Clinton Shops, will visit in Detroit and Flint, Mich.

Mr. John Geer, Car Inspector, will visit in Detroit, Mich.

T. P. Crymes has been appointed Rodman on the Springfield Division, vice William Meyer, transferred. Mr. Crymes has been in the employ of the Government on the Mississippi River for the past several years, connected with the new levy work. He has only recently come into the services of this Company.

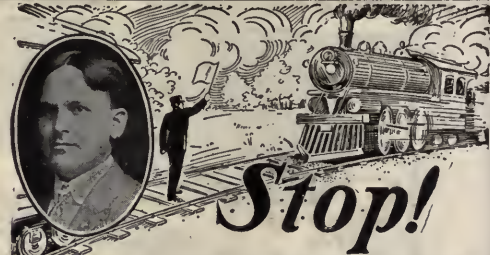
Authority has been granted the Engineering Department to carry a chainman temporarily to work on Valuation reports. Mr. F. T. Kraft of Clinton, Ill., has been given the position.

Signal Foreman M. D. Welds has moved his family from Chicago to Springfield so that they will be on the Springfield Division with his work. Mr. Weld has worked on the Springfield Division for several years but has never moved his family from Chicago, where he previously worked.

A. H. Roberts, Signal Maintainer on the Litchfield District, is the proud possessor of a new Mudge Motor Car. He finds that the car works very well and greatly decreases the labor of covering his District. Mr. Roberts has found by experience that this make of car will run vastly better on the rails than on the ties, and that it is essential that gasoline be used as a motive power, unless one desires to use it solely as a push car.

T. R. Beach was installed as Agent at Penfield May 4th.

Agent Lake Fork has been off duty account sickness since May 5, this station being looked after by relief Agent O. S. Jackson.



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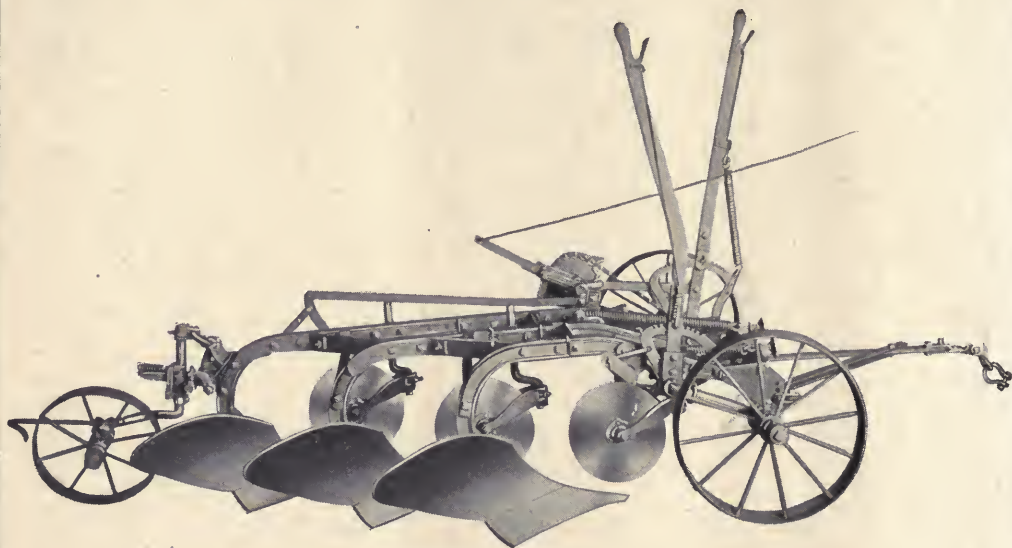


Assembly Park Beach, Dixon Ill.

VOL. 5 № 2

AUGUST
1916

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in the interest of the Company and its 45000 Employes*

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E. W. SPRAGUE
Assistant General Claim Agent

BORN in Buchanan, Michigan, May 29, 1874. Entered the service of the Illinois Central Railroad Company as stenographer in the office of Mr. H. A. Winter, General Baggage Agent, February 20, 1895, serving in that office one year; in the General Freight office at Chicago two years; in the Law Department three years. On May 1, 1901, was appointed chief clerk in the Chief Claim department; in 1909 was appointed Assistant Chief Claim Agent with headquarters at Chicago and in September, 1911, was transferred to Memphis, Tenn. Title changed to Assistant General Claim Agent in 1915.

ILLINOIS CENTRAL Magazine

Vol. 5

AUGUST, 1916

No. 2

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

Lucius Quintus Cincinnatus Lamar

(Continued from July.)

According to Grotius and other accepted authority on the law of self-defense, "An injury done or threatened is a legitimate *casus belli*," or cause of war. From Congressman Lamar's written admissions he considered, both as a lawyer and a law maker, and also as a Southern citizen, that the threat of injury by the North was so manifest and pronounced it could not be misunderstood. The South was essentially religious, more so as a whole than New England, the home of all sorts of religion-ignoring philosophers and different grades of skepticism, as well as open and notorious infidelity to Christianity and the Bible. A large portion of New England people interpreted the Bible literally, and naturally along the lines of their own predilections and material interests. One interpretation of the Bible made slavery a great wrong, a crime against humanity, and politically they knew it was against the interests of New England, for it was helping to make the

South, the Southwest, and the middle West, independent of New England.

There were open propositions that certain parts of the West and the South should withdraw from New England and unite with Spain, who had closed the mouth of the Mississippi to the upper valley trade. To look at the matter fairly, New England had as much reason to fear the future as did the South; and in the end New England won in the greatest forensic struggle and contest at arms the world has witnessed for ages. Each thought it was fighting not only for commercial supremacy, but perhaps for actual commercial existence. The religious South believed that their peculiar institution, on which they thought their prosperity depended, was fully justified by both the Bible and the Constitution. From their point of view, there was no escaping a fight sooner or later, and the sooner the better; and they thought they were adequately prepared for a short, sharp, decisive struggle that would soon

settle the whole matter, when the South would work out its own salvation in its own way, unhampered by New England.

That is the way it appeared to many Southerners, and to Lincoln and other Northern leaders; otherwise why the call for 90-day men? It is, perhaps, necessary to bear these facts in mind if one would fairly judge the action of such noble men as Lamar, Benjamin, Stephens and other statemen in the South; and such as Lincoln, Sumner, Banks, McClellan and others in the North. With such divergent opinions these opposing men yet considered each other honest and sincere, and respected each other accordingly, however bitterly they fought. The night of February 5, 1858, about one o'clock, occurred in the House a famous physical encounter known as the Keitt-Gow fight, in which a number of other Congressmen became involved while seeking to make peace. "Even Mr. Lamar" had an active experience with Parson Owen Lovejoy for about ten minutes. Peace was finally restored and no serious damage done, and there were mutual apologies and handshaking all around. This is an indication of the intense feeling that prevailed. Of course, it was not a very dignified proceeding, but something quite similar had occurred in the British Parliament a few days before. The Democratic Party was represented by a game cock and the Union Party by an Eagle. These two pugnacious birds were ready to fly at each other on slight provocation.

Lamar was doubtful about accepting a second term in Congress. Evidently he was weary of the strife and turmoil, for he was at heart a peacemaker, till he felt that some essential right had been assailed.

He was in Jackson, Miss., November 3, 1859, and the Gazette contained the following:

"The whole state witnessed with pride the successful debut of this rising young statesman."

He was invited by the Legislature, irrespective of party, to address the members that evening. Reporting that famous speech, the Gazette said:

"We have given but a hurried and imperfect synopsis of his speech, which in all its parts we have never heard excelled in earnestness or eloquence, richness of diction, brilliant antithesis, and all the elements which make up a powerful production from a mind 'rich with the spoils of time.' Well may the First District, 'the mighty North,' feel proud of her gallant young representative." In that speech Mr. Lamar referred feelingly to Northwestern men the South had trusted who had taken sides against the South on the Kansas-Nebraska question. He said of Mr. Douglas:

"Among them was one endeared to the South by the recollection of his former devotion to her rights. He, too, went over to his enemy and shot back a Parthian arrow into the ranks of his former allies. That man was Stephen A. Douglas, once regarded by the South as the model of political consistency and purity * * * and she cannot forget his treachery and Punic faith." This was just after Mr. Lincoln had forced Mr. Douglas to take the stand that won him the Senatorship, but lost him the Presidency, just as Mr. Lincoln had predicted.

Finally consenting again to become a candidate, Mr. Lamar was unanimously elected to Congress in 1859, there being no opposition candidate; apparently the whole "mighty North," as the upper district of Mississippi was called, wanted his splendid service again in the great contest that was certain to come in the Thirty-sixth Congress.

The Vicksburg Whig, a political opponent, said of the speech he delivered in November 11, 1859, to the State Legislature:

"The ablest speech, as we have heard stated on all hands, delivered in that hall for years in defense of Democratic men and Democratic principles. Mr. Lamar believed in the manifest destiny of this republic. Territorial expansion is, with him, proof of a prosperous nation; he favored the acquisition of Mexico, Central America and the Antilles." * * * Doubtless Mr. Lamar was aware of the great dream of Senator Judah P. Benjamin, to connect the Upper Mississippi

Valley, through Jackson, Miss., with New Orleans by what is now the Illinois Central Railroad; and with the Tehuantepec Isthmus by steamer line, and across the Isthmus first by rail, then by canal, with the world commerce beyond. Stranger things have happened than that this dream should yet be realized.

Then came the Presidential contest of 1860 with the four great tickets in the field, headed by Lincoln and Bell, the two respectively representing the Republican Party and the Union Party, while Douglas headed the Northern Democrats. It is interesting to note that the Southern Democrats who believed in secession were led by John C. Breckenridge, of Kentucky, the state whose motto is: "United we stand; divided we fall." Of course, Mr. Lamar supported Mr. Breckenridge, though not for secession *per se*.

On the 13th of November, 1860, which was "Meteor Night," Lamar wrote to his father-in-law, Judge Longstreet:

"The election of Lincoln has diffused a general feeling of dissatisfaction through the state. Some are anxious and dejected (myself among them); others confident and hopeful of resistance; a large mass waiting for the overt act, and a few bad men rejoiced at the overthrow of the Democracy by any means, and ready to hang and quarter the secessionists.

"If South Carolina will only have the courage to go out, all will be well. We will have a Southern Republic, or an amended Federal Constitution that will place our institutions beyond attack."

Meanwhile, the future Professor Lamar had accepted the chair of Ethics and Metaphysics in the University of Mississippi, with the intention of withdrawing from politics in favor of educational pursuits.

All the Mississippi members of the 36th Congress were present at the opening of the second session, December 3, 1860. It being plain that none of the compromise measures could avail, Professor Lamar resigned his seat and started South, December 12th, to work up the Mississippi secession *per se*. The Vicksburg Whig shortly afterward said: "Mr. Lamar advances a plan for the formation of a

Southern Confederacy. It is the first which has been promulgated having the least practicability about it."

Undoubtedly he and Senator Jefferson Davis were acting in harmony, and he knew all about the secret meeting at Washington, held early in January, by the Senators of the seven Southern States, who, by that action, formed the nucleus of the Southern Confederacy, which took concrete form soon after those fourteen Senators bade their farewells to the Senate. Among those Senators was Judah P. Benjamin, of Louisiana, whose last speech there is listed among the classics of oratory.

On the ninth of January, the third day of the secession convention, so well worked up by Mr. Lamar that two-thirds of the delegates were for unconditional secession, he reported the following plan, adopted by the Committee of Fifteen appointed on the 7th on Mr. Lamar's resolution. It was entitled "An ordinance to dissolve the Union between the State of Mississippi and the other states united with her under the compact entitled, 'The Constitution of the United States of America.'"

Then followed the details of the act of secession, on which the roll call vote showed "Ayes, 84; Nays, 15." During the profound silence which followed, the president waved his hand to Rev. Whitfield Harrington, in whose eloquent prayer for God's approval and guidance all the 100 members of the convention with bowed heads solemnly united.

This was no hasty, ill-considered action, but, as in later years Mr. Lamar said himself, "On the contrary, it was the culmination of a dynastical struggle, an 'irrepressible conflict' between two antagonistic societies, a culmination which had been foreseen and predicted by the wisest statesmen of the nation * * * this culmination was the result of the operation of political forces which it is not within the power of any individual man or set of men to postpone."

Of him Mr. Blaine said: "He stood firmly by his state in accordance with the political creed in which he had been reared; but looked back with tender re-

gret to the Union whose destiny he had wished to share, and under the protection of whose broader nationality he had hoped to live and die."

February 4th the Provisional Congress of the Confederacy, at Montgomery, prepared for war. Jefferson Davis was commissioned Major-General of the Confederacy, while Earl Van Dorn, Charles Clark, J. A. Alcorn and C. H. Mott were appointed Brigadier Generals with instructions at once to enlist and organize an army to maintain the right of the Southern Confederacy against the encroachment of the United States. Mr. Lamar was made Lieutenant-Colonel (under General Mott) of the Nineteenth Mississippi Regiment, which, however, was the first in that state enlisted to serve "during the war."

Colonel Lamar went with his regiment to Richmond, which had become the capital of the Confederate States of America. He and Mr. Davis were serenaded at the Spottiswood Hotel, June 1, 1861, and he was called out for a speech to the large concourse of citizens assembled. In a torrent of fiery eloquence he said, among many other things:

"The time has come when they (the people of Virginia) are satisfied that the deliverance of this fair state depends not upon argument, not upon eloquence, not upon statesmanship; but upon the fighting manhood of the people of this country, upon the courage which dares to strike a braver blow for the right than the enemy dare strike for the wrong. The sentiment of the entire South is with her (Virginia); men from every rank and class of society are rushing to arms, begging the government to put any kind of weapons into their hands and to allow them to march to the battlefield of Virginia. I tell you, in our state, the little state of Mississippi, the number of men who are ready to fight, I fully believe, is above our voting population.

"* * * This very night I look forward to the day when this beloved country of ours—for, thank God, we have a country at last—will all be a country to

live for, to pray for, and, if necessary, to die for."

It is said that out of the vast clamour of applause one voice, wording perhaps the emotion of all, rose clear and proud:

"Yes, I am willing to die for it a hundred times over."

It was in such spirit "The Black Horse Cavalry" and the whole army of Southerners gathered at Manasses, fought the first Battle of Bull Run, and all the world wondered. An attack of vertigo, with semi-paralysis, while Colonel Lamar was at Richmond, and again while in camp with his regiment, prevented him from going to the front, a liability to that physical disability hanging over him all his after life. So it is not known how great a soldier he might have become, in spite of his dislike of camp life, and the details of military tactics.

Regretting his disability, Colonel Mott wrote him from the camp of the Nineteenth Mississippi, "We may need that sort of vim and propelling power which you possess in a greater degree than any man I ever saw."

The physician sent him home to Oxford about the middle of July. In November he returned to Richmond, "dragging a left lame leg." That winter at Centerville, Colonel Lamar was offered a Brigadier's Commission, but he refused it, saying: "General Johnston, I shall never consent to receive a promotion over the head of my friend, General Mott; he deserves it, and I recommend him instead."

After that Colonel Lamar continued in his regiment. It was at Yorktown, in April, awaiting McClellan's long delayed attack. At the fierce battle fought May 5th, at Williamsburg, Colonel Mott was killed and Colonel Lamar took command of the regiment. He was honorably mentioned in the report of General Longstreet and three of his Brigadier Generals for the distinguished part he took on that memorable field, when Longstreet ceased his retrograde movement from Yorktown towards Richmond and repelled the Federal Army. As Chancellor Mayes describes it:

"The Brigade of Wilcox, which was

first in the field, was ordered to occupy the forest (on Longstreet's right, as he eastwardly fronted the oncoming Federals). The Nineteenth Mississippi was the center regiment of the brigade; the Ninth Alabama being to its left, and the Tenth Alabama to its right. The wood was entered. It was so dense that a colonel could not see his whole regiment when in line of battle. When the skirmish line had penetrated the wood, something under two hundred yards, it encountered a brisk fire from the Federal skirmishers. The battle was on. Colonel Mott gallantly led the Nineteenth Mississippi against the enemy, compactly formed behind a fence, and piled up with logs. After close firing, at about 30 yards, the Nineteenth charged and drove back the enemy and prevented their efforts to re-form in the rear, driving them into the fallen timber.

In that charge Colonel Mott was killed by a minnie ball through the breast, fired in the first volley. General Wilcox reported: "The Nineteenth Mississippi, after the fall of its highly esteemed and brave Colonel, was commanded during the remainder of the day by its Lieutenant-Colonel, L. Q. C. Lamar. This officer, suddenly called to the command of his regiment, acquitted himself creditably throughout this long and stubbornly contested musketry fight, proving himself in all respects a competent, daring and skillful officer." But on May 17th a more severe attack of vertigo seized him and he fell unconscious while reviewing all that was left of his regiment—100 of the 501 men who went into that battle. He was sent to Richmond in an ambulance and his active military career was over. In June he returned home and later took his family to Macon, Ga., where lived his mother and sister. The following September he lost his dearly beloved younger brother, Lieutenant - Colonel Jefferson

Lamar, who fell while charging the enemy with Cobb's Legion (of Georgia) at Crampton's Camp, in the Blue Ridge, in Maryland. He was shot just after charging over a stone fence. He lay on the ground, still encouraging his men, saying to those in front of him, "If you fall back you will tread on my body." Then he would call to those in the rear, "If you retreat you will leave me here."

"Hours passed away in an unequal contest," Chancellor Mayes says. "All that remained of Cobb's Legion were taken prisoners, clustering about their dying Colonel's form."

An eye witness told the writer that another officer with a broken leg crawled to Jefferson Lamar and lifted him up so he could give his last order to charge before falling prone, unconscious.

Jefferson Lamar was the pet of the family, had many friends, and within a few months before had married his beautiful cousin, a niece of Mrs. Howell Cobb. His cousin, John B. Lamar, died next day from a wound received in the same bloody battle. Colonel L. Q. C. Lamar's health was so bad that he resigned from the army in October, and he had other important work for the Confederacy. He was greatly loved by his men, who did everything that could be done to show their regret at his leaving and their hope that he would again command them if his health permitted.

Within a month he was appointed special commissioner of the Confederacy to the Court of Russia, with instructions to remain at St. Petersburg as Minister Plenipotentiary, if he could succeed in getting the Czar to recognize the Confederate States of America as a nation *de facto*. He started December 1, 1862, but had to go by way of Texas and Mexico, and did not reach London until March 1, 1863.

(To be Continued in September Issue.)



PUBLIC

OPINION



What the

World thinks

Address Delivered Before the Annual Convention of the National Hay Association at Cedar Point, Ohio, July 12, by Frank Trumbull, Chairman of the Chesapeake & Ohio Railway Company and Chairman of the Railway Executives' Advisory Committee

"Railway administration of today in this country is as honest as any other business. Notwithstanding this, railway directors and officials accept the principle of regulation because railroads are public service corporations. I might entertain you with a long history of various attempts at regulation commencing with the so-called Granger Laws followed later by the Interstate Commerce Law enacted twenty-nine years ago and both in turn followed by hundreds upon hundreds of statutes enacted by Federal and State Governments. But it is sufficient for this occasion to say that these endeavors, due to a variety of motives, have all been of a piecemeal and patchwork character. The time has arrived for blood remedies instead of court plasters. Railway legislation has been more conspicuous for quantity than quality and legislation and regulation are not synonymous terms."

Mr. Trumbull said regulation meant "to put in good order," as, for instance, to regulate a watch or clock; and then declared that we have not obtained *real* regulation to date. He cited a report of the House committee on interstate and foreign commerce, recommending the passage of the Newlands resolution for a joint inquiry into the whole problem of railroad regulation, both State and Federal. This report set forth that our system of railroad control was irregular and sporadic, and that it was not a uniform, compact structure.

The report strongly recommended the proposed inquiry in order that the system's "diversities and incongruities" could be carefully considered and wherever possible unified and improved.

Emphasizing the importance of the railroad and the necessity for dealing with it equitably and sensibly, Mr. Trumbull quoted the views of President Wilson, former Presidents Roosevelt and Taft, the Massachusetts Public Service Commission and U. S. Senator Underwood. He read an editorial from the railroad engineer's official organ, which said: "The great thoroughfares should have one boss instead of forty-nine, and the rate-making should be done by one factor of the government."

Continuing, he said: "Men of all classes and of all shades of political opinion are realizing more and more that the transportation question is a national problem and not a local issue. Now, if you and other shippers and the people who travel in passenger trains or who receive mail and parcels post carried by the railroads, and railway directors and officials are all agreed that the propriety of regulation is no longer in dispute—surely all of us together ought to be able to get down to business and discuss the whole question from the standpoint of the public interest.

"We may, therefore, ask ourselves, is it in the public interest (1) that the railroads of this country are required to make

over two million reports per annum to various Federal and State tribunals; (2) that passenger rates are only two cents per mile in some States and higher in more populous States; (3) that wagon-loads of testimony are submitted to various State tribunals to prove that passenger rates ought to be higher after a corresponding laborious inquiry by the Interstate Commerce Commission, the result of which was a finding that passenger traffic is not paying its share; (4) that some States pass extra-crew laws and other States refuse to pass them; (5) that one shipper—the Post Office Department—determines rates of pay to the railroads when other shippers are deprived of such a privilege; (6) that public service corporations are required by divided authority to violate the spirit of Section Two of Article Four of the Constitution of the United States which declares that: 'The citizens of each State shall be entitled to all privileges and immunities of citizens in the several States;' (7) that public tribunals have said in some cases that rates by one line may be higher than another because the cost of production is higher, thereby penalizing superior location and construction; (8) that wages of steel workers, coal miners and others are voluntarily increased by employers and these increases then passed along to the consumer, including the railroads, without similar flexibility in favor of the railroad investors and two million employees?"

"Our regulation," said he, "is locomotor ataxia, a disease of the spinal chord characterized by peculiar disturbances of gait, and difficulty in co-ordinating voluntary movements. Now the Federal Government may be likened to the spinal chord of our political system. Congress can, if it will—and without any Constitutional amendment—act in these matters in behalf of all the States. Any fear of too much centralization could be easily overcome by regional commissions, similar to the regional treatment of national banks."

Discussing the question of railroad credit, Mr. Trumbull pointed out the necessity for private capital investment in railroads; but this, he declared, was only possible where a fair and reasonable return could be obtained. And this, in turn, said he, depended upon equitable and compensatory transportation rates. Railroad investors were quite willing, said the speaker, to have railroad securities supervised by the Federal Government, which could act in behalf of

all the States; but they were hesitant to trust the work of nineteen conflicting State commissions.

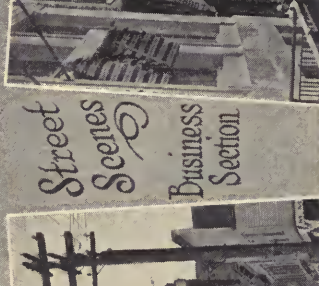
Pointing to the debt of the railroads as, approximately, \$11,000,000,000, and the stock to about \$7,000,000,000, he asked: "How long would your bankers do business with you if you were attempting permanently to borrow eleven dollars for every seven you put in the business yourself? Who would buy bonds or stock on returns of only prosperous years?"

Declaring that railroad returns for the fiscal year ended June 30, last, were about $5\frac{1}{4}$ per cent on property used by the public, as against about 4 per cent for 1915 and less than 4 per cent for 1914, he asked: "Is there any prosperous private business in the world that yields so small a return? Surely in no business is it conservative to draw out every year all the profits? How long would your bankers be cordial if you were to draw out every year all of your profits instead of building up reserves or adding to the real value of the property?"

Mr. Trumbull then cited numerous illustrations of discriminations and costly results to railroads and public under our two-headed State and Federal system of regulation. Some of these related to varying demurrage penalties, ranging from one dollar to five dollars a car; while others related to laws intended to secure preference for local shippers against shippers in other States and against interstate shippers; to conflicting hours of service and safety appliances laws; to laws reducing freight and passenger rates, and to regulation of railroad securities.

In one case, delay by a railroad commission, said he, cost the Southern Pacific \$275,000, in an intended security offering. He also referred to attempts by States to exclude railroads not chartered therein from operation within their territory; and to the defiance shown by certain States for writs of injunction granted by Federal courts restraining the operations of State mandates.

In conclusion, he said: "I trust that all hands will join in the inquiry proposed under the Newlands resolution and I am more than pleased that we here, today, are to help to bring order out of chaos. We should do for the railroads as fine a piece of constructive work as we have done for the banks. And it is just as patriotic to strive to solve the transportation problem as to serve our country on the battlefield."



Street
Scenes
Business
Section

ILLINOIS



DIXON



Dixon, Illinois—The City Beautiful

By John H. Byers

PURE and simple-minded, faithful and true in all the relations of life, he has gone to his rest and his works do follow him."

The above is a beautiful tribute paid John Dixon by a newspaper writer of Dixon at the time of "Father" Dixon's death, July 6, 1876. He was aged ninety-one years. Dixon mourned his loss. Ten thousand people attended his funeral. His name is memory.

Dixon, Illinois, the county seat of Lee county, one of the most fertile counties in the commonwealth of Illinois, was named after this remarkable man. John Dixon was born in the State of New York, October 9, 1784. His father, John Dixon, came to America from England during the War of the Revolution as an officer in the British army.

In 1828 a French Indian half-breed named Joseph Ogee erected a cabin on the bank of Rock River at the present site of Dixon and operated a ferry there until 1830. Ogee continued to operate the ferry alone until November 21, 1829, when he sold a half interest. In 1828 John Dixon with his family left Peoria and located at what was called Boyd's Grove in what is now Bureau county, where they made their home until their removal to the present site of the city of Dixon. In March, 1830, Mr. Dixon made a lease of the ferry from Ogee, with its rights, privileges and appurtenances, and soon thereafter moved to Ogee's Ferry, as it was then called, with his wife and family, reaching there April 11, 1830.

Ogee had built a log cabin near the ferry landing, and Mr. Dixon after his arrival added to the building. The log cabin was in two parts, a one-story structure erected by Ogee and a two-story portion built by Mr. Dixon.

When John Dixon reached the Rock River and established his house at Ogee's Ferry, he was forty-six years of age, strong, hearty, vigorous and thoroughly acquainted with the frontier. He had traveled the then State of Illinois from one end to the other on horseback and on foot. He had met and lived with and among the Indians, had become their friend, and was recognized by them as such. Though in the prime of life and in the best of health, his hair was white and was worn long, giving him the appearance of age. The Indians called him "Head-Hair-White," which term in common speech was soon contracted to "Nachusa." The

early settlers of Dixon, soon after his arrival, called him "Father" Dixon, and he was known by that name until his death. A man by the name of Gay was the first postmaster of Dixon. Mr. Dixon was appointed postmaster of Dixon September 29, 1830, and served as postmaster until 1837.

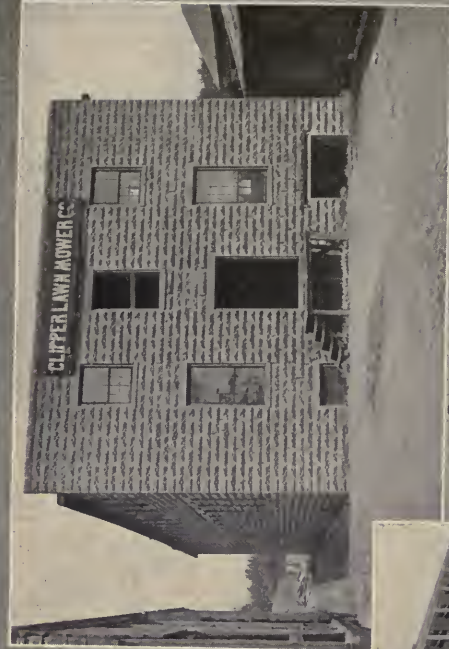
On account of its beautiful location and surrounded as it was with fertile acres, Dixon began to grow. In 1836 its population consisted of six families. There was enough merchandising then to make it profitable. Tavern keeping was the most lucrative business. The first hotel built in Dixon was the Western. It was opened in the winter of 1836-7. In 1837 the Rock River House was built. In 1840 the Dixon House was erected and opened for business.

In 1837 Dixon's population in families had increased to thirteen, and at that time Dixon was some town. In 1845 Dixon had forty-four voters and in 1845 the place had a population of 400. In 1840 Dixon was placed on the map of Illinois, and the place became a place of importance. The Land Office was moved from Galena to Dixon in 1840, and Father Dixon was appointed Commissioner of Internal Improvements, a great honor. As early as 1840, it will be seen that the people of Dixon commenced to pull political wires, and ever since she has played a big part in the politics of the state.

After this date, Dixon, beautiful and attractive, grew to a good-sized place, and today the city boasts of 12,000 souls, and is one of the most widely known cities in the Rock River Valley; it is on the Lincoln Highway and every tourist motoring from the East to the West following this famous highway must pass through Dixon. Many of these tourists stop over here for a few hours, and many over night, and leave on their journey refreshed and pleased with their brief visit at Dixon.

Dixon is less than 100 miles west of Chicago, on the main line of the Chicago and Northwestern railroad and less than fifty miles east of the Mississippi River. From ten to a dozen through passenger trains pass through Dixon daily on the Northwestern railroad alone, and from five to six passenger trains pass through the city from the west to the southland, over the Illinois Central railroad, the pioneer railroad of the state. Both of these roads do thousands of dollars of business at Dixon annually.

Both roads have erected handsome passenger stations, and their freight depots are



Some Industries



of Dixon, Ill.,



large and sufficiently able to handle the large volume of business done.

The business men of Dixon are aggressive, with but one aim—boost Dixon. This they have done and this they are continually doing. One of the best methods used by them in advertising Dixon and keeping its name before the public is the manner in which they do business, and the modern stores and business houses they maintain in the city. Go where you will, outside of the larger cities, and you will not find a more up-to-date line of merchandise and better stores than you will find in Dixon.

Dixon has three splendid banking institutions, two national and one state bank. The deposits amount to \$2,330,606. The home of the Dixon National Bank is a fine five-story structure, erected but a few years ago. The City National Bank has a home that is modern in every particular and is one of the oldest banking institutions in this section of the state. The State Bank is a flourishing institution and since its organization has made a remarkable growth.

Dixon has a splendid school system. Two high schools, one north and one south of the river. Each of these schools maintains a four-year course, and the graduates from both institutions may enter the State University and the other state schools without an entrance examination. In addition to the public schools, Dixon has the Coppin's Business College, from which hundreds of young men and women are graduated each year. These young graduates enter the business world fully equipped to fill responsible positions. Dixon is also the home of the Strong School of Music, one of the leading schools of its character in Northern Illinois. Hundreds of young people graduate from its courses yearly and become splendid teachers of music, and many of them fill responsible places on the faculties of some of the leading schools of the country.

The Lutheran Church maintains an assembly at Dixon that has lived and prospered for twenty-nine years. Other assemblies and chautauquas have lived a few years and died, but the Rock River Assembly still lives and is growing better and stronger each year. This assembly is known all over the United States, and every speaker and lecturer of note and every great musical artist and all the leading musical organizations in the entire country filled a place on the program of Rock River Assembly. There are several schools maintained each session under the management of the assembly, and young men and women from all the adjacent states to Illinois come here each year to take advantage of this wonderful assembly. Rock River Assembly is located in one of the most beautiful and attractive parks on the banks of Rock River, which is known far and near as the "Hudson of the West." Dozens of comfortable cottages have been

erected in this park. A fine hotel, where tourists come to pass a vacation, is one of the prominent features of Assembly Park. On the banks of the river in this park is one of the finest bathing beaches in Illinois, and hundreds enjoy bathing there each day and evening through the long summer months.

In the center of Assembly Park stands an auditorium that will seat 10,000 people. Several years ago the United States Marine Band played a concert there that was heard by 15,000 people. Every man and woman



W. B. BRINTON,
President, Chamber of Commerce, Dixon, Ill.

who has appeared on the platform at the Rock River Assembly departs declaring that the Dixon Assembly Park is the most beautiful park for chautauqua purposes in the United States.

Madame Schumann-Heink appeared at the Dixon Assembly Friday, August 4, this year, and sang a concert that was heard by nearly 15,000 people.

Dixon is a city of parks. For its size, it has more beautiful parks than any other city in the country. It has Adelheid Park, containing 40 acres, filled with timber and deep ravines. In North Dixon lies John Dixon Park, named for its donor, the founder of the city. Four miles up the river is the beautiful Lowell Park, given to the city by Miss Carlotta Lowell. This park contains 200 acres and is one of the finest

natural parks in Illinois. Miss Lowell presented the park in honor of her mother, Josephine Shaw Lowell, the late eminent philanthropist of New York City. Lowell Park has a shore line nearly one mile in length and affords one of the most attractive bathing beaches in the state. Each season many thousands visit Lowell Park and hundreds enjoy the bathing beach daily. The park contains a large pavilion, refreshment booths, well houses and the keeper's lodge, where meals are served and hundreds each summer take advantage of this one feature of the park.

Dixon is surrounded by many attractive places. Six miles from the city is Grand Detour, now a famous summer resort with two splendid hotels. Visitors from Chicago, Milwaukee, Peoria and many other cities visit this beautiful inland resort each season. Each hotel can accommodate 100 guests. Boats run from Dixon to Grand Detour daily, and the highway between these places is one of the best in the state.

Castle Rock is one of the attractive places up the river from Dixon. From the top of this wonderful rock one can behold some of the most beautiful scenery that Rock River affords. From its top a magnificent view of the river is obtained, dotted as far as one can see with islands, locally known as the "Thousand Isles."

Several miles north of Dixon is a pretty stream known as Pine Creek. On this stream is the largest body of natural pine woods in Illinois. An effort is now being made to make this a state park. Pine Creek contains fine bass and other fish and during the fishing season many fishermen camp on the banks of this stream. Dixon business men always find some time during the summer months to take a day off and go fishing for bass in the waters of Pine Creek. The scenery along this notable stream is exceedingly beautiful and attractive.

Dixon's prosperity is made known to the country through two daily newspapers. The Evening Telegraph, a daily and semi-weekly, is the oldest and largest newspaper in Lee county. One of its owners and editors was the late Benjamin Shaw, one of the founders of the Republican party in Illinois, who was on intimate terms with all the leading statesmen of his time. He knew Lincoln well and conferred many times with Lincoln in the early days of the Republican party. Mr. Shaw was Dixon's postmaster for many years. The Evening Telegraph was founded in 1856.

Dixon's other daily paper is the Morning Leader, and although a comparatively new enterprise is becoming one of the good papers of the state. Both papers devote much space for boosting Dixon and both papers owe considerable of their success to the enterprising people of Dixon and Lee county, and appreciating this fact their edi-

tors are always willing to say kind words about the steady growth and splendid prosperity of Dixon—the city beautiful.

Dixon is a city of churches. Almost every denomination is represented.

The Baptist Church was organized in 1841.

The Methodists erected their first church edifice in Dixon in 1843.

In 1854 the Congregationalists organized a church society.

The same year the Catholic Church was organized in Dixon with twenty-five members.

St. Paul's Lutheran Church was organized in 1848.

St. Luke's Parish was organized in 1858.

A Unitarian church or society was organized in 1850.

The Dunkards now have a flourishing church in Dixon with a splendid membership.

The Christian Church has a large congregation and is in a prosperous condition.

The believers in Christian Science have an organization and hold regular meetings, which are quite largely attended.

The German Lutherans also have a splendid church organization.

The Presbyterians have a beautiful church edifice and a large membership. Each church organization supports Sunday school work, the largest of which is the Sunday school supported by the Methodists. The edifice of this particular organization is the largest in the city, and its membership is also the largest.

Connected with the Catholic Church is a school where the children of Catholic parents receive their early education and are there prepared for high school. This school was started by Father Michael Foley. St. Patrick's Church has grown until it has the largest congregation in Lee county.

In addition to the churches of Dixon, the city supports a large Y. M. C. A. The home of this organization is one of the most modern in the country. It has splendid bathing facilities, schools for athletic instruction, and amusements of all kinds for the enjoyment of its membership.

Nearly every lodge in existence is represented in Dixon. The Masonic order has several flourishing lodges. The Odd Fellows own their own building and have a large membership. The Elks also own their own home, erecting the same several years ago at a cost of \$30,000. The membership of the Elks is over 500. Just recently the Moose organized and today this order is one of the largest in the city.

The Knights of Columbus have a splendid lodge and its membership is constantly increasing.

Nearly every lodge in existence is represented in Dixon. The city has many prominent attorneys and physicians and surgeons. Several of its attorneys have attained state



*Rock River at
... Dixon Ill. ...*



wide reputation, filling high and responsible positions. Dixon was the home of James K. Edsall, once attorney general of the state. Hon. Solomon Bethea, who filled the position of Judge of the United States District Court, was a resident of Dixon. William Barge, a prominent democrat and one of the leading lawyers in Illinois, lived in Dixon. Among the Dixon attorneys who filled the office of United States District Attorney, were S. H. Bethea, Charles B. Morrison, Sherwood Dixon, Henry S. Dixon and William B. Sterling.

Dixon furnished several distinguished leaders in the Civil War, and several of

the manufacturing center of the central west. There is absolutely no reason why Dixon should not attain that reputation. Her two great railroads cross the state from east to the west; and from Galena to Cairo. The Illinois Central is the medium through which products may be brought to Dixon from the wheat fields of the great northwest; and north from the cities and the rich and fertile valleys of the mighty southland. The Northwestern, the medium through which the products of the Atlantic seaboard can be brought to Dixon, and from the Pacific coast may be brought, over the same line of transportation, products that



her citizens came out of the war with the rank of general and colonel.

I am not unmindful of the fact that the one purpose of this article is to give to the country the industrial advantages of Dixon, but in order that I might give a story of Dixon that will read like a story should read, I had to tell, to some extent, something of the early history; something of Dixon's public spirited men; something of her schools and churches; something of her parks and something of her beauty and places of interest to the tourist as well as of industrial advantages, of which she has an unlimited quantity.

Industrially speaking, Dixon ranks high. Located on the banks of Rock River, her water power facilities are wonderful. Industrially speaking, Dixon is yet in its infancy. In time to come, Dixon will be

Dixon merchants can dispose of and Dixon people can consume.

In time to come manufacturers will take advantage of the remarkable water power Dixon has to offer, and will come and erect large industrial institutions. Dixon's facilities for waterpower and her facilities for such excellent transportation, ought to attract those men who have money and who desire to find a suitable location for the erection of large industrial plants. We invite all such to Dixon to look over the land and ascertain for themselves just what we have to offer.

The Clipper Lawn Mower Company ships its mowers into every country in the world; The Grand Detour Plow Company sells its plows to the farmers and dealers in every state of the Union and into every country on the face of the earth; Borden's

condensed milk is used in the far north, the Orient, the extreme south, in the west and the far east; Dixon's cement is used everywhere where buildings are erected and industrial plants are constructed; Dixon's shoes are worn by people in every state in this country and in every country in South America and Europe; Dixon's wagons are sold everywhere, and all of Dixon's industries are compelled to run full time in order that her products may be supplied to purchasers and consumers. Never was Dixon more prosperous than she is today.

The Dixon Home Telephone Company has placed a phone in nearly every home in the city and also in nearly every farm house for thirty miles beyond the city limits. The Illinois Northern Utilities Company have made Dixon its headquarters for the northern section of the state. The company has expended many thousands of dollars in Dixon and as a result almost every home in the city is supplied with gas and electricity. Dixon has an excellent street car system, and it is connected with Sterling by an interurban line, cars running between the two cities every hour.

The Dixon Water Company is one of the most modern in the state and furnishes its patrons with as fine a quality of artesian water found anywhere in the entire country.

Before entering into detail regarding Dixon's more prominent industries, I wish to call attention to the fact that in Dixon was recently located the State Colony for Epileptics. This colony is nearly completed and will be ready for occupancy before the snow falls. The first expenditure by the state was the handsome sum of \$1,500,000. Dixon feels very grateful to Hon. William B. Brinton for this institution. Mr. Brinton was for several years mayor of Dixon, and is today one of the state's most prominent democratic politicians. The colony is located at one of the most attractive places on the banks of Rock River and was given to Dixon principally on account of the excellent site the city had to offer.

The Sandusky Portland Cement has located one of its largest plants at Dixon. The company's special brand of cement manufactured here is the Medusa. About 300 men are kept working all the time. The plant runs twenty-four hour per day and 365 days in the year. About 90,000 tons of coal are consumed each year. Nearly 5,000 cars of products are shipped annually. The concern pays each year to the two railroads, nearly \$90,000 for freight on coal alone. The annual pay roll is nearly \$350,000. In 1907 the plant was ready to do business, taking but one year to construct. The company expended over \$1,000,000 in the construction of the plant.

The Brown Shoe Company employs several hundred persons and is being op-

erated every day except Sunday. Its working force is being increased almost daily.

The Grand Detour Plow Company, organized in 1837, is one of the most reliable institutions of Dixon. The large plant is operated summer and winter. This plant also employs several hundred people. Its volume of business is increasing materially each year.

The American Wagon Company is another of Dixon's institutions that is growing rapidly.

One of the most prosperous institutions in Dixon is the Reynolds Wire Company, whose watchword is "Quality." The Reynolds Wire Company began operations in Dixon in 1894. Ever since the business has grown, every year the factory has worked full time, and in the money panic year of 1907, it ran not only every day, but every night. It is well to consider in passing that all the operations in this large area of space are supplied with power from the 700-foot dam. A year or so ago the company erected a new building, and today have some of the finest offices in the state. The new building is the best in lighting and fire-proofing, in sanitary arrangement, in electrical devices, in labor saving methods and in general fitness for the purposes of the business. When the poet sang of the "Monument more enduring than brass," he could not have had in mind a better illustration than the one the Reynolds Wire Company has built to its lasting credit.

Mr. Reynolds' whole effort was centered in learning how to make the best wire cloth. Even his early competitors admitted he succeeded. A short time ago the company began to manufacture the Reynolds Rust-Proof Alumina cloth with the Sun-Red Selvage. This cloth has ten rust-resisting coats of chemically-pure zinc put on by electricity. It is guaranteed to last more than twice as long as any galvanized cloth with a trade mark woven into the selvage.

There are three big reasons why Reynolds' quality is possible at no extra cost—an abundance of cheap power; their unique labor-saving devices; and their patent processes for coating the cloth. The company owns an enormous water-power plant in the Rock River, a stone's throw from the factory. They believe in honest weight and honest measure.

Borden Condensed Milk Company's plant is among the most stable and important of Dixon's manufacturing establishments and has had much to do with the growth and prosperity of Dixon and surrounding country.

The company's plant was put in operation in July, 1887, and has been operated seven days each week since that time. Milk is furnished to this plant from 400



VIEWS OF THE STATE EPILEPTIC COLONY NOW UNDER CONSTRUCTION AT DIXON, ILL.

farms within a radius of ten miles of the city and the daily delivery represents the milk from 8,000 cows.

The principal products are Condensed and Evaporated milk and in the production of these great care and cleanliness is necessary and the company keeps this in mind throughout its entire factory operation, everything being handled in the most modern and sanitary manner amidst clean and healthful surroundings.

In addition to this their inspectors visit the farms where the milk is produced and by the assistance they give help to create and maintain a condition which will insure

delivery of clean, wholesome milk up to the Borden standard.

This milk is used in all climes and is particularly adapted for use as a food for babies.

The factory at present employs about 250 both men and girls giving steady employment at good wages.

The Dixon factory also has a department devoted to the manufacture of candy wherewith most advanced machinery and methods they are able to produce from 15,000 to 20,000 pounds of candy per day most of it being caramels.

On account of the large production and

low cost there is a great demand for this and it is sold widely throughout the United States and Canada with considerable foreign trade.

My story of Dixon—The City Beautiful—would hardly be complete if I neglected to mention in conclusion that Dixon has a country club, with one of the best golf courses in the state, and a clubhouse, modern in every particular. At this country club Dixon's business and professional men, their families and friends, enjoy daily recreation. Here many pleasant parties are held in the quiet evening, and dancing is enjoyed by Dixon's young people.

I believe I have told, in rather a modest manner, the great worth of Dixon as a suitable place for the manufacturer to come and locate; it is a suitable place for men retired, to come and enjoy the declining days of life; it is a suitable place for parents to come to enjoy home life and where they can educate their children. Dixon has every advantage for all this and more.

"Father" Dixon chose wisely when he chose this section in the fertile Rock River valley for his town, now a city. He builded well.

Everyone who visits Dixon once, comes again. That is one of the ways Dixon advertises herself. Her river is the "Hudson of the West" and no city from the source of Rock River to its mouth, can boast of more beautiful scenery, more natural advantages to offer, than can Dixon.

Abraham Lincoln visited Dixon and here delivered one of his great addresses. It was at Dixon where Lincoln and Jefferson Davis camped while both were soldiers in

the Black Hawk war. It was near here that Black Hawk and his warriors camped and traded with the whites. Indian Mounds are still much in evidence.

It was near Dixon that Governor Charters erected his home and today that home, Hazelwood, is one of the most delightful places in Lee County. At the Charters' home the prominent men of the nation, in those days, were entertained.

Dixon—The City Beautiful—in a few brief years will become one of the chief commercial centers in the commonwealth of Illinois. Its aggressive citizens will strive to make it such.

There is no more beautiful, no better city in every particular, in which to reside than is Dixon, Illinois. Go where you will, you will run across someone who has lived in Dixon, or who knows something of the beauties of Dixon.

Dixon has an organization—the Chamber of Commerce—that is working all the time for the upbuild of the city. Every member is aggressive, and every member has the welfare of the city at heart. Large sums of money are expended to advertise the advantages Dixon has to offer. Meetings are held weekly for the discussion of the city's needs, and every stranger within our gates, is made welcome by the men who compose this splendid organization. Drop a line to the Secretary of the Chamber of Commerce and you will be surprised how quickly you will get a reply and all questions asked will be answered.

When you approach the "Gates of Dixon," stranger, knock and they shall be open unto you, ask and ye shall receive.



GRAND DETOUR PLOW CO., DIXON, ILL.

The West Feliciana Railroad

The First Railroad in Mississippi

By C. R. Calvert, Traveling Freight Agent, Y. & M. V. R. R., Memphis, Tenn.

(Continued from July Issue.)

So much then for our saving in horses and wagons; but this is not all if we look at the time employed in the present mode of transportation during the winter season, when the roads are in bad repair; we shall find that, instead of two or three days in reaching St. Francisville, there will be a diminution of time in the two modes of transportation of at least one day and a half, and this, sometimes when taken in connection with the market, would be all important; the price of cotton is often fluctuating and the difference of a day would oftentimes deprive us of the benefit of a market.

Signed "PUBLIUS."

Apparently, the suggestions contained in the letter met with a favorable reception; for, notwithstanding the scattered population and slow means of communication, in little more than a year—March 20th, 1830—we find the account of a public meeting held at Woodville in the interest of the Railroad, in which resolutions were adopted as follows:

At a public meeting of the citizens of Wilkinson County convened at the town of Woodville, on Tuesday, the 16th inst., Moses Liddell in the Chair and F. A. Browder, Esq., Secretary; the object of the meeting having been announced and some appropriate remarks made by Mr. Haile, the following resolutions were unanimously adopted:

Resolved; that Messrs. G. C. Brandon, John Joor, Edw. McGehee, Peter Randolph, Wm. Haile, James L. Trask and C. E. Hall be appointed a Committee whose duty it shall be to open correspondence with the President of the U. S. upon the subject of directing an Engineer to visit this section with the view of making a survey to ascertain the most eligible route for a Rail Road from

Woodville to the nearest shipping point from thence to the Mississippi River.

RESOLVED; that the Committee, previous to opening the corresponding with the President of the United States shall obtain all such information as they well can, relative to the quantity of Cotton annually exported from the County, the value of the lands, &c., &c., as may be calculated to throw light on the subject; which facts and information shall be embraced in their communication to the President.

RESOLVED; that the Chairman of the Committee shall have power to call meetings, from time to time, for the promotion of the objects contemplated by this meeting.

RESOLVED; that it is the opinion of this meeting that the Act passed at the last session of the Legislature, authorizing the raising of \$25,000 by Lottery, for the improvement of the road from Liberty to Fort Adams, is expedient; and that the Commissioners appointed by such Act be requested to accept the trust imposed, and enter upon the duties assigned them by aforesaid Act.

RESOLVED; that the proceedings of this meeting be signed by the Chairman and Secretary and published in the Woodville Republican.

Moses Liddell, Chairman.

F. A. Browder, Secretary.

Hardly had the project been placed thus before the public, until the ubiquitous "knocker" appeared, and the columns of the weekly paper were taken up for several weeks with the controversy between "Clinton," for the opposition, and "Veritas" for the railroad.

The first letter of "Clinton" is of interest from the information it gives as to the expectations in regard to the traf-

fic of the proposed railroad; but, even this one is very long and contains much that is without value or interest. The later letters degenerate into the discussion of personal motives and qualifications of the writers and have no value to the public.

It will be seen from "Clinton's" letter that the income of the road was estimated on basis of the number of bales of cotton to be carried to St. Francisville and that no account was taken of any tonnage in the reverse direction. A glance at the early tariffs issued by the railroad after it was actually begun shows that this idea persisted for some time; and, in fact, it was not until 1844 or 1845 that the tariffs made any adequate provision for merchandise traffic.

THE RAILWAY

Cras credemus, hodie nihil

As a firm and decided friend of internal improvements, I can not but rejoice at any circumstances calculated to excite our citizens upon a measure so important to the interests of all as the construction of good roads. With a public spirited liberality and enterprise, some of the most influential and wealthy of the citizens held a meeting in our town on Tuesday, the 16th inst., for the purpose of advising upon the expediency of constructing a railway from this to the nearest and most convenient shipping point on the Mississippi River.

* * * * *

To make it profitable, the facilities and advantages of a railroad should rival that of water transportation, and give new impulse to business of all kinds—it should have the benefit of lively, brisk and active commerce, in the midst of a dense population, with a soil unrivalled in fertility, producing every article necessary to make a full market and be in the midst of capital and enterprise equal to any emergency, added to that of flourishing manufactures.

Whether our condition fills the above is a question of infinite magnitude and importance and deeply to be weighed, before we enter upon the anticipated project—let us examine.

The actual expense for labor and material to complete one mile of railway has been estimated at Manchester, England (see American Farmer, No. 49, Vol. 11), where both labor and material are far cheaper than in any portion of country, to be about 20,000 sterling, little short of \$90,000. At these rates, if we construct 19 miles of railway, the distance between this and Fort Adams, the nearest and most practicable route, we will find the expense for labor and material to amount to the gross sum of \$1,700,000, estimating it at the price of cast iron rail butts, but, if formed of malleable iron, which is far preferable, it will cost one-third higher.

* * * * *

In the county of Wilkinson we grow, at the furthest, not more than 20,000 bales of cotton, a large portion of which is too contiguous to the water communication to pass over the railway. Say we transport over our railway three-fourths of our crop and from the counties around the like number will pass over it, we will have 30,000 bales annually to be shipped by the steam cars. Now we pay \$140,000, the interest shown above, out of the carrying of these bales of cotton, will be levying a tax of something near 4 dollars and sixty cents a bale.

* * * * *

I admire their seeming devotedness to internal improvements, and only fear their own zeal to effect much good may lead them to an irreparable evil; for to attempt a work, the completion of which would bankrupt a whole state, is, in the humble opinion of your writer, a wild scheme.

CLINTON.

Among the members of the committee appointed at the meeting of March 16th, 1830, was Mr. Wm. Haile, a lawyer, of Woodville, who had represented Wilkinson County in the State Legislature and had represented Mississippi in the twentieth Congress. Mr. Haile appears to have been one of the leading spirits in the enterprise and to have written letters to various persons that he thought might furnish information that would be of service to the committee.

On August 25th, 1830, he wrote to the editor of the paper a letter with which he submitted a letter received from Mr. Thos. R. Ingalls, an engineer, living at Jackson, La., with reference to railroads.

Mr. Haile's letter gives some unique arguments in favor of the Woodville Road and states some facts in regard to the mineral prospects that have not been realized.

heavy as are generally used when stone and coal are transported.

2—The ground is level and sufficiently firm to sustain any reasonable weight that may be put upon the rails.

3—It is presumed that nothing but sugar, cotton and timber will be transported on our road, and, being bulky, there will not be much pressure on each rail, but the weight will be equally distributed.



Y. & M. V. Depôt. Woodville, Miss.



Old bank building, now Post Office, Woodville

Under the trees in the old Church burying ground



Midwinter scene on the old West Feliciana Railroad



Mr. Editor:

I send you a letter from Mr. Ingalls on the subject of our contemplated railroad to Bayou Sara.

The subject of railroads has awakened much interest in the world—thirty tons are drawn, in England, on the Manchester Railroad, by a locomotive engine; they move at the rate of twenty-seven miles an hour.

A single railroad can be constructed on this road at a less expense than is generally supposed.

1—The rails need not be so thick and

4—There will be no excavations of any consequence.

5—There is much interest along the line of the road and much money has been voluntarily subscribed.

6—The saving of horses and oxen would pay a large part of the expense.

7—It will increase the value of the real estate along the line.

8—There is a large stone quarry on the proposed route that will be developed.

9—It will make Woodville the manu-

facturing town for the whole surrounding district.

10—There is a fine deposit of fire clay on the route that will be developed.

11—There is an extensive copper mine on the Buffalo Creek near Woodville that will contribute tonnage.

12—It will increase the value of real estate east of the road by making Woodville the market for produce destined down the river.

13—The U. S. Government Engineers surveyed the Baltimore & Ohio Road and should be secured for our road.

14—Let us unite and build the road.

W. Haile.

Mr. Ingalls letter was dated August 14, 1830, and reads as follows:

Jackson, La., 14th August, 1830.

Dear Sir:

I received the honor of your letter desiring my opinion relative to the probable cost of a railroad from Woodville to Bayou Sara and the expediency of using timbers for tracks, and I find it difficult to say whether I feel more gratified by the compliment you have paid me in thinking my opinion worth asking or more embarrassed at having so little information to offer.

It seems to be a datum in England that a railroad with two sets of tracks costs half as much as a canal for a 30-ton boat. The railroad is supposed to be built in the most permanent manner with wrought iron tracks let into cast iron sleepers.

The price of such a canal in the ordinary excavation is estimated by the New York Engineers \$5,000 per mile excluding locks and culverts.

The relative cost of labor in the North and here will, of course, attest this estimate.

It is thought that cars carrying half a ton are, on the whole, the best—and especially so, I should judge, in the work in contemplation, as the bulk of the main articles would render a heavier load unmanageable.

Wooden rails and sills would, therefore, doubtless be strong enough and the only consideration to be examined is whether they are relatively cheapest.

Without more exact data than I have been able to obtain relative to the price of labor, the nature of the ground, etc., it would be useless to draw any conclusions from the above statements; and, indeed, without any more practical information than I possess, it would be improper to offer any opinions as worth your consideration.

I am, dear sir, with great respect, your obedient humble servant.

Thos. R. Ingalls.

A second letter from Mr. Haile was published a few weeks later, submitting a letter from Mr. W. W. Hoffman, of New Orleans, in regard to the railroad. Mr. Printer:

I enclose, for publication, a letter from Mr. Hoffman, of New Orleans, on the subject of our railroad.

If apathy exists on this subject, in the minds of the people, it is hoped the interesting facts detailed in that letter will awaken confidence as to the means in our hand for accomplishing the railroad.

Mr. H—— was one of the projectors of the Ponchartrain Railroad, and reliance can be placed in his estimates, as he has visited and examined all the principal railroads in the United States.

How much more interesting would it be to a planting community (instead of angry political discussion) to turn their attention to local improvement.

I see no other mode to ward off some of the blows of our oppressors.

W. Haile.

New Orleans, La., Sept. 6, 1830.

Dear Sir:

I had the honor to receive your favor of the 11th ult. this morning and take pleasure in complying with your request as far as my acquaintance with the subject referred to will permit.

The construction of a railroad consists of: 1—Graduation or reducing to the intended level; 2—Laying the sleepers and string pieces; 3—The rails of iron on the wood.

Over the country you describe, the only grading necessary would be to prevent water standing on the road—a ditch on each side will suffice—leaving the

bed of the road twenty feet in the clear, which will suffice for a double track.

Of the cost of that part of the work, you are better able to judge than those who have not passed over the ground—I should venture to put it at five or six hundred dollars per mile.

The cost of cedar logs would be seven cents per running foot, hewing three cents more, delivering on the ground, two cents more. I would estimate, therefore, the cost of cedar or cypress at \$2,100 per mile—single track or wagon way.

The cost of iron rails will depend on the kind used—the cheapest to answer good purpose, are such as are used on the Baltimore and Ohio railroad, called “edge plate rail,” and would cost you delivered at Bayou Sara (if bought in England) \$1,100 per mile of road.

The weight of the rails of above description is from 18 to 22 tons and might be had, delivered here from England, at about \$50.00 per ton, all charges included. If obtained from Pittsburgh, as seems to be contemplated, the cost will be at least doubled; for the company here ordered one ton from that place with the intention to prefer the manufacture of the United States, if the difference should not be too great, and it came to \$107 the ton. The freight from Pittsburgh is twice that from England—say five or six dollars from ten shillings the ton.

I would estimate the cost of a single track railway as follows:

Grading	\$ 500
Timber	2,100
Iron Rails	1,100
Laying Timber and Rails.....	1,200
<hr/>	
Total.....	\$4,900
Add 15% for Turnouts.....	\$ 735
As much more for Cont. (?).....	735
<hr/>	

Total cost per mile.....\$6,370

As the B. & O. R. R. passes—or is expected to pass—through two states, recourse could be had to its charter in preparing yours. Some useful provisions might be taken from the charter of our Company. I have copies of both at

the service of the gentlemen of your Committee.

General Swift is expected here by November 1st, to superintend the construction of our road and harbor, and will be much occupied with that until next June. It would, no doubt, be in his power to survey the route during the winter, and, if not prevented by his other engagements, take care of the construction after the month of June, next year.

Your most obedient servant,
W. W. Hoffman.

Mr. Wm. Haile.

Shortly after the meeting at Woodville, or on May 3, 1830, a meeting was held at St. Francisville, with the same object in view, and a Committee appointed similar to the one appointed at Woodville. This Committee did not complete its labors until nearly the close of the year, and on December 4, 1830, the Chairman of the May meeting, Isaac Smith, called a meeting of “all of the inhabitants of the Parish of West Feliciana, friendly to the construction of a railroad between St. Francisville and Woodville “to meet at the Court House at St. Francisville on the first Monday in December, next, at Ten O’clock A. M.”

As a result of this meeting, application was made to the Louisiana Legislature for a charter for the railroad and it was promptly granted and approved by Governor Roman on March 25, 1831.

The first section of the charter provided that:

“There shall be established a railroad company in the Parish of West Feliciana, with a capital of \$150,000, divided into 1,500 shares of \$100 each share, to be subscribed and paid for in the manner hereinafter provided. and the said company shall constitute a body corporate with the title and name of the “West Feliciana Railroad Company” and by that name shall have the powers and rights now given by law to private corporations on the condition and agreement that said company shall construct and make a railroad from the Mississippi River at or near St. Francisville to the boundary line dividing this state from the state of Mississippi running on the route which shall be deemed by them

the most practicable, toward the town of Woodville, in the state of Mississippi.

Section 6 gives the West Feliciana Road the exclusive right for forty years to construct a railroad from the Mississippi River at or near St. Francisville, in the direction of Woodville.

The charter also provided that each new Board of Directors, within ten days after their election, should publish in some news paper published in St. Francisville, "the rates to be demanded for passage or transportation of persons or property; with the wharfage or storage thereon, for and during their administration."

The charter in Mississippi was not granted until December 20, 1831, under the title "An Act to Extend and Incorporate the West Feliciana Railroad Company within the State of Mississippi."

The act was very brief and provides that

"Full and entire assent is hereby given to all and each of the provisions mentioned and contained in an Act of the Legislature of the State of Louisiana passage or transportation of persons or etc., etc."

Notwithstanding the fact that the charter had not yet been secured in Mississippi, the people of Woodville were invited to attend a meeting at Woodville on May 31, 1831, to meet Mr. James Bradford, a Commissioner of the Louisiana company, who desired to open books for the subscription for stock in the railroad company. The books were opened in June, 1831, under the supervision of Judge Edw. S. McGehee, and Mr. Wm. Stamps, and \$15,000 was subscribed on the first day.

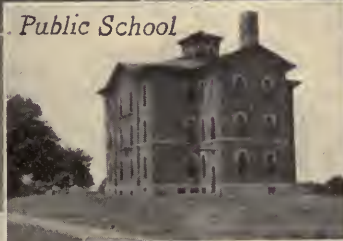
(To be Continued.)



High School



Parochial School



Public School

Dixon

Illinois



Country Club



Y.M.C.A.



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrollers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,

Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....

From the
Law Department

Biographical Sketch No. 25



WILLIAM BARGE, DIXON, ILL.

Hon. William Barge, District Attorney, Illinois Central Railroad Company at Dixon, Ill., 1877-1908

WILLIAM BARGE, youngest child of John and Jane (Elliot) Barge, was born near Kittanning, Pennsylvania, February 26, 1832. When he was about one year old, the family moved to Richland county, Ohio, and thence, in 1839, to Wayne county, Ohio, where he attended the Wooster Academy. The father dying in 1850, the family moved to Henry county, Illinois, where William engaged in farming and teaching school. When opportunity presented he studied law chiefly in Rock Island in the office of Wilkinson & Pleasants, and, later in the office of Judge Underwood in Belleville. He moved to Dixon in 1854 to take charge of the Union School. There he established in the old brick school house on the side of Peoria Avenue, near Fifth Street, the first graded school in Lee county, and one of the first, if not the first, in the state. He remained in charge of the Dixon schools until 1859, when he went to Belleville, Illinois, to take charge of the public schools there.

In 1860, having been admitted to the bar, he returned to Dixon and engaged in the practice of his chosen profession. He maintained his office in Dixon until 1874, being at one time in the firm of Barge & Fouke, and at another in the firm of Barge & Heaton. In 1869 he organized the firm of Eustace, Barge & Dixon, holding his membership therein until his removal to Chicago. In 1874 he was appointed District Attorney of the Chicago & Northwestern Railway Company, in charge of all of its business in Illinois, excepting Cook, Lake, DuPage and Kane counties. In 1877 he was appointed District Attorney for the Illinois Central Railroad Company in charge of its

legal affairs in La Salle, Lee, Ogle, Stephenson and Jo Daviess counties. During all this time his home remained in Dixon, to which place he removed his office upon receiving the last mentioned appointment.

Mindful of Lord Cokes' observation that "the law is a jealous mistress and will tolerate no rival," he devoted his life to his profession. He was a convincing speaker, very successful in the trial of cases, and stood in the front rank of able lawyers.

Among the earlier cases won by him is *I. C. R. R. Co. v. Bethel*, 11 Ill. App. 17 (1882), where, in a suit for damages by flood the Appellate Court applied the ancient rule that one building a bridge across a stream is not responsible for damages occasioned by extraordinary floods. His argument in *Meyer v. I. C. R. R. Co.*, 177 Ill. 591, 1899, on the question of who are fellow servants has ever since been regarded by the company's law department as authoritative.

On August 19, 1856, he married Elizabeth Dixon, daughter of James P. and Fannie (Reed) Dixon, and grand daughter of the pioneer, John Dixon, and he retained his home in Dixon until his death, July 21, 1908.

His son, William D. Barge, is attorney for the Chicago, Burlington & Quincy Railroad Company, in Chicago; his son, Charles Robert Barge, is engaged in the general practice of the law in New York City; his son John James Barge resides in Hammond, Ind., his daughter, Mrs. Elizabeth B. Martin, in Dixon, and his daughter, Mrs. W. W. Rathbun, in Chicago.

District Attorney Doolan Addresses Bar Association

At the annual meeting of the Tennessee Bar Association held in Memphis on June 26, 1916, Mr. John C. Doolan, one of the District Attorneys for the Illinois Central at Louisville, Ky., addressed the association on "A Sketch of the Postal Power under the Constitution." His 34-paged paper treats of the growth of the post-

office, presents an analysis of the postal power, defines what are post roads, including railroads and telegraphs, and there is also mentioned the Radio Telegraph Act, passed in 1912, for the purpose of regulating the use of wireless apparatus. He gives the following historical sketch of post offices during the colonial period:

"The first authorized post office in this country was established on November 5, 1639, when the General Court of Massachusetts Bay ordained that all letters from beyond the seas arriving at Boston should be taken to Richard Fairbank's Tavern, and that all letters to be forwarded across the seas might be delivered to him. For delivering or forwarding letters, he was entitled to charge one penny each, but in case of letters forwarded the ordinance provided that "no man shall be compelled to bring his letters thither, except he please."

From this modest beginning the postal service grew, with the demand for some safe means of communication until, in 1691, William III granted a patent to Thomas Neale to establish a postal service in the colonies and to charge the rates then in effect in England or "such other rates as the Planters and others will freely give."

The system extended very gradually and with small results until Benjamin Franklin became deputy post-master-general in 1753. He had been postmaster in Philadelphia for sixteen years and his great administrative ability put life into a service that had declined, rather than improved, in efficiency. He not only made it pay, but he introduced many improvements in the service. For example, he reduced the time required for a round trip between Philadelphia and Boston from six weeks to three, and between

New York and Boston from fourteen days to four.

In 1775, Franklin was made postmaster-general by the Continental Congress and by the end of that year the Royal Post Office had ceased to serve any of the colonies."

Anent the large volume of mail matter now being transported by railroad and other means, as compared with the small beginning with the first post office in 1639, Mr. Doonan concludes his address with this quotation:

"Another parable put He forth unto them, saying: The Kingdom of Heaven is like to a grain of mustard seed, which a man took and sowed in his field:

"While indeed is the least of all seeds, but when it is grown, it is the greatest among herbs, and becometh a tree so that the birds of the air come and lodge in the branches thereof." (Matt. XIII:31-32.)

1. Article on the Colonial Post Office by William Smith in *Amer. Hist.*, Rev. January, 1916, Vol. XXI, p. 258.

2. Neale had a great faculty for obtaining kingly favors. Besides being postmaster for North America, he was, at one time or another, master of the English mint, groom porter to Charles II (and in that capacity authorized to license and to suppress gambling houses), conductor of government lotteries and commissioner of wrecks on the coast of Bermuda.

Rates on Stamped Envelopes Handled for Post Office Department as Freight Not Unreasonable

In *United States vs. A. & V. R. Co.*, 40 I. C. C., 405, the Post Office Department asked to have reduced from first class to fifth class in official classification and to third class in western and southern classification territory the rates on stamped envelopes and stamped newspaper wrappers in carloads, and stamped postal cards from first to third class in these classification territories. The envelopes and stamped newspaper wrappers are manufactured at Dayton, Ohio, and the stamped postal cards at Washington, D. C.; they are shipped in carload lots to some 70 distributing points throughout the country; formerly they were sent by registered mail, but the act of June 26, 1906, the Post-Master General was directed to withdraw them from the mails and to send them, when in freightable lots and when practicable, either by freight or express. They were withdrawn from the mails during the period from 1907 to 1909; many carloads have since moved by freight at rates quoted by the individual carriers and accepted by the Post Office Department. Until September 16, 1912, the rates ranged from fourth class to first class, but

since then the carriers have charged rates on stamped envelopes and stamped newspaper wrappers, equivalent to first class without land grant deductions. The Post Office Department was advised by certain carriers that after January 1, 1916, rates equal to first class would be demanded on all carload shipments of postal cards.

The commission held that it has power to prescribe reasonable ratings for this traffic, although under section 22 of the Act to Regulate Commerce the carriers and the government may agree upon some other way. It found that some of the shipments ranged as high as \$2,770 per car to manufacture and \$78,000 per car, including the postal value. Claims for loss are few, but the carriers are held practically to account for the full value in the event of loss in a manner permitting the articles to reach the hands of unauthorized persons; and it decided that the southern classification rating of first class applicable to all of these articles, is reasonable and for the future will be a reasonable maximum rating in official and western class rates also, but the commission said that nothing here-

in said shall be taken to preclude consideration of a proper rating for private shippers if any.

CAR RENTAL CHARGE ON REFRIGERATOR CARS SUSTAINED.

In *North Pacific Fruit Distributors vs. Northern Pacific Railway Company*, 40 I. C. C., 191, opinion by Mr. Commissioner Clark was attacked, the rule reading "when a refrigerator or other insulated car is furnished upon shippers order, a charge of \$5 per car per trip will be made for the use of the car," as applied to the transportation of deciduous fruits from the northwest during a season when protection from frost may be necessary and when such protection is by the shippers choice, fur-attack upon the lawfulness of the charge was based upon the theory that compensation for the use of refrigerator or insulated cars was included in the transportation rates. The commission sustained the charge as being neither unlawful nor unjustly discriminatory and it said among other things:

"The long continuance of the transportation rates with no accompanying car rental charge would seem by implication to support the view of complainant and intervener, but, on the other hand, defendants showed that the car-mile and ton-mile earnings under the regular transportation rates have been and are relatively low as compared with earnings upon transcontinental shipments of analogous commodities in box cars. Refrigerator cars cost more than box cars, and it is not questioned that transportation in the former is more expensive than in the latter. Aside from the fact that no extra charge for the use of refrigerator or insulated cars had been made prior to December 19, 1914, the record discloses no evidence to justify a finding that compensation for the more expensive service in such cars was considered in fixing the transportation rates, and we cannot assume that such was the case."

ILLINOIS PASSENGER FARES DECISION

In *Business Men's League of St. Louis vs. the Illinois Roads*, 41 I. C. C., 13, opinion by Commissioner Daniels, the Interstate Commerce Commission held (a) that the two-cent intrastate Illinois passenger fares "impose an unreasonable and unlawful burden on interstate passenger traffic" between St. Louis and Keokuk on the one hand and all points in Illinois on the other to the extent that the state fares are lower than 2.4 cents per passenger per mile; (b) the present bridge tolls are found to be reasonable and may properly be charged in addition to the fares for actual distance including the distance over the bridges; and (c) in line with the *Western Passenger Fares Case*, 37 I. C. C., 1, the present interstate fares between St. Louis and points in Illinois are found unreasonable in so far as they are in excess of fares constructed

upon a basis of 2.4 cents per mile plus a reasonable toll for crossing the Mississippi river; (d) the interstate fares between points in Illinois on the one hand and St. Louis and Keokuk on the other hand are held to subject Keokuk and St. Louis to undue and unreasonable prejudice and disadvantage to the extent that those fares exceed the fares between Chicago and those same Illinois points where the distances are approximately equal; (e) and it was held, further, that the intrastate passenger fares on the reasonably direct lines lying in the territory intermediate to Chicago on the north and St. Louis and Keokuk on the south and southwest, impose an unlawful burden on interstate commerce to the extent that the basis per mile for fares for interstate passenger travel between St. Louis and Keokuk and Illinois points situate in the general territory first described and reached by reasonably direct routes of defendants' lines.

This decision is of the greatest importance to all roads, because it holds unlawful and void the statute of Illinois fixing two cents per passenger per mile as the maximum charge for travel between points in Illinois, under the circumstances above stated.

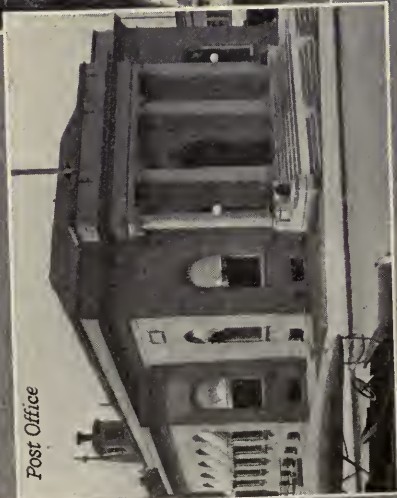
COAL RATE ADVANCES SUSTAINED

In *Indiana and Illinois Coal Rate Case*, 40 I. C. C., 603, the Interstate Commerce Commission decided on July 6, 1916, that effective August 1, 1916, the interstate rates on bituminous coal from mines in Indiana and Illinois to points in Illinois, Indiana, Wisconsin and Michigan, may be advanced by 5 cents per ton.

DIFFERENTIAL COAL RATE ADJUSTMENT TO MEMPHIS NOT UNLAWFUL

In *Galloway Coal Co. vs. A. G. S. R. Co.*, 40 I. C. C., 311, opinion by Commissioner Clements, it was held on June 22, 1916, that (a) the relative adjustment of carload rates on bituminous coal from mines in southern Illinois, western Kentucky and northwestern Alabama, to Memphis and other points in southwestern Tennessee, are not shown to be unduly prejudicial to mines in northwestern Alabama; (b) that differentials in rates to common markets in favor of certain producing points can be prescribed only when discrimination can be found, and discrimination can be found only where the traffic from those points and from competing points moves all or a part of the way to the common markets over the rails of the same carrier; (c) that the relative adjustment of carload rates on coal from the same mines to Mississippi and Louisiana, east of the Mississippi river, is found unduly prejudicial to mines in northwestern Alabama, but that the adjustment approved in *Bituminous Coal to Mississippi Valley Territory*, 39 I. C. C., 378, is found remedial; (d) and that the divisions of joint rates received by short lines in Mississippi on shipments of coal via the I. C. R. R., purchased by those short lines for fuel, are not shown to be unduly prejudicial to mines in northwestern Alabama.

Post Office



Elks Club

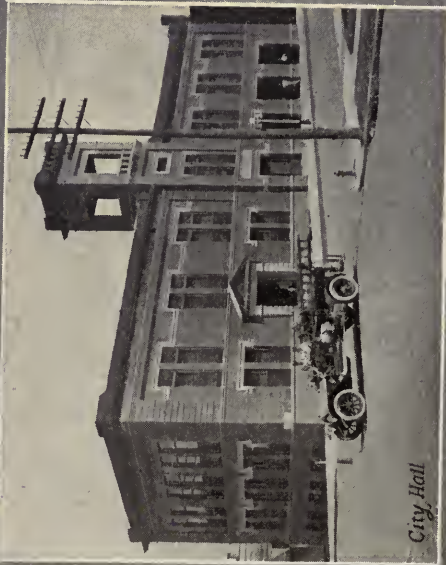


Lee Co. Court House



DIXON ILL.

City Hall



Public Library





Passenger Traffic Department

*Little Talks with
... "The Rambler"*

*Service Notes of
..... Interest*

A Hot Weather Fantasy

THE late unprecedented heat term was at its height. The Rambler and myself, in common with others, felt its depressing influence, and each, according to temperament and to theory of conduct for such occasion, did the best we could to keep comfortable. The Rambler, I must admit, was somewhat more philosophical in the matter than I was, and however much he may have suffered, if at all, he did not attempt to pass his heat troubles along to others and make them feel more uncomfortable than they already were by reminders or complaints. For my own part, having a theory that occupation of mind is a great aid in making one forget, I kept fairly busy, but in what I fear was not a particularly profitable way, with such light employment as gave a minimum amount of physical exertion. Flight to some imaginary cool region was a thought that was momentary, for it was doubtful if such a region existed, the report having it that the hot wave was country-wide. Hence the Rambler and I, with whom I discussed the matter, agreed that after all home was the best place in which to tide over the unusually fierce heat conditions, we both being fortunate possessors of establish-

ments furnishing facilities for such comforts as hot weather conditions admitted. An indoors existence, however, was neither sought nor admissible. With the rest of the city, we sought to live as much as possible in the open, which to all city-bound meant porches, door steps, the shady side of a house and little lawns and grass plots, or meant perhaps to a half million people the seeking of the parks and the bathing beaches. We at one time joined that great park and beach throng. In this last, however, we both agreed that possibly our room had better be given to others needing the space that we occupied on the beach, in the water or in the parks more than we did. In fact, the Rambler said while those crowds were a sight well worth seeing, he was not sure but that it stirred his blood unduly to witness such an impressive scene. Impressive in its volume and eagerness, but more so at the thought of there being afforded such glorious opportunities as those parks and beaches to relieve the sufferings and the hot blood of such a multitude as took advantage of them. But one evening, after making the rounds of the parks with a friend in his automobile, the Rambler came to

the conclusion, in which I concurred, that his home was as comfortable as conditions admitted, and that he would in the end get more sleep, and conserve his vitality best, by being as quiet as possible in the coolest spot that could be found around or about his own apartment; which spot proved to be, after the sun went down, his own screened-in porch on which he lounged and slept, dividing the lounging hours between the porch and the little grass court below, sharing the latter with other tenants of the apartments. Fortunately nothing called him on the road during this period, but in consequence he failed to get in touch with his fellow men as much as usual, and, for this and other reasons, evidently became a bit lonesome. Others than those at the beaches or in the parks had evidently come to the same conclusion he had, and were quietly resting on lawns, steps or porches of their homes. "But," the Rambler mentally observed, as he puffed on his pipe alone on his porch, "the most of them have some one to talk with to make them forget. There are families, the neighbors across the way have dropped in, or they have gone to the neighbors'. No neighbors come to me. I am a man of the road and of the office, and I am either too lazy to drop in on my friends and thereby join one of those little porch or lawn parties, or am too conscientious to add to their burdens by dropping in on them; for it is an effort to be polite in such weather as this. Still," he went on to himself, "it is better to be occupied in mind with something, and possibly I might be doing some of those friends a favor by forcing them to forget themselves in trying to be decent to me." He then cast about in his mind as to whom he should thus "bless with his presence," as he facetiously put the matter to himself, and of the list he concluded that it either meant too much physical exercise on his part to reach them or that they were probably in the water, taking a joy ride in their automobiles or lounging on the grass in the parks. So he dismissed

the thought from his mind for a while, but finally recurred to it and—telephoned me to come over to him.

On receiving me, he snapped on the electric light of his screened-in porch only long enough for me to pick my way to a comfortable seat, after which we were in darkness again, except for the rather pleasant subdued light from the boulevard lamp in the near distance. "Makes it feel cooler," he remarked, "not to have a bright light going except when you have to." The place had been illuminated, however, long enough for me to notice books and papers on the little wicker porch table, and the various parts of the Sunday newspaper (it was on a Sunday that this occurred) scattered over the floor and the swinging porch couch. There were also various other little evidences of some kind of light occupation; for, as I think I have mentioned on other occasions, I never knew the Rambler to be absolutely idle. On my remarking on this characteristic of his, he laughingly said: "Well, I have come as near being idle today as I ever expect to be. There were times during the past week when I wished that I could relax into doing absolutely nothing, although I expect that about all I did attempt amounted to about that, after all. If so, I reckon I have had a lot of good company in that kind of shortcoming, and as everything helps, that thought ought to ease my conscience. But, say!" he exclaimed, with one of his characteristic sudden changes in the topic of his conversation, "I had a pretty good time this afternoon if it was hot." In reply to my suggestion that notwithstanding his previous decision to the contrary he had taken an automobile ride with a friend, or had been one of the lucky ones to obtain bathing facilities at the beach, he laughingly said, "No, you have not guessed it; I went to the ball game." "Ball game!" I exclaimed. "Go to a ball game with the thermometer standing at 102?" "That's just it," he interrupted; "that game made me forget that it was 102. Of course, I got some

heated in the crowds going and coming to the grounds, but once inside it was not so bad. I went early enough to get a top seat in the grandstand, and with palm-beach trousers, sport shirt with short sleeves and open collar and sans hat, but with the roof of the stand keeping the sun off while its open back and front admitted what little breeze there was, I was not as badly off as I expected to be. Of course, I lost some of the fine points of the game, being perched so high up, but there was enough left to keep me mentally employed and interested. I am glad I went." "Yes," I sarcastically remarked, "and probably enough thrills were in that game, listless or not as it might have been, to have got *your* blood *some* heated." "Maybe it did get heated," was the reply, "but I did not know it at the time, and when later I sat here for an hour to cool off, it occurred to me that probably I would have been more uncomfortable in the long run if I had stayed here and tried to do something during the time I was away at that game. In other words, I would have been more uneasy and consequently more heat-conscious than by forgetting it."

"While you were resting on your return," I observed, nodding at the papers and the literature on his little table, "I suppose you tried to read as a further aid to forgetfulness." "Well, yes, I did," he slowly replied, "but this is no weather for concentration of mind and I did not get on very well." "Tried to read about icebergs in the polar regions, I suppose, on the mental theory that thoughts in such direction would help cool you off," I somewhat foolishly remarked as I began to sip a glass of cool ginger ale that he had brought from the ice box in his kitchen. "Well, no," he smilingly remarked as he emptied the last from the bottle into his own glass and watched in a dreamy sort of a way the gas-made foam settle down to a sufficient flatness to enable him to sip his portion of the beverage. "It's funny, but if there is anything in your theory of suggestion, my read-

ing was in quite the opposite line, and calculated to excite heat rather than coolness. I was not attempting to read anything serious, but was just glancing over some miscellaneous papers and pamphlets from the table here. Among them I came across a rather amusing jingle from the pen of a Mr. J. G. Heckelman, rate clerk, published in the L. & N. Passenger Bulletin. Let me read it to you; it's rather a cute thing." Turning on the electric light again, he found the item mentioned and read it aloud, it running as follows:

The Happy S. A.

It's an awful lot of bother when a man approaches you
And requests a special ticket to and from Timbuctoo—
And while you hunt a tariff that quotes the current rate,
Some gink sticks his head in, with—"Is the train late?"
When you find the tariff and have the ticket all made out,
The passenger says,—“I think I'll go by the other route.”
Then you hustle like the dickens, routing o'er another line—
And you smile very pleasantly while he's hunting for a dime.
And just before the train pulls in, with work up to your neck,
An actorine comes forth with thirty trunks to check;
After that you place the signal,—grab ten sacks of mail,
See everything is safe on board, then check your ticket sale.
Then over correspondence you scratch your weary head.
“Are you short or over?” Was the corpse alive or dead?”
“You overlooked a supplement.”
“Where did you find the rate?”
“Was the baggage checked on No. 8?”
“Your weekly report is late.”
Then you check up your way-bills,—send a telegram or two;
Seal a freight car, light your lamps, clean up the station, too.
Oh, the agent's life is a busy one and always filled with woe—

But he often gets some sunshine and he ALWAYS gets his dough.

"Do you know," the Rambler said when he had finished, "there is quite a bit of truth submerged in this thing, in a humorous and of course exaggerated way. The station agent at times certainly does have his troubles. I refer particularly to what would seem to be unnecessary trouble from thoughtlessness or indifference on the part of the public. The latter, the public, I have been convinced for years, is as a rule good natured and well meaning. It would not intentionally make unnecessary trouble to a busy official like a station agent. On the contrary, if it understood it would good naturedly help if it knew how, or at least it certainly would not be so thoughtless at times. But thoughtlessness is in evidence from at least enough to apparently leaven the whole lump. That's it," he continued, musingly, "leaven the whole lump; for, after all, it is not the great majority that is so thoughtless, but just a sufficient number to bring the whole into disrepute. That thought reminds me," he continued, "of an editorial that appeared in one of our line newspapers some little while ago which I cut out and saved. I believe it is apropos to the thought that our poet here has expressed. Let me see if I can find it." He then went into the library, and on turning on the light soon unearthed from a desk drawer a newspaper clipping which he said was an editorial from the Daily News of Champaign, and which he handed to me to read. This I did with much interest, the article being as follows:

Time Tables Are for Use.

A citizen of Champaign went into a local railroad depot the other day to buy a ticket for a short business trip. He knew just where he wanted to go and had the money in his hand to pay for his transportation. The office was crowded with the variety of persons who are usually present when a train is about due to arrive. People were lined up in front of the ticket win-

dows two and, in some places, three deep.

The head ticket clerk was busily engaged in trying to deal with a young man who wanted to take a trip to a distant city. The young man wasn't sure just when he wanted to start. He wasn't sure at what points en route he wanted to stop over, or how long he wanted to stay at any of them. He was a nice, bright looking chap, but he seemed to have small appreciation of the idea of distances, of the time it would take to go from place to place, of the connections he could make, of the time of arrival and departure of any of the trains at any of the places on his itinerary.

The ticket clerk patiently helped him to make up his mind about several matters, and still more patiently told him about more of the possibilities in the way of catching trains on the various stages of his journey, together with a vast amount of incidental information asked for by the patron, while the latter jotted it all down carefully in a small note book.

When the clerk got through with him it had taken just an hour and a quarter to wait upon that one customer. And a part of that time people who had no questions to ask were waiting to get a chance to buy their tickets. Now, there was not a question that young man asked that he could not have answered for himself if he had simply taken a railroad folder and figured it out.

The reading of time tables is more than a public service, as it would have been in this particular case. It is a good mental exercise, a fascinating "indoor" sport for any one who has the imagination of the true traveler. Time table study should really be a part of every child's education. Besides achieving the purpose mentioned above, the exercise for the adult mind may be made to extend much further, for in every well-arranged folder there is a store of kindred information of wide practical value at every turn in active life.

"Well," I said, passing the clipping back, "there certainly is good food for thought in that editorial, but it is doubtful if the public as a whole could be convinced that reading a time table is 'a fascinating indoor sport,' even if one has the 'imagination of the true traveler,' although it might be willing to concede that it is a 'good mental exercise.' Nevertheless, I believe that the assertions are true in a way. I remember Tyro's telling me some years ago, when he was editing night telegraph news on a paper, that as he sat up in the top story of the high building where the editorial rooms were located, it seemed to him when those dispatches came in from every quarter of the globe as if he were looking out over the whole world and seeing what was going on. There is something akin to this in working out one's route in a time table folder. But, Rambler," I continued, "you know that the alleged funny men of the newspaper craft have seen fit from time to time to make fun of that form of literature—to intimate that the translation of Egyptian hieroglyphics by a layman is about on a par with reading train schedules in a railroad folder." "All humbug," burst in the Rambler. "Of course, there are time tables and time tables, put in folder form for the benefit of the public, and they represent simple and direct roads and also complicated systems. The trouble, however, is not with the folders as a whole as much as it is with the public. It has simply been spoiled by being encouraged to ask questions until it has failed to see the necessity of using the same care and thought in reading a folder that it would ordinarily exercise in investigating a matter new to it that interested, but which did not solicit patronage through agencies, representatives or other like means. Furthermore, it expects too much of a railroad folder. Of the hundreds of stations on a given railroad line, to exaggerate a little for the sake of illustration, if one does not see the particular station to which he or she wishes to go at the top or near the top of the

column and on the principal page, he or she (it's generally a 'he') becomes impatient and either hurries off to 'ask the agent' or else condemns the folder for lack of imagined clearness. Why cannot the same patience be exercised that would be given to looking up a word in the dictionary? For instance, take the word 'heritor.' It would not be thought unreasonable of the dictionary that one probably had to first turn a few pages of the dictionary until coming to H in distinction to any other letter of the alphabet, and that it was required to turn further until reaching the page on which were the next letters in succession—h-e-r. But with such a starting point it would be found in time that 'heritor' was a Scottish law term, meaning 'The proprietor of a heritable thing; a holder in a parish.' It would also be observed that the searcher was further told to see 'hereditary.' If thorough knowledge was being sought, one would then, without finding fault with the dictionary, probably turn to 'hereditary,' and thus complete the investigation and obtain the full information desired.

"Now, what I maintain," continued the Rambler, after returning from the kitchen with another bottle of ginger ale, "is that a good railroad folder, one carefully adapted to the system it represents, as is ours, is often not even as bad as the dictionary illustration I have used. In fact, when its use is confined to local requirements, to a journey between two given points on the same system, it is an easy thing to quickly work out the problem of connections, even with no previous knowledge as to relative location of, say, two points between which one wishes to travel; although no previous knowledge whatever of the relative positions is not ordinarily the case. Most every one has some little knowledge in such matters; but," he continued, as he reached over the table and took up one of our folders, the light having been left on while we were disposing of the contents of the second bottle, "let us take two points on our own system between

which it is supposed one wants to go. The most natural thing in the world to do first, it goes without saying, is to consult the index of stations for the two points desired; those desired in this instance being taken at random. The first station that catches my eye is McNair, Mississippi, and the next is, we will say, Paradise, Illinois. We all expect to go to Paradise sooner or later," he laughingly said as an aside. "Now, let's see how one would get from McNair to Paradise. First, however, the question arises, what do the numbers in the index opposite those stations indicate? If we have been as observant as we would have been in consulting the dictionary for the meaning of accent marks in case we were seeking a proper pronunciation of a word, we would have noticed at the top of the folder page in black face type, immediately under the caption of 'Index to Stations,' that the figures are the table numbers. Then running casually through the pages of the folder it cannot have failed to have been noticed that each table has a consecutive number. Consequently, to start with, McNair is shown to be in table No. 57, which table is as readily found as is a word in the dictionary. Then in running hastily through the stations of table 57, McNair will be found to be on the main line of the Y. & M. V., between New Orleans and Vicksburg. In the same way, Paradise will next be located in table No. 38. Now, McNair being a Mississippi station and Paradise one in Illinois, a moment's thought shows that the movement between the first and the last must, of necessity, be northward. Hence, in starting out from McNair on table No. 57, one would naturally, using the folder map if necessary to look up the routing, glance up the page toward Vicksburg rather than down toward New Orleans. A reading of the trains northbound out of McNair shows that of the two trains stopping there northbound, neither of them go beyond Vicksburg, whereas it is evident that to get into Illinois the route must be continued further north. So

it will next be noticed that there is a train passing through McNair, No. 12, which does not stop there, but which arrives at Vicksburg at 10:40 p. m., and continues on north through to Memphis, as shown by observing the consecutive showings, in tables 56 and 55, of train No. 12 through to its destination and the terminus of the road ('the Valley') over which it runs. Furthermore, table No. 57 shows a 2:33 p. m. train leaving McNair and arriving at Vicksburg at 4:45 p. m., ahead of No. 12. Clearly, therefore, the 2:33 p. m. train, with a layover at Vicksburg for connection with No. 12, is the train to take from McNair, and in turn it is shown by the 6:10 a. m. arrival of train No. 12 at Memphis that the latter is the through train making connection with Illinois Central trains for the north. Now, as we have found Paradise to be in Illinois, the connecting train to be taken on the Illinois Central out of Memphis is clearly No. 202 for St. Louis, or No. 2 for Chicago, as shown in the condensed schedule above the arriving time of No. 12 at Memphis. Let's try the Chicago train—No. 2—and without previous knowledge as to how to find that train, we will run back in the station index to Chicago, and taking in turn the tables indicated thereon quickly find that table No. 9 shows the through route between Memphis and Chicago, and that train No. 2 is clearly shown thereon. But as we know, Paradise is not located on that table, it not being on the main line over which No. 2 runs. So the next question is at what station is No. 2 left for further connection; and, assuming no previous knowledge as to its location, there are two ways to get at the matter. One is by consulting the map, for while Paradise is not shown thereon, the reference already made to table No. 38 has shown that it is on a St. Louis to Eldorado line; that line being easy to find on the map. The latter further shows that the main line over which No. 2 is run crosses the St. Louis and Eldorado line at Du Quoin. Hence DuQuoin is evidently

the junction point sought. But assuming there was no map, there is another resource. Table No. 38, on which Paradise was easily found, shows the repetition of two stations, i. e., Pinckneyville and DuQuoin, and as arriving and leaving time is shown at these stations, the inference is plain that they are junction points. Acting therefore on that assumption, turn back to No. 2 on the main line, table No. 9, to see if that train goes through either of these points. It is found that it goes through DuQuoin and that No. 2 arrives there at 1:37 p. m. Again turning to table No. 38, it will be seen there is a train leaving DuQuoin for Paradise at 7:30 p. m., arriving at that point at 7:35 p. m.

"I will admit," said the Rambler, laying the folder down for a moment, "that quite by accident we have stumbled onto a somewhat complicated illustration; but still, I think I have shown that it was not particularly difficult to work out with just ordinary care and patience. But there is one thing that we forgot," he added, hastily picking up the folder again; "we found a way to get between McNair and Paradise, but the question is, is it the best way? Let's start over again and this time we will go to the map, remembering McNair is on the 'Valley road' below Vicksburg. It is evidently not a station of sufficient importance to be shown on the map; but here in table No. 57 is something that helps, for McNair is shown to be the next station below Harriston, and as we found DuQuoin to be, Harriston is evidently a junction point. Now, Harriston is on the map, the latter showing it to be on a cross line of the 'Valley road' running between Natchez and Jackson, Mississippi, connecting with the Illinois Central at Jackson. Let's follow the matter up from this new angle. The index shows Harriston, Mississippi, to be on tables 57, 67 and 68. The first of these is evidently not what is wanted, as it is the one from which we worked in the first instance. No. 67 will undoubtedly not help, as it sim-

ply shows in the same direction as 57, but giving a Natchez connection. Table No. 68, however, is immediately a new proposition, showing plainly the line running from Natchez to Jackson, Mississippi. Now, then, starting from McNair, we find there is a train leaving there at 9:24 a. m., arriving at Harriston at 9:45 a. m., and by table No. 68 that there is a train leaving Harriston at 9:55 a. m. and arriving at Jackson, Mississippi, 12:50 p. m. In other words, we have found a direct connection up to Jackson. The latter point, Jackson, will also be found on table No. 9, the same that we previously used for connection out of Memphis, and this table No. 9 shows that train No. 4 leaves Jackson at 1:50 p. m., giving another relatively direct connection. Following through table No. 9, being now on the main line of the Illinois Central, and leaving Jackson at 1:50 p. m., it is found that No. 4 does not stop at DuQuoin, the junction point for Paradise. But the next nearest junction point to DuQuoin is shown to be Carbondale, where the train arrives at 2:40 a. m. Then, in the schedule columns of the folder, directly alongside train No. 4's showing, it will be seen there is a local train, No. 24, which leaves Carbondale at 6:45 a. m. and arrives at DuQuoin at 7:22 a. m. Table No. 38 in turn shows a train out of DuQuoin at 10:40 a. m. that arrives at Paradise at 10:45 a. m. You see, therefore," the Rambler concluded as he tossed the folder aside, "our illustration has interestingly developed a case of choice of routes; and there perhaps is where the agent may be properly approached, for it possibly involves a question of ticket fare. The agent may also be able to suggest to the patron, who perchance has worked this problem out, just which of the two routes is the more preferable—the one involving more time and longer layovers, but with the layovers at a more convenient hour, or the route running direct but making one change at an inconvenient hour in the night."

He laughed quietly to himself as he relit his pipe for the third time, remark-

ing as he blew out the match and put it in the ash tray: "I am sorry I stumpled on such a relatively intricate case, for the majority of passengers travel on through lines, and if it were not too hot to go further into the matter, I think I could demonstrate that by condensed schedules and detail showings it is only a question of *beginning right* that makes the folder an easy guide for through runs or main line stations. Of course, though, it is always to be presupposed that the index is judiciously used to start with—that is the beginning right. When it comes to using a series of folders of foreign lines for an extended trip, the matter is, I admit, a little different. Practically, however, it is the same with some general knowledge to start on, as to location and roads. Of course, I do not mean to imply in all this that the aid of an agent or railroad representative is not desirable at times. The point is, however, that they often have more than is necessary thrust upon them. Or, admitting the reverse for sake of argument, that patrons are not always considerate in the selection of the time chosen for approaching an agent for information. In ninety-nine cases out of one hundred, particularly at the

smaller stations, the man making a long trip involving more than the initial road, generally knows about it some time in advance of his going, and has plenty of opportunity to drop in on the agent and discuss the matter with him at a time when he knows the agent is not particularly busy ticketing a near-due train. For instance, let us suppose the case of a merchant in some small inland city about to make a trip to the Yellowstone. Why can't he consider the ticket agent, and help all concerned very materially thereby, by doing what he would want the agent to do by him? That is, should the agent desire to discuss with the merchant some matter not connected with a direct purchase, the merchant would not take it kindly of the agent if he dropped in on Saturday night when the former was having his busiest retail trade. He would rather expect him to save that subject for some afternoon when trade was practically at a standstill, would he not?"

"Whew!" concluded the Rambler, as he restlessly got up and looked at the thermometer, "it is 88 here again tonight. It's me to sleep on the swinging couch again."

Service Notes of Interest

The following from the Union Pacific Bulletin, may be of help to our agents in connection with prospective business to the Yellowstone Park.

"Although Yellowstone Park is not fenced in, it is perhaps the best game preserve in the United States. All hunters and poachers are rigidly excluded and the government troops, with which Yellowstone Park is policed, use every effort to protect the animals. In winter, when the ground is covered with snow, and forage is difficult, the troops see that the animals have plenty to eat.

The animals in Yellowstone Park are one of the multitude of attractions in this "National Playground"; although they are not tame, these four-footed creatures have been protected so well that they have no fear of Park visitors, and they gaze with only casual interest as the stages drive closely by them.

Grizzly bears predominate in the Park;

although of preponderous strength, he will not attack man, but rather run away, unless he is cornered or thinks he is cornered. The grizzly is a fine swimmer, but cannot climb trees; he will eat anything he can chew, but prefers berries and fruits.

The black bears and cinnamon bears are smaller than the grizzly, but are good tree climbers; they are usually timid, but fight in a rough and tumble manner, with much roaring and growling.

The buffalo or bison, which formerly roamed in thousands over the western plains, are represented by a herd of about 25 in the Park, although they are seldom seen near the highways. Fifty years ago a Union Pacific train was delayed over an hour to permit an immense herd of buffalo to cross the track.

Antelope are practically extinct except in Yellowstone Park. This animal rarely survives captivity.

Mountain sheep, with circular horns,

thrive in the highest and most inaccessible places, so that the larger birds are their only enemies.

Elk, of which there are thousands in Yellowstone Park, almost domesticated, are frequently seen near the road in droves of several hundred.

The numerous deer always attract the attention and admiration of Park visitors.

Among the other animals which are plentiful in Yellowstone Park are the mountain lion, coyote, otter, mink and beaver."

The Great Northern Railway Company has issued a circular in regard to the Glacier National Park, reading in part, as follows:

"Automobile service has been fully established in the Glacier National Park and hotels, Chalets and camps are giving satisfactory service to all tourists visiting the Park."

"The impression seems to have gained currency, particularly in the eastern part of the country, that the most attractive portions of Glacier National Park are accessible only by mountain climbing, horse back riding or other arduous means. In consequence a great many tourists have hesitated to visit the Park, fearing the difficulty of making the trip in comfort. This impression is entirely wrong. Daily automobile service is maintained between Glacier Park Station, at the eastern entrance of the Park, and Two Medicine Camp, situated on Two Medicine Lake; also between Glacier Park Station and St. Mary Camp at the foot of St. Mary Lake, a distance of 32 miles; and to Many Glacier Hotel on Lake McDermott, 57 miles from the railway station (the new half million dollar hotel). From St. Mary Camp a trip can be made by fast gasoline launch to Going-To-The-Sun Camp and return (near the upper end of St. Mary Lake), which is surrounded on all sides by mountain peaks. Many Glacier Hotel on Lake McDermott is the starting point for a number of walking tours of varying length. It is not necessary, however, to leave the hotel, as from its verandas may be seen some of the finest mountain peaks, glaciers, and water falls in the Park. The view from Going-To-The-Sun Camp is probably unsurpassed on the American continent."

"For those who enjoy horse back riding there is a great variety of short trips which can be made from the different camps and hotels which do not involve any more hardship or danger than riding through the average city park. The trails are wide and easy of ascent, the horses are thoroughly trained and reliable and the guides are all experienced men who give special attention to the comfort and safety of the tourists in their charge, particularly to women and children."

The following, entitled "Conductor Always Helps," cannot be strictly classed as a Passenger Traffic story. But, as passenger traffic is a part of our great system's "happy family" as well as our freight conductors and brakemen as two of its units, it is thought the poem will be enjoyed by passenger men as well as others.

The brakeman heard the music of the car wheels humming low.

With his head stuck out the window, up in the cu-py-lo.

And he heard the merry warble of the birds out in the trees,

Smelled the fragrance of the flowers borne upward on the breeze.

All the world seemed lovely, while his heart with rapture swelled,

Till he heard a hot box howling, and the burning dope he smelled.

He forgot the fragrant flowers and forgot the birdie's song,

When he dug down in the locker for a brass ten inches long.

All the world turned dark and dreary, and his heart it felt like lead,

As he gathered up the outfit, put the brass upon his head.

Around his neck he hung the bucket that was filled with greasy dope;

In each hand a pail of water, in his mouth a cake of soap.

Then he lifted up and balanced the jack block on his nose;

Deftly gathered up the jack bar, and carried that between his toes;

Put the jack down in his pocket—on his ear he hung the hook.

The conductor carried what was left—the pencil and the book.

—C. G. W. R. R., The Maize.

The "Service News" of the Nickel Plate Road has an article on "Team Work," which is herewith reproduced in part as being applicable to the Central's interests as well as those of the road for which the article was written:

There are many ways in which agents may co-operate with our traveling representatives in lining up business and every effort should be made to thoroughly understand each other when it is necessary to get in touch with prospective passengers through the aid of correspondence between each other.

We believe our agents are alive to the fact that the Company's interest is their interest and that they are keen enough to seek out business with that almost uncanny intuition for which the real salesman is noted.

Frequently the traveling representative on his route learns of a movement at a point which he cannot reach in time and he resorts to his fountain pen and paper to get in touch with the nearest agent, giving

all the information at hand. It is then that the agent can, and usually does, prove his ability to co-operate by securing every detail of the prospective movement and transmitting it to the traveling man which enables the latter to formulate his itinerary accordingly and arrange a personal interview if necessary.

It's the personal interview that counts and it generally lands the business.

We must look for reverses occasionally, but with "heads up" at all times we can accomplish most surprising triumphs.

The Nickel Plate Road is considered as one of the large railroad families wherein the employes are pulling together like a trained tug-of-war's crew.

That's team work, and without it, dissolution is inevitable.

We are living in a rapid age and we must needs be alert for that which means our bread and butter, so let's dig in our toes and keep moving onward, landing the prospects at hand and creating new wherever possible.

The Grand Trunk Railway System disseminates the following information in regard to the Algonquin Provincial (Ontario) Park for the summer season of 1916. "The park," it says, "is one of the finest vacation play-grounds in America. In it the Grand Trunk owns and operates the Highland Inn, at Algonquin Park Station, Ontario, Nominigan Camp on Smoke Lake, seven miles south of Algonquin Park Station, and Camp Minnesing, ten miles north of Algonquin Park Station. The camps are reached by stage line (operated by the management of the Highland Inn) from the Highland Inn, Algonquin Park Station. Nominigan Camp may also be reached by canoe from the Highland Inn, and Camp Minnesing by canoe from Joe Lake Station; both of these canoe trips can be made with ease, though they necessitate three or four short portages on each route."

"The principal game fish that are found within the confines of Algonquin Park are small mouth black bass, speckled trout, salmon trout and lake trout. Many of the lakes in close proximity to the hotel and the camps afford excellent sport; it is advisable to secure guides to obtain the best results. The Algonquin Park regulations provide for a charge of \$3.00 for residents of Canada, and \$5.00 for non-residents. These licenses are issued by the Park Superintendent, address, Algonquin Park Station, Ont., upon written or personal application, or by the rangers, who meet the trains on their arrival at Joe Lake Station."

"Prospective visitors desiring accommodations at the Highland Inn or Camps should communicate with Miss Jean Lindsay, manager of the Highland Inn, Algonquin Park Station, Ont., in advance."

"The 1916 Algonquin Park folder contains valuable information and illustrated descriptive matter of the territory."

A wild-eyed, disheveled gentleman, apparently from the country, rushed into the police station, shouting he had been robbed.

Sergeant Pat Murnane finally succeeded in soothing him into coherency.

"Now, let's hear all about it," said Murnane.

"Well, a half an hour before we reached St. Paul I had \$5,000 in paper that I was bringing here to put in the bank. When I got outside the depot I couldn't find it anywhere. I don't know where it went. That money means a whole lot to me. If I don't——"

"Now, now. Don't get excited again," exclaimed Murnane. "That train breaks up here. Maybe the porter saw your money when he was cleaning up. I'll send for him."

"Did you see anything of a small package when you were cleaning up your car?" Murnane asked when the porter arrived.

"Yas, sah. It's a lot of money, sah."

"Where is it now?"

"Here, sah," and he produced it from an inside pocket.

The gentleman from the country cheered up perceptibly when he saw the roll.

"That's it," he exclaimed. "And it's all here, the whole \$5,000."

"Now, look here, porter," said Murnane severely. "I want to know why you didn't turn that package in the minute you found it."

"Why, sah," he replied in an injured tone. "I s'posed de gemman had left it for a tip."—St. Paul Pioneer Press.

"Three hundred and twenty-five American railroads reporting to the Bureau of Railway News and Statistics, Chicago, operating 161,948 miles of line, went through the entire fiscal year to June 30th without a single fatality to a passenger in a train accident. No such record of safe operation has been approached by the railways of any other country in the world."

"During 1915 the 325 railroads carried 485,166,546 passengers a total distance of 18,083,050,000 passenger miles and hauled 1,217,959,477 tons of freight a distance of 184,966,034,000 ton miles. No country in the world is large enough in railway mileage or traffic to afford a comparison with these figures."

"The decreasing hazard to trainmen is shown by the fact that 285 were employed for one killed, by far the largest number in history. There has been almost a steady growth of safety in this regard since 1891, when only 104 were employed for one killed. Since 1910 the improvement is unbroken."—Chicago Post.

The B. & O. recently reported the following important changes in train service from Chicago: Train No. 16—Akron, Youngstown, Pittsburgh, Washington, Baltimore, Philadelphia, New York Night Express leaves Chicago daily 10:45 p. m., instead of 9:00 p. m. as heretofore, arriving at points named on about the same schedule as previously in effect, which means shortening of time one hour and forty-five minutes. This train carries through coaches to Eastern destinations, through sleeping car Chicago to Youngstown, Pittsburgh, Washington, Baltimore, Philadelphia and New York, and local sleeping car Chicago to Akron.

New Train No. 22.—Central, Eastern Ohio and West Virginia express leaves Chicago daily 10:30 p. m. with through coaches and sleeping car to Mansfield, Newark, Zanesville and Wheeling, with connection for Columbus, Marietta and Parkersburg.

The attention of Illinois Central agents is particularly called to connections made at Effingham, Vandalia and Greenup, Illinois, by certain Vandalia Line trains with Illinois Central trains, as outlined in the following communication from Mr. J. V. Modisette, General Passenger Agent, Pennsylvania Lines, Vandalia Railroad Company.

"In checking up our connections with your lines we have made the following arrangements:

Our train 114 at Effingham

Your train No. 22 from the south is due at Effingham at 11:45 p. m., our train No. 114 due to leave at 11:45 p. m. We have arranged to hold our train as much as ten minutes when you report passengers.

Our train No. 39 at Vandalia

Your train No. 124 is due at 10:02 a. m., our train No. 39 is due at 10:10 a. m. We will hold five minutes when you report passengers.

Our train No. 27 at Greenup

Your train No. 224 from the south is due at 10:07 a. m., our train No. 27 is due at 10:09 a. m. We, of course, cannot wait long for passengers as our train No. 27 is a through New York-St. Louis train, but when your train is in sight and passengers are reported, we will hold sufficient time to get what passengers you have for us."

The M. K. & T. announces that effective August 6th the schedules of their limited trains were changed to make quicker time to Texas from St. Louis and Kansas City. On new schedules, their No. 5, "The Katy Flyer," leaves St. Louis at 9:05 p. m., instead of at 8:32 p. m., and arrives at San Antonio, Houston and Galveston from fifteen to twenty-five minutes earlier than formerly. Their train No. 9, "The Katy Limited," leaves St. Louis at 9:10 a. m., instead of 9:15 a. m., and arrives at Dal-

las, Fort Worth, San Antonio and Houston from one hour and fifteen minutes to one-half hour earlier.

During the past month the Michigan Central inaugurated new through sleeping car service between Chicago and Philadelphia via Buffalo in connection with the Lehigh Valley and the Philadelphia & Reading Roads. The service consists of a twelve-section drawing room steel sleeping car with dining car service for all meals enroute, including breakfast into Philadelphia. Eastbound, this car is carried out of Chicago on "The Wolverine," Michigan Central No. 8, leaving at 9:05 a. m., on Lehigh Valley No. 2 and P. & R., arriving at Philadelphia at 9:15 a. m. the next morning. Returning service is on the P. & R. train No. 311, the Lehigh Valley "Black Diamond," No. 9 and Michigan Central No. 1, leaving Philadelphia at 9:30 a. m. and arriving at Chicago at 9:00 a. m.

CHEERING SOME ONE ON.

Don't you mind about the triumphs,
Don't you worry after fame;
Don't you grieve about succeeding,
Let the future guard your name,
All the best in life's the simplest,
Love will last when wealth is gone,
Just be glad that you are living,
And keep cheering some one on.

Let your neighbors have the blossoms,
Let your comrades wear the crown;
Never mind the little set-backs,
Nor the blows that knock you down.
You'll be here when they're forgotten,
You'll be glad with youth and dawn,
If you just forget your troubles,
And keep cheering some one on.

There's a lot of sorrow round you,
Lots of lonesomeness and tears;
Lots of heartache and of worry
Through the shadows of the years,
And the world needs more than triumphs;
More than all the swords we've drawn,
It is hungering for the fellow
Who keeps cheering others on.

Let the wind around you whistle,
And the storms around you play;
You'll be here with brawn and gristle
When the conquerors decay.
You'll be here in memories sweetened
In the souls you've saved from pawn,
If you put aside the victories
And keep cheering some one on.
—John B. Linsley, C. A., Goodrich Transit
Co., Grand Rapids, Mich., in the Way
Bill.

The two colored brothers were apparently about to come to blows. Rhetorical threats had been flying fast.

"Niggah, don't mess wid me," warned one, "cause when yo' do yo' sure is flirtin' wid a hearse."

"Don't pesticate wid me, niggah," replied the other, showing a great bony fist; "don't fo'ce me fo' to pres dis upon you, 'cause if yo' do, ah'll hit yo' so ha'd ah'll separate yo' ideas from yo' habits; ah'll just nacherally knock yo' from amazin' grace into a floatin' opportunity."

"If yo' mess wid me, niggah," replied the other, "ah'll jest make one pas, an' dere'll be a man pattin' yo' in de face wid a spade tomorrow mornin'."—Exchange.

SMILE.

"Joke with him who jostles you,
Smile on him who hurries you,
Laugh at him who pushes you,
It doesn't cost a cent!

Don't be carrying around that chip,
Wink your eye and curve your lip,
And from life's sunshine take a sip,
It doesn't cost a cent!

Don't be always first to rile
Your neighbor—give him just a smile,
It will cheer the dullest while,
And doesn't cost a cent!"
—Mildred Stewart, in the Plumbing and Heating Magazine.

A man was appointed detective for a railroad company, and he showed his authority at every opportunity. While riding

in a coach one day, he heard a little boy behind him sniffing.

The detective turned to him and said, "Have you a pocket handkerchief, my little man?"

The boy replied, "Yes, sir, but mamma said I shouldn't loan it to everybody."—The Christian Herald.

A society for disseminating religious literature once sent a bundle of tracts to a railway manager for placing in the waiting room, with the title: "A Route to New Jerusalem." He returned them with the message:

"We cannot place the tracts, as New Jerusalem is not on our system."

—New York American.

First Trolley Conductor—Why was Kelly fired?

Second Trolley Conductor—His car struck a man at Seventh street and carried him a block on the fender. After collecting a nickel from him Kelley, in the excitement, forgot to ring it up—and the man was a spotter.—Life.

Auntie—Bobby, why don't you get up and give your seat to your father? Doesn't it pain you to see him reaching for the strap?

Bobby—Not on a train, it doesn't.—London Opinion.

God gives every bird its food, but does not throw it in the nest.—Clipped.



Freight

Illinois Central
Stations.
Dixon Ill.



Passenger

FREIGHT TRAFFIC

DEPARTMENT



Coal Review

By B. J. Rowe, Coal Traffic Manager

North

NORTH of the Ohio River, that important branch of the coal business, the domestic trade, which embraces coals used for domestic purposes, is marking time, and just how many such steps it shall have to take before such activity as dominates the steam coal trade sets in remains to be seen.

The great activity in all lines of manufacture has caused such a demand for steam coal that the producers have been hard pressed for months to take care of the trade. It is not the temporary situation of a few weeks' duration in the late spring and early summer that is always to be expected, but is something that has existed for months, and the indications are will continue for some time as many of the large operations have contracted in advance for practically their entire output of this grade.

Prices of all sizes have advanced over last year due to the increase in the miners' wage scale of April 1, 1916, and other causes, one of which is the shortage of eastern coal, and while domestic sizes have shown the customary disposition of the summer season towards languidness, if one may judge from trade reports received from various consuming centers, it is not likely to continue in such condition long and there is no doubt as to the future, in the opinion of those well versed in the trade situation. The mines in the middle west, Illinois particularly, have every reason to, and do, entertain high hopes of a very large tonnage to round out the coal year.

The northwest, as is well known, requires large quantities of coal for manufacturing purposes, as well as domestic use, and in Minnesota, the Dakotas and the northern part of Iowa, the markets of which have been dominated by so-called "Dock" coal, the consumers are much disturbed over the scarcity of that coal and studying the question in its every phase, the conclusion is inevitable that, because of labor shortage in the east, because of the miners' strike in Pennsylvania, because of higher rates on the lakes, and because consequently of higher prices of this coal, there is going to be a greater movement of western coal into the northwest than ever before, and it is freely predicted that notwithstanding the 10-cent increase in the freight rate of September 30, 1915, Illinois will ship one million tons more to that territory this coal year than ever before.

Our railroad is ideally situated to participate in this increased movement. It serves the principal coal fields of the state; has ample motive power and equipment, and will continue the unexcelled service of the past.

Our representatives in the west and northwest should grasp this opportunity to not only secure this new tonnage, but also put forth their best efforts to introduce Illinois coal in that part of the northwest which has been dominated so long by eastern or "Dock" coal.

A complete list of all coal mines on our railroad, together with name and address of the operators, will be found in Coal Circular No. 44.

South

South of the Ohio River the revival of the coal traffic has been more gradual, as the influence of competition with Pennsylvania and West Virginia coal is absent, and seasonal changes do not cause as great fluctuation as in the north. Substantial increase, however, has taken place.

I shall take this opportunity to explain the changes in the rates on bituminous coal from the mines in southern Illinois, western Kentucky and Alabama, effective as of August 1, 1916, which may have been brought to your attention by patrons desiring an explanation.

When the Act to Regulate Interstate Commerce was amended in 1910 requiring the carriers to eliminate departures from the long and short haul provision of the fourth section of the Act, except when sanctioned by the Interstate Commerce Commission, they duly filed applications for relief in respect to the then existing departures. The applications of the carriers in the Mississippi Valley in respect of bituminous coal rates were assigned for hearing before the Interstate Commerce Commission in 1914, and as the result of that hearing Interstate Commerce Commission Fourth Section Order 5234 issued requiring the carriers to revise these rates by August 1st.

This order was designed to accomplish a two-fold purpose: (a) To remove all departures from the long and short haul rule, except where the Commission found such departures were justified either by reason of active water competition or competition by rail of nearby coal fields, relief in such cases being granted where the distance from the more distant field (the mines were not treated individually, but were grouped as to Alabama on the one hand and Illinois and Kentucky on the other) was 115 per cent or more of that from the nearer field; and

(b) To bring about a better relationship of rates from mines in Alabama, Illinois and Kentucky.

In the past the rates had been the same from all three fields, except to common points on the Southern Railway in

Mississippi, Frisco and A. & V. Ry., where the rates from Alabama were approximately 15 cents per ton less than from Illinois and Kentucky.

The order aimed to, by reason of their proximity to the consuming market, bring about lower rates from Brilliant, Ala., and from mines in Alabama on the St. Louis & San Francisco R. R. and Southern Railway than from mines on our railroad in Illinois and Kentucky. Rates to Illinois Central and Y. & M. V. R. R. stations were worked out on that basis, giving Alabama mines a differential under Illinois and Kentucky. It did not result in a uniform difference at all points of destination, but was graduated from a negative differential of 5 cents on the north end of the Y. & M. V. to a maximum differential of 45 cents in favor of Alabama on the extreme southern part of the I. C. and the Y. & M. V. This was brought about by the use of the maximum mileage scale ordered by the Commission to apply alike from all coal fields as the maximum rate at intermediate points, only in such cases where the Commission found that the carriers were justified in applying lower rates to a point or points beyond on account of water competition or competitive forces beyond our control. Some of our rates from Illinois and Kentucky were lower and some were higher than the Commission's maximum mileage scale; with few exceptions the rates from Alabama were higher than the scale. Therefore, the new rates of August 1st show both advances and reductions, the major portion of the changes, however, being material reductions in the rates from Brilliant, Ala., and mines on connecting roads, such as the Frisco, Southern Railway and Mobile & Ohio in Alabama.

Under this adjustment the rates from Alabama to Greenwood and other common points on the Southern Railway in Mississippi, except Greenville, will be thirty (30) cents per ton less than from Illinois and Kentucky, rates from all three fields being advanced to bring them up nearer the level of rates in surrounding territory and remove as far as pos-

sible departures from the long and short rule.

To stations on the Y. & M. V. R. R. north of the line of the Southern Railway in Mississippi the new rates from Alabama will be 5 to 15 cents (except on the Clarksdale district north of Lula) lower from Alabama than from Illinois and Kentucky, the average being about 10 cents, and in the territory between the Southern Railway in Mississippi and the Alabama & Vicksburg Railway, the shorter distance from the Alabama mines makes the rates 20 to 25 cents per ton less from mines in that state than from mines in Illinois and Kentucky.

South of the line of the Alabama & Vicksburg Railway the new rates to stations on the I. C. and Y. & M. V. R. R. will be from 30 to 45 cents per ton less from Alabama than from Illinois and Kentucky.

The difference at Jackson and Vicksburg is 30 cents, in favor of Alabama, and at New Orleans, Baton Rouge, Bayou Sara, Natchez and Greenville it is 25 cents. There is no differential in the rates to Memphis, being the same from all fields, and no change was made August 1st in the rates from any of the coal fields to Memphis, New Orleans or Vicksburg, nor is any change contemplated at this time or in the near future.

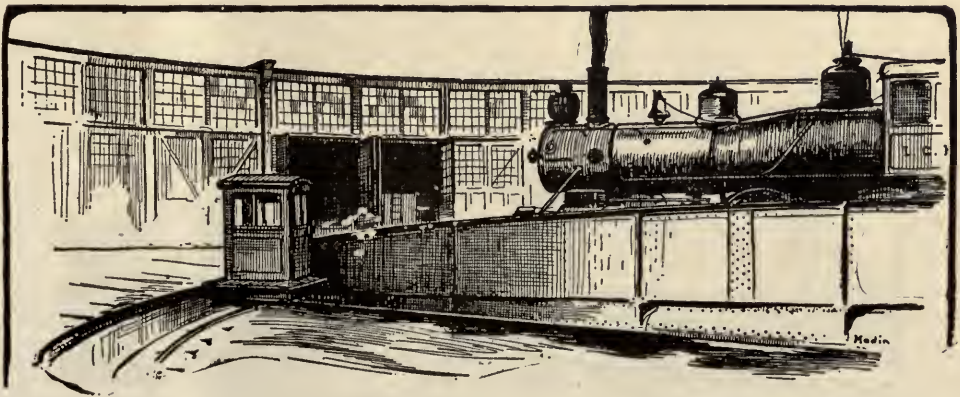
We are permitted under this order to meet the competition of water-borne coal

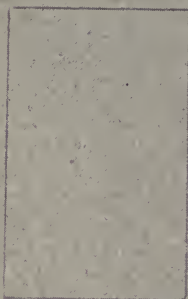
at New Orleans, the plantation group, Baton Rouge, Bayou Sara, Natchez, Vicksburg, Greenville and Memphis, and carry higher rates at intermediate points, provided they do not exceed the maximum mileage scale hereinbefore referred to.

It should be borne in mind that the maximum mileage scale applies only where the carriers elect to meet competitive conditions and carry a lower rate at a more distant point, and, conversely, does not affect the rate structure where there are no departures from the long and short haul rule, and in some such cases the rates exceed the mileage scale by 5 to 10 cents per ton.

The rates from all fields to stations on the Mississippi Central and New Orleans, Mobile & Chicago roads were pretty generally revised, but practically no changes were made in the rates to stations on the Gulf & Ship Island and New Orleans Great Northern roads, as the Commission specifically exempted those roads from the application of the mileage scale for a period of two years.

The new adjustment to stations on the I. C. R. R. and Y. & M. V. R. R. is a marked departure from the basis of rates on coal that has obtained in the past, and the result should be watched carefully in order that we may determine to what extent, if any, tonnage is shifted from one field of origin to another.





Residences, Dixon, Ill.





Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., August 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 7

Cylindrical Sample Cases.

33. Notwithstanding that our tariff prohibits the checking of cylindrical sample cases, some agents either do not understand what a cylindrical case is or wilfully disregard the tariff instructions. One agent recently, in explanation of having checked a cylindrical sample case, said that the case contained hats and that everybody was checking it. A cylindrical case is one which is round, or approximately round, in one dimension, such as is used for samples of hats, china plates, etc. Since our tariff prohibits the checking of cylindrical cases, agents will be expected to see that they are not checked hereafter.

Checking Dogs to or Through Montana and Wyoming.

34. Dogs offered for checking to points in Montana or Wyoming, or through those states, must be accompanied by a statement from a state or government health officer, or state veterinarian, that rabies has not existed for the past nine months within a radius of 100 miles of the original point of shipment; also a statement from the owner, or the party in charge, that the dogs, to the best of his knowledge, are free from disease and have been in the locality from which shipped since birth

or for a period of nine months prior to the shipment. It is necessary to obtain a special permit for the admission into Montana or Wyoming of dogs or other animals of the canine species when the above regulations cannot be observed.

Holding Baggage at Point of Checking.

35. A traveling salesman recently checked his baggage to his home town on a Friday about noon, and claims that the baggage was held at the checking point with consent of the baggage-man and with the request that it be forwarded the following Saturday morning, his admitted object being to evade the payment of storage charges at destination when he checked out on the following Sunday evening. The baggage was overlooked, and by reason of not being forwarded on Saturday morning was not at destination when the owner called Sunday evening to check out. As a result we were confronted with a claim for loss of time and business. Agents should bear in mind that baggage must be forwarded on the first available train after it is checked and the owner should be informed that it cannot be held over.

Returning Railroad Mail.

36. When train or station baggage-men return railroad mail for any rea-

son, that reason should be endorsed on the envelope so that when it reaches the sender he may know why the letter was returned to him. The date and point from which it was returned should also be endorsed on the envelope.

Failure to Show State on Baggage Checks.

37. It has been observed that a great many agents in writing the destination on baggage checks fails to show the state in which such destinations are located. Owing to the duplication of names of towns and cities, this failure very often results in baggage going astray. On our own line we have a good many stations of the same name, as, for example, Madison, Wis., Madison, Ill., and Madison, Miss.; Central City, Ia., Central City, Ill., and Central City, Ky.; Jackson, Tenn., and Jackson, Miss., etc. It is very important in checking baggage that the name of the state in which the destination is located be shown.

Chautauqua Baggage.

38. Our attention has been called to a number of chautauqua companies carrying tents and other packages or pieces exceeding 250 pounds in weight. While our tariff provides for checking tents, poles, etc., for public entertain-

ment companies, such equipment must be clearly within the limits specified in the tariff as to weight and size. Agents in checking chautauqua baggage should watch the business closely and see that our tariff provisions are not violated.

Weekly Reports of Unclaimed Baggage.

39. A large number of weekly reports of unclaimed baggage, form GBO 6, fail to reach us every week. Many of these shortages evidently are attributable to a misunderstanding on the part of agents who think that the report is not necessary if they have no baggage on hand. This report should be sent to the General Baggage Agent promptly at the close of each week, whether any baggage is on hand or not. If no baggage is on hand, the report should be endorsed "Blank" and properly dated and signed. Baggage rooms should be carefully inspected before making this report, as in numerous cases we have found stray baggage on hand at stations which had been sending in weekly reports showing nothing on hand. This report is not to be enclosed in an envelope, but should be handed to the train baggageman, unenclosed, on the trains designated in our Circular No. 5, dated March 1, 1915.

Railway Mail Pay Legislation

I THINK all of the readers of this magazine are familiar with the controversy between the railroads and the Post Office Department on the question of mail transportation pay. The present controversy began in 1907 and has waged with considerable bitterness since.

The Post Office Department has claimed that the railroads were overpaid, but made every possible effort to prevent the question going before an impartial tribunal, such as the Interstate Commerce Commission, while the railroads have strongly urged upon Congress to place this question under the jurisdiction of the commission. Congress finally decided that this request of the railroads was fair and reasonable, and the Post Office Appropriation Bill,

which passed Congress the latter part of July, contains the following provisions:

"The Interstate Commerce Commission is hereby empowered and directed as soon as practicable to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of such mail matter by railway common carriers and the service connected therewith, prescribing the method or methods by weight, or space, or both, or otherwise, for ascertaining such rate or compensation, and to publish the same, and orders so made and published shall continue in force until changed by the commission after due notice and hearing."

Other paragraphs of interest are:

"The procedure for the ascertainment of

said rates and compensation shall be as follows:

"Within three months from and after the approval of this act, or as soon thereafter as may be practicable, the Postmaster General shall file with the commission a statement showing the transportation required by all railway common carriers, including the number, equipment, size, and construction of the cars necessary for the transaction of the business; the character and speed of the trains which are to carry the various kinds of mail; the service, both terminal and enroute, which the carriers are to render; and all other information which may be material to the inquiry, but such other information may be filed at any time in the discretion of the commission.

"The Postmaster General shall file with the commission a comprehensive plan for the transportation of the mails on said railways and shall embody therein what he believes to be the reasonable rate or compensation the said railway carriers should receive. Thereupon the commission shall give notice of not less than thirty days to each carrier so required to transport mail and render service, and upon a day to be fixed by the commission, not later than thirty days after the expiration of the notice herein required, each of said carriers shall make answer and the commission shall proceed with the hearing as now provided by the law for other hearings between carriers and shippers or associations.

"All the provisions of the law for taking testimony, securing evidence, penalties, and procedure are hereby made applicable."

"For the purpose of determining and fixing rates or compensation hereunder the commission is authorized to make such classification of carriers as may be just and reasonable and, where just and equitable, fix general rates applicable to all carriers in the same classification."

"At the conclusion of the hearing the commission shall establish by order a fair, reasonable rate or compensation to be re-

ceived, at such stated times as may be named in the order, for the transportation of mail matter and the service connected therewith, and during the continuance of the order the Postmaster General shall pay the carrier from the appropriation herein made such rate or compensation.

"Either the Postmaster General or any such carrier may at any time after the lapse of six months from the entry of the order assailed apply for a re-examination, and thereupon substantially similar proceedings shall be had, with respect to the rate or rates for service covered by said application, provided said carrier or carriers have an interest therein.

"The Interstate Commerce Commission shall allow to railroad companies whose railroads were constructed in whole or in part by a land grant made by Congress on condition that the mails should be transported over their roads at such price as Congress should by law direct only eighty per centum of the compensation paid other railroads for transporting the mails and all service by the railroads in connection therewith.

"The existing law for the determination of mail pay, except as herein modified, shall continue in effect until the Interstate Commerce Commission under the provisions hereof fixes the fair, reasonable rate or compensation for such transportation and service."

"That it shall be unlawful for any railroad company to refuse to perform mail service at the rates or methods of compensation provided by law when required by the Postmaster General so to do, and for such offense shall be fined \$1,000. Each day of refusal shall constitute a separate offense."

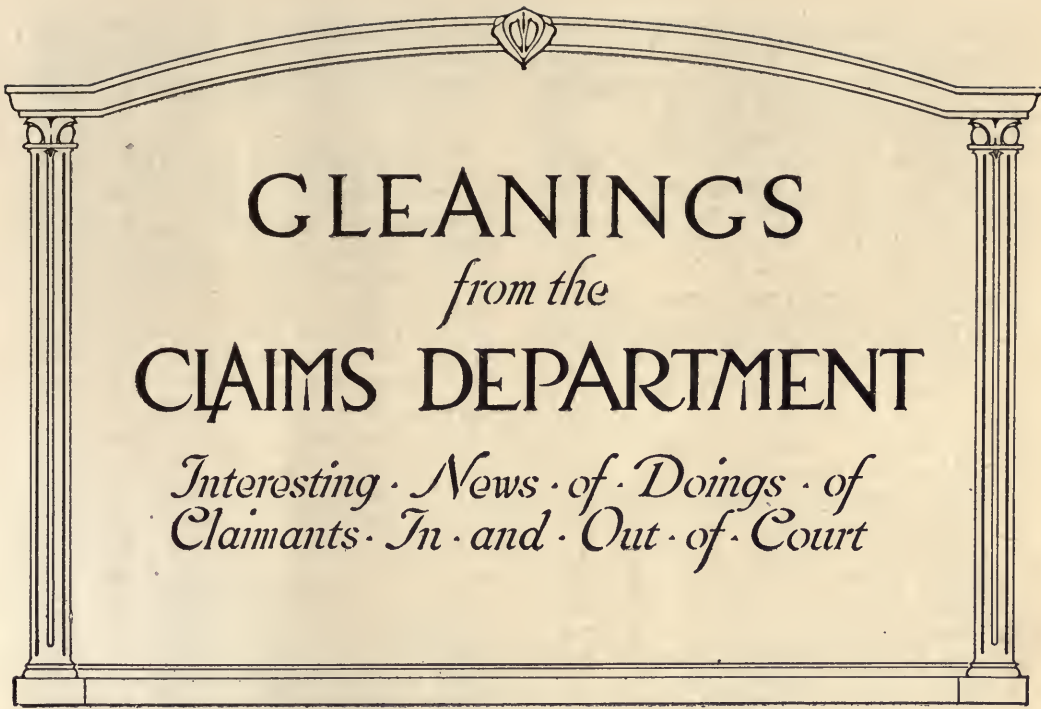
In addition to the above the Postmaster General is authorized, with the consent and approval of the Commission, to place the space system of pay on a restricted number of routes to test the practicability of such system.





Dixon Ill., Homes.





CLEANINGS

from the

CLAIMS DEPARTMENT

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

Miraculous Escape

ON the night of June 11, 1916, weather dark but clear, Train Master Spangler mounted the fireman's seat in cab of engine 1003 which was pulling passenger train number 5, simply for a little inspection trip over the Water Valley District.

This train, equipped with an electric headlight and all modern appliances, pulled out of Vaiden, Mississippi, right on time and had gained the usual high speed of such trains on good track, when, about midnight, just after getting over the hill south of town and upon a piece of perfectly straight track Mr. Spangler saw something ahead across the west rail which resembled a newspaper but almost in the same instant discovered that it was a man. In desperation he called across to the engineer who had already observed the object and who was applying the air brakes in the emergency. The train was fast coming to a stop when the object by this time just 10 feet ahead of the pilot, rolled off to

the end of the ties and clear of the rail. When the train had stopped, Mr. Spangler and the engineer got down from the engine and walked back, nerved up to view a horrible spectacle, but there immediately behind the tank they found two young white men, beastly drunk, with their heads so near the rail that if they had moved while the train was passing an altogether different story would have to be written. A quart whiskey bottle was found conveniently near which spoke for itself.

The young men were recognized and their names secured. They were loaded upon the train and carried home, to Beatty, a few miles beyond.

While these young trespassers probably look upon their experience lightly, the shock sustained by the men on the engine was nerve wrecking and will undoubtedly be remembered by them for many years to come.

The young men were saved from horrible deaths by reason of the fact that

one of them wore a Palm Beach suit; that they selected a piece of straight track for their bed, and the eagle eye of the train master and duty well performed by the trusted engineer. It is certain that the slacking of the speed of the train gave them time to get off the rail, which they otherwise would not have had.

NUMBER KILLED ON RAILROADS OF ILLINOIS SMALLER PER MILE THAN IN EUROPE

Striking evidence of the progress of the "safety first" movement in Illinois is found in a comparative statement published in the July number of the monthly bulletin issued by the Public Utilities Commission.

Comparing Illinois fatalities with those on European railroads, it is found that only one passenger per 1,000 miles of track was killed on Illinois railroads during one year. The record per 1,000 miles of track in Europe shows 6 each in Great Britain and Russia, 5 in Belgium, 4 each in Sweden and Switzerland, 3 each in Germany, France, Italy, Norway and Holland, and 2 each in Austria and Hungary.

One important feature in connection with the comparative table of fatalities is the fact that, in proportion to mileage, there were more deaths on railroads in Illinois than in Europe because of the greater percentage of trespassers in this state. Of the total number of deaths on railroads, the percentage of trespassers killed was 60 in Illinois, in Germany 50 and in Great Britain 38.

While the number of persons carried per mile of tracks is greater on the European railroads than on those in Illinois, the average journey of passengers in Illinois is much greater than on any railroads in Europe, with the exception of those of Russia.

The average journey of passengers in Illinois is 26.27 miles. The number of passengers killed in 1915 was 14. In Great Britain there were 150 fatalities with an average journey of 8 passenger miles, and in Germany, with an average journey of 14.21 passenger miles, there

were 116 fatalities. With Russia's big average journey of passenger miles totaling 73.63 the number killed in one year was 225.

A WARNING LETTER

The following is a copy of a letter addressed to a prominent citizen of Martin, Tenn., by the agent, Mr. L. G. McMillion, under date of July 6th:

Dear Sir & Friend:—

I am told that you frequently while driving your car, crossing over railroad, Main Street, do not observe the Crossing Flagman's signal to stop, but keep on across in face of trains approaching the crossing. This flagman was placed on this crossing at considerable expense, for the protection of the citizens of Martin and others, and not to observe his signals, is in violation of the City Laws. I am told you came very near being hit by a work train this morning, while crossing these tracks; this afternoon, you again failed to observe this man's signal to stop, but came on across in face of the passenger train, he flagging you down all the time.

You disregarding this man's signal, makes it very hard on the old negro, and interferes with his duties; he has instructions to report each man who violates his signal, and bring his name before the City Recorder for action. Of course we do not want to do this, and I am sure you had not thought of this violation as you should, and I hope you will take this letter in the spirit in which it is written. I have nothing but the kindest feelings for you, and wish to try and prevent your being injured by some train.

SUNDAY TRAILHITTER ADMITS FRAUD IN DAMAGE SUITS

Harry Craig of Council Bluffs, has had dismissed his suit against the Union Pacific Railway Co. for \$50,000 damages for alleged personal injuries in a wreck near Gilmore about two years ago. The suit has been on the docket of the Douglas County District Court for about a year, and was scheduled for hearing before Judge Sears.

Craig was one of the "trailhitters" during the revival meetings conducted at Omaha last fall, and he is said to have told Judge Sears, lawyers for the railroad company and his own counsel, T. A. Donahoe, that his allegations in the action for damages had been troubling his conscience ever since. He asked that no criminal action be taken against him. He also paid the costs of the civil proceeding up to the stage where he terminated it.

According to lawyers before whom Craig is said to have confessed that the injuries suffered by him in the wreck were unimportant, he also admitted that the \$500 damages obtained from the Omaha Street Railway Co., some three years ago, for injuries which he then represented as severe, was undeserved and that he would refund the amount to the company as soon as he could get it together.

A Scene at Independence, La.



Children sitting on the main line of a busy railroad. Suppose one of them is killed. What then! The railroad is sued for heavy damages and the allegation is made that the engineer should have seen them in time to have stopped. If the judges who sit upon such cases could occasionally ride over the line in

the locomotive cab and witness at close range some of the nerve-wrecking experiences of engineers it would prove of great help to them in dealing out justice. The short-sightedness of the authorities in permitting trespassing upon railroad tracks is responsible for the evil.

Lawyer, Client and Claim Agent

The purpose of this article is to discuss briefly the present and past relation between the lawyer, his client and the claim agent of the railroad com-

pany. There was once a time when lawyer and claim agent were bitter enemies and rightfully so. The methods used by some claim agents in the past

to settle claims in which a lawyer was interested taught the lawyer to distrust and fear this agent of the company. In those days it was quite a frequent thing for the company to be called into court to answer some alleged wrong, which up to that time was not known to them. The lawyer would not take these matters up with the claim agent for fear that some underhand method would be used to settle the case or that settlement might be made without his knowledge.

In the present day we notice a great change. Experience has taught the claim agent that fair dealing with lawyer and client discourages underhand methods and the bringing of suits without notice. Whenever a lawyer has a claim against the company he either writes or calls on the proper party and informs him of the nature of his claim and in the majority of cases if after investigation it appears that the company has committed a wrong an adjustment is made satisfactory to all parties.

Long drawn out law suits which are

expensive and in the end disastrous to some one are avoided. The company in nearly every instance is informed and given a reasonable time in which to conduct investigations and it is practically an unheard of thing to be called to task "without warning". The present friendly relations should be encouraged and it is the duty of every lawyer who has the interest of his client at heart to see to it that his claim is properly presented so that a satisfactory adjustment can be obtained instead of plunging his client into a law suit extending over several years, the outcome of which can not be foretold. The claim agents of this company appreciate the many courtesies extended them by the bar and they will never do anything that will cause a rupture of the present pleasant relations. We should remember that after all it is the claimant that is vitally affected.

Reference here made of course applies to reputable lawyers and not to the "ambulance chasers".

Looking for Trouble at Scaby, Miss.



The value of the cow is of small concern, but suppose she derails a pas-

senger train and kills a member of your family. Would you then feel like co-

operating with the railroad in keeping live stock off the track? Then why not do it now?

RISK LIFE AND LIMB IN RAILROAD YARDS

To anyone who has never taken a trip through the railroad yards in Freeport it would be quite a revelation to observe how many people, mostly grown-ups who ought to know better, are using the tracks as a thoroughfare. No, they are not all walking on the tracks; only a few of the hardened risk-takers do that. The majority walk between two tracks, or beside one of the tracks. This is not quite so hazardous as actually following the track, but it is far from being an illustration of good judgment and safety.

More than 300 years ago Shakespeare wrote, "To be thus is nothing; but to be safely thus." And those few words convey a great truth. Near safety is a poor substitute for the real article and when it comes to a question of saving your life, that is all important. Some of these money grabbers are the most flagrant riskers of life and limb. The manner in which some people go into the very teeth of death in order to save a little time is one of the mysteries of life.

The wife or mother who is preparing the evening meal would rather wait a few minutes longer than to see her husband or son brought home a mangled corpse. Probably she does not know about the risks he is taking.

Safety first is a good rule to follow and walking along the tracks of a railroad doesn't tend to cause the insurance company agent with whom you carry a policy to shed any tears of joy. —Freeport Journal-Standard, July 31, 1916.

ALABAMA LAW SUIT

On September 28, 1914, about 2:45 P. M., a very old frame dwelling located on the west side of the Northern Alabama R. R. tracks in the town of Lynn, Ala., was destroyed by fire, and for many days thereafter no intimation was

made by any one that any railroad was responsible for the loss of the house. One of the sons of the owner furnished the reporter for the Birmingham News with an article of his own origination to be published in that paper, and in the article it was stated that the origin of the fire was unknown.

After several months had elapsed a suit for \$2,950 damages was instituted against the Illinois Central Railroad by Martha J. Barton, alleging that a north-bound Illinois Central freight train passed and emitted sparks in such numbers, that the house was set on fire and destroyed.

In the trial of the cause on March 30th and 31st, 1916, at Double Springs, Ala., two of the Plaintiff's sons testified that they were standing on the east side of track, about 20 feet from the east rail, when the Illinois Central freight train passed north, and a great and unusual number of sparks were emitted from the engine, as it was pulling very hard up the hill, and running fast, and within a few minutes, they discovered their mother's house burning in an upstairs room, and on account of there being no water service, the house and almost all of the contents were destroyed; on cross-examination, both witnesses swore that there was an opening in the roof about 4 inches wide and four feet in length, and it was through this opening that the spark passed and ignited some cotton that was hanging on the walls of that room. The Northern Alabama section foreman testified that he was a short distance north of Lynn when the smoke was discovered, and he was positive that an Illinois Central freight train passed north, because he had to remove his push car from the track.

The Assistant Post Master of the village and a woman testified that they were positive that a freight train passed north a few minutes before the fire alarm was sounded, but did not know whether or not it was an Illinois Central train.

The railroad introduced two N. A. R. R. dispatchers with train sheets, and the

Frisco and N. A. operators from Jasper, and the operators of Nauvoo, Lynn and Haleyville, with train registers, as well as two conductors who were in charge of the only freight trains that passed, and it was clearly shown to the jury that one north-bound I. C. freight train passed Lynn at 8:45 A. M. Extra 656, and one north-bound freight train passed through Lynn at 6 P. M. Extra 667, and there was no train passing through Lynn between the hours mentioned, except a passenger train, and the building was then burning.

The attorneys consumed four hours in argument and the jury consumed only ten minutes in rendering a verdict in favor of the railroad.

PRETTY GIRL NOT AN ATTRACTIVE NUISANCE

The Texas Court of Civil Appeals in *Johnson v. Atlas Supply Company*, 183 Southwestern Reporter, 31, refuses to sanction the claim that defendant corporation, by permitting "a sweet-tempered little girl" to live on its premises, thereby created an attractive nuisance, rendering it liable to plaintiff, a boy eight years of age, who was attracted to defendant's premises by the charms of the young woman aforesaid, and was there injured by the falling of pulley wheels. The court held that the doctrine of the turntable cases could not be extended to attractive maidens, since they constitute an ordinary and natural, and not an extraordinary or unusual peril.—West Pub. Co.

INTEREST SHOWN BY SECTION FOREMAN IN KEEPING STOCK OFF WAY LANDS

Efforts to keep live stock off the way lands are being unrelentingly waged on the Tennessee Division. Said a Tennessee Division officer:

"I am informed that Foreman T. F. Crocker of Fowlkes, Tenn., a few weeks ago, kept driving a certain cow off the way lands, but she would immediately come back; he then decided that he would follow the animal to her home, and ask the owner why he could not

keep her up, and he did. The owner lived about four miles off the railroad, and when he saw the section foreman bringing the cow home he asked what he was doing driving his cow. When told that she had been on the way lands for several days and that he wanted to keep her from being killed, the owner turned the cow in his lot and said the railroad would not be bothered with her again; she has not been on the way lands since."

Mr. D. L. Saint is another foreman who did the same "stunt" near Dyersburg, Tenn., only that he found the owner had lost his cow and did not know that she was near the railroad. He assured the foreman that it would not happen again.

Mr. Paris Lemmon, who has a section at Newbern, Tenn., was another who drove an old cow to her home, and the owner at first was rather indignant, but when Mr. Lemmon explained that they were trying to avoid killing the cow, the owner said if the Railroad Company was making that kind of an effort to keep stock off the tracks that it would not be bothered with his cows any more.

IT WAS NOT THE I. C.

There had been an accident on the worst railroad in the United States.

The sole survivor of the wreck was sitting up in his hospital cot swathed in bandages.

"I suppose you're going to sue the company for damages," said the friend at his bedside.

"No," said the damaged one, "I shall do nothing of the kind."

"Why not? You've certainly got a clear case against them."

"Clear case nothing! Any intelligent jury in the world would bring in a verdict of contributory negligence. I ought to have known better than to travel on the blamed line."—Exchange.

OFFICIAL

Sir: Just received report from section foreman across the river from

Dubuque, covering killing of head of stock:

Q. Kind of stock? A. Steer.

Q. Give any other information showing good or bad qualities of animal, whether blind, lame, hobbled, or sick. If a cow was she dry or giving milk?

A. He was not giving milk.—D. F. H.

PEREMPTORY INSTRUCTIONS

"It is a poor rule that will not work both ways" is a very old and also true saying. Formerly in the defense of damage suits a great many peremptory instructions were given for the defendant. Later laws and the rules of practice have changed so that courts are inclined to submit to the jury for determination cases where there is any dispute as to the facts. However, it has been noted that there is a growing tendency in some localities to give peremptory instructions for the plaintiff. If the defendant is not to be given a peremptory because it is the rule that the jury should be permitted to say on the evidence whether the defendant has disproved negligence, it should likewise be the rule that the jury be permitted to say whether the plaintiff's evidence tends to establish negligence.

The recent opinion of the court in the case of Henry Sanders vs. Y. & M. V. R. R. Co., filed in Bolivar County and tried there (the court giving peremptory instructions for the plaintiff and the jury returning a verdict of \$1,250.00), discloses that the Supreme Court of Mississippi subscribes to the rule that both parties to the litigation should be treated in the same way. In this case the plaintiff, a negro, claimed that in purchasing a ticket at Shaw, Miss., in 1911, the agent failed to give him correct change and upon calling the agent's attention to this he cursed and abused the plaintiff. The agent testified that he was on duty on the date in question, that he was personally acquainted with the plaintiff and had no recollection of his buying a ticket on that day or any other day, and that he could not

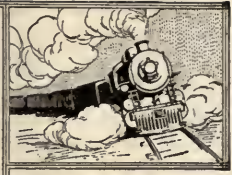


recall any ticket transaction with the plaintiff at any time. The theory of plaintiff's counsel in asking for and obtaining from the court a peremptory instruction to the jury to find for the plaintiff, was based on the fact that the plaintiff had testified affirmatively to facts that, if true, made a cause of action and that as the defendant's evidence was negative, that is, that the party charged was unable to recall the circumstance, that there was nothing for the jury to pass upon.

The Supreme Court says, "On this evidence we think that whether or not appellant (Sanders) was mistreated in the manner claimed by him, was for the determination of the jury; consequently, peremptory instruction should not have been given", and the court set aside the judgment for \$1,250.00. In other words, the idea of the court evidently is that the jury should have the right to say whether or not the agent, being on duty, being acquainted with the plaintiff and being unable to recall that he had ever purchased a ticket or that any difficulty whatever had been had with him, was not sufficient evidence that the plaintiff's story was untrue and that the occurrence did not take place.



TRANSPORTATION DEPARTMENT



Ton Miles Per Car Mile

By H. P. Campbell

THE word came down to me to write an article for the Magazine and I have not yet figured out why they picked me. It has been hanging over my head for three weeks now, and if finishing this article is going to be as difficult as finding a subject, then I am in for it.

I have picked a subject that is more or less easy to write about, but the easy part stops right there. It is a difficult thing, and one worth anybody's thought and effort. We have heard a great deal about the train load but we are going to hear more about the "car load." Increasing the gross train load is a good thing, but increasing the net train load is better. The best result comes from increasing the tons per car. It is a money saver to have the live weight as big a margin as possible over the dead weight. A campaign started in times of car shortage toward getting more tons per car should be kept up just as religiously through times of car surplus, as it always costs money to haul dead weight. The less cars it takes to handle a given business, the more economical is the operation, and if it ever comes the time that cars are made "surplus" solely by increasing the tons per car, then we will have the unusual sight of a welcome surplus. However, we do not look forward to that time, but rather to the time when increased tons per car will make enough cars available to insure full supply at all seasons, without tremendous investment in adding to the equipment. In addition to the investment, a

waste of equipment, and there is no greater waste than the light car-load, means a waste in transportation and maintenance expense and a waste of facilities. Just think what it means to use three cars for hauling eighty tons (and this is by no means an extravagant example) when two would do the job. It means that we haul fifty-four tons of dead weight to eighty of live when we should be hauling thirty-six tons of dead to eighty of live. In the one case, the percentage of dead to live load is sixty-eight, in the other forty-five, and extending this to a given train, it means the difference between a *net* train load of 1,600 tons and one of 1,240 tons. It also means a wasted car, more maintenance, more switching, less track room, and on top of that (in rush times) loss of revenue because some shipper who wants that "third car" cannot get one.

There are many factors to be taken into consideration in undertaking to increase the tons per car. Unlike the train load, it cannot be increased by putting out a bulletin, nor like the train load, is it susceptible to a close daily check that will place the responsibility for waste. Aside from the difficulty of the main task, it is even a problem to devise a system of reports (that are not in themselves a waste) that will give the light on the subject that is needed for effective handling. It is not all in the hands of the Operating Department. An operating man will say "increase the carload minimum, that will fix it." Of course, on second thought it will be

realized that it cannot be done by "bulletin" either. Yet there is a good deal that should be done in that way, and the balance will have to be done by hard work and taking advantage of every little thing toward getting the co-operation of shippers. I have no particular (original) method of getting this co-operation, but there is a way in almost every case if we just go after it.

Pending the solution of a suitable line of reports, I think some data can be obtained for profitable discussion with shippers by checking up weights at scaling points. It would be quite simple to keep a check on one or two shippers for a reasonable time, then thresh out the results and repeat it at a later date; make comparison and have further conference, etc. In this way, it can be handled by districts in a systematic way without the effort of keeping a tab on every shipper at one time. Also a great deal can be accomplished simply by observation and calling attention to cars that are manifestly greatly underloaded.

Last, but not least, our own Company's material requires a great many cars, and it would be criminal to waste cars on our own loading.

This is undoubtedly a field for big things, and I feel the organization on this railroad can "deliver the goods" in

this, as they have in other things, if we just go after it.

On this Division we are systematically checking the weights on lumber received from connections, and that loaded at larger Mills on our own line. The weights on the first fifty cars received from each of our connections after the first and fifteenth of each month, are taken and tabulated, and the percentage of the loaded weight to the capacity is shown opposite each car. The statement shows car number, initial, point at which loaded, and point on connecting line at which loaded; total capacity, and total net weight of all cars is footed and the percentage of the loading to the capacity weight determined. These statements are then sent to connecting line Superintendents from which they secure information, and our connections have said that they are sending a representative direct to each Mill to confer with Mill representatives. We also made a personal canvass at each Compress and after discussing the importance of the matter with Superintendents of Compresses and having called their attention to the fact that Eastern Railroads have complained to the Interstate Commerce Commission that cars received, loaded with cotton, from Western connections resulted in congestion in traffic in the East.

Appointments and Promotions

Effective July 1, 1916, Mr. Daniel W. Thrower is appointed Assistant Valuation Engineer, with headquarters at Chicago.

Effective July 15, 1916, Mr. William G. Arn is appointed Assistant Engineer Maintenance of Way, with office at Chicago, vice Mr. Milton B. Morgan, transferred.

Effective July 15, 1916, Mr. Milton B. Morgan is appointed District Engineer, with office at Memphis, vice Mr. Daniel W. Thrower, transferred.

Effective July 15, 1916, Mr. Victor V. Boatner is appointed Superintendent of the New Orleans Division, with office at Vicks-

burg, Miss., vice Mr. Fred B. Oren, transferred.

Effective July 15, 1916, Mr. Fred B. Oren is appointed Road Master of the Indiana Division, with office at Mattoon, vice Mr. William G. Arn, promoted.

Effective July 15, 1916, Mr. Paul E. Odell is appointed Train Master of the Indiana Division, with office at Mattoon, Ill., vice Mr. Victor V. Boatner, promoted.

Effective July 15, 1916, Mr. Floyd R. Mays is appointed Train Master of the New Orleans Division, with office at Wilson, La., vice Mr. J. B. Yellowly, transferred.

Effective July 15, 1916, Mr. Henry Fletcher is appointed Train Master of the Vicksburg Division, with office at Greenville, Miss., vice Mr. Floyd R. Mays, transferred. He will also continue to handle the duties of Traveling Engineer.

Effective July 10, 1916, the following appointments are made:

Mr. August O. Coke, Traveling Freight Agent, 418 Walnut St., Cincinnati, O., vice Mr. Frank M. Stearns, promoted.

Mr. Burton E. George, Traveling Freight Agent, 291 Broadway, New York, N. Y., vice Mr. George B. Leech.

Mr. Ray F. Thompson, Contracting Freight Agent, Chicago, Ill., vice Mr. George.

Effective July 10, 1916, Mr. George B. Leech is appointed Contracting Freight and Passenger Agent, 204-205 Ideal Building, Denver, Colo., vice Mr. August O. Coke, promoted.

PROGRESSIVENESS-INNOVATION.

By P. Glynn.

BOTH of these are amplified in the publication of "Kentucky Division Time Table No. 1, effective May 14, 1916," a copy of which appears herewith, and full credit for this is due to T. E. Hill, Superintendent of the Kentucky Division. One has only to compare this with the old form of time table to see what has been accomplished toward perfection in the compilation and publication of one of the most important adjuncts of modern railroading. Neat, compact, complete—in a form as handy and convenient as a pocket memorandum book—containing schedule rules, special instructions and all other important data necessary for the guidance of trainmen.

We believe that Mr. Hill deserves the congratulations of all operating department employees. That is the way all of us on the "Great Kentucky Division" feel about it.

Illinois Central Railroad Company

KENTUCKY DIVISION

TIME TABLE No. 1

Taking Effect at 12:01 a. m.,

SUNDAY, MAY 14, 1916.

Superseding Time Table No. 64

of February 20, 1916.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

Not intended for the information of the public, nor as an advertisement of the time of trains. The Company reserves the right to vary therefrom as circumstances may require.

W. L. PARK, Vice President.

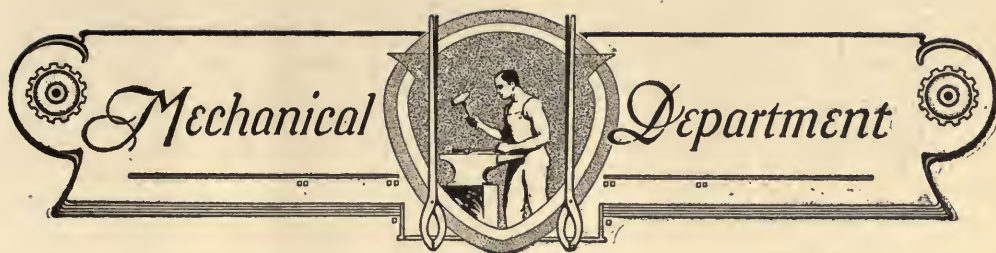
T. J. FOLEY, General Manager.

J. F. PORTERFIELD, Gen. Supt. of Transportation.

L. A. DOWNS, General Superintendent.

T. E. HILL, Superintendent.

JOHN P. MORTON & COMPANY, INC., LOUISVILLE, KY.



Meters

By J. H. Wickman, Electrical Department

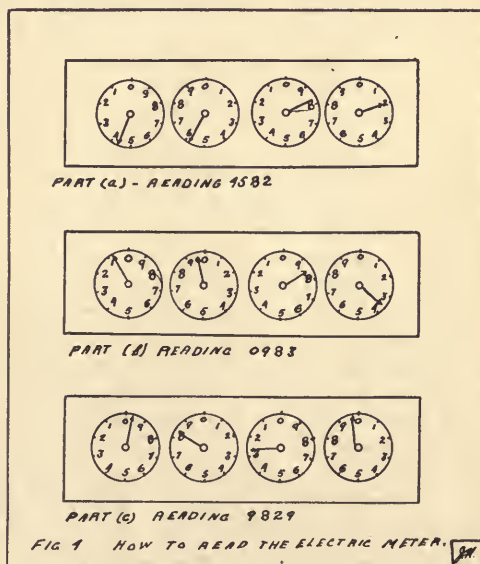
THE electric meter, as its name implies, is an instrument made use of to measure electric current. There are many different kinds of meters; for instance, the voltmeter is used to measure or indicate the voltage or potential strength across a circuit; the ammeter indicates the amount of current or load passing through a circuit. When dealing with direct current, which is always flowing unidirectional, the voltage multiplied by the amperes give watts, which, if divided by 1000, equals kilowatts. A kilowatt, or a 1000 watts, if used one hour, is equal to one kilowatt-hour, which is the standard international unit used for buying or selling electric current.

Nearly all electric meters are of four different types, altho they can be classified under two heads, namely, alternating current indicating and recording meters, and direct current indicating and recording meters; however, some of them will operate fully as well on either alternating or direct currents.

The construction of many types of direct current ammeters and volt-meters is nearly the same and, in fact, are identical with the exception that a series resistance is used in connection with the voltmeter that would not be required with the ammeter. Fig. 1 shows the general inside appearance of one type of indicating ammeter commonly used for switchboard purposes.

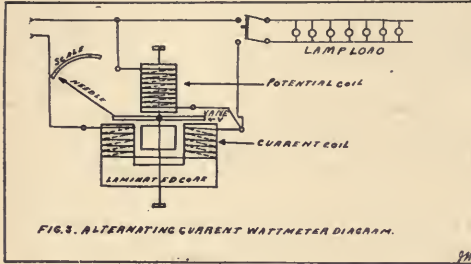
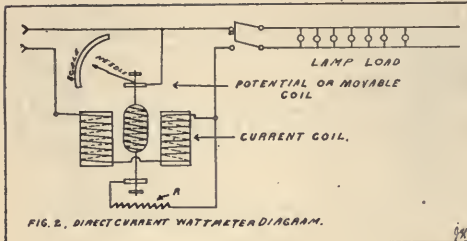
The principle of the direct current indicating watt-meter may be understood by referring to Fig. 2, the series coil or

the current coil, which is the stationary coil, carries all the current passing through the circuit being measured, while the movable coil, or the potential coil, is connected across the circuit in shunt. It will be noted there is an external resistance, *R* aside from the coil



itself, therefore but very little current flows through this circuit.

The potential coil or the movable coil is carried on the shaft which also carries the indicating needle, its movement which is also retarded by a spring, tends to rotate until the fields of the two coils coincide in direction. The deflection of the needle or rotation torque of the mov-



able coil is proportional to the currents passing through the two coils at any instant or if the load was varying fast, the watts indicated would be the average, or zero in case no current was flowing through the current coil.

Induction Wattmeter.

The alternating current indicating wattmeter is very dissimilar in construction and operation from the direct current wattmeter, there being no actual electrical connection with the movable element as will be seen with reference to Fig. 3; however, the manner of connecting the meter to the load is the same as with the direct current wattmeter shown in Fig. 2, that is the current coil is in series with the load in both cases and the potential coil connected across the circuit. In the case of the induction wattmeter both coils are stationary and have laminated cores between which lay the movable part which is a disk or vane (V). As the alternating current passes through the coils it sets up an alternating magnetism in the vane or disk which reacts on the fields, this reaction being proportional to the current passing through the coils also causing a deflection of the needle, which is attached to the vane, in the same proportion.

Watthour Meters.

If the movable element shown in the

diagram of Fig. 2 representing the direct current wattmeter were replaced with an armature, or the single phase induction wattmeter shown in Fig. 3 with a circular disk instead of a vane and either with permanent magnets which would retard the rotation or act as a brake, these indicating wattmeters would be changed into recording watthour meters; however, recording dials would be necessary in each case. The speed of the disk of the watthour meter is always proportional to the current that is passing through the meter, for example, one manufacturer may design all of their meters so that the disk revolves 25 revolutions per minute with full load, disregarding the capacity of the meter; to put this in more plain words, 20 lights may be thought of as the full load of the meter which will make the disk revolve 25 times per minute; as before stated it revolves in proportion to the current passing through the meter, so if we turn out 8 of the 20 or $2/5$ of the lights you at the same time cut down the speed of registration of the meter in like proportion. This one point should be noted by all employees, ever remembering if you turn off a lamp that is unnecessarily burning or stop an unused motor you are slowing down the speed of the meter which records the electric current, and will amount to considerable every year, and at the same time doing your full duty for the Company.

Complaints often arise that lighting or power bills are excessive as compared with last year. This is generally true, but 98 per cent of these cases are not caused by fast meters, as the general tendency of an electric meter, like any other instrument, is to run slow with wear and age providing the meter has not been purposely or maliciously tampered with or been exposed to lightning or severe jars, but on investigation most all excessive bills are due to two causes, lamps being left burning unnecessarily or to additions to the lighting equipments. It is the practice of some Agents and others who have learned to read their meters to keep a check on the daily amount of current used, thereby check-

ing the parties responsible for turning off lights. This practice is recommended and works out to good advantage, and for the benefit of those that do not know how to read a meter please note the following:

How to Read Your Meter

Rule: Begin at the right hand dial No. 4, Fig. 4, part (a) and always read the low figure, read it 2, dial No. 3 read it 8, dial No. 2 read it 8, dial No. 1 read it 4. Reading 4582. Part (B) meter reading 0983, part (c) meter reading 8929.

By deducting the previous reading from the present reading will always give the number of kilowatt hours that have been

used, or another case that might trouble one not familiar with these meters, one month's reading might be like that shown

Fig. 4.

in part (c) of Fig. 4, that is 8929 and the following month the reading might be 234, in this case it indicates that the meter has run past its maximum recording amount which is usually 10,000 or 100,000 and is starting over again so the 8929 would be deducted from the figures shown above No. 1 dial and 234 added to it would be the total amount of current used.

This information applying to your electric meter readings will also be applicable to your gas meter at home. Read it the same way.

The Lincoln Chautauqua Appreciates the Service that the Illinois Central Is Giving as Is Evi- denced by the Following Letter

On Train, Enroute, July 2, 1916

Mr. Atwell,
Superintendent, Illinois Central Ry Co.,
Dubuque, Ia.

Dear Sir:

I take it upon myself to thank you and your Company for a favor shown me, the Company of Entertainers and Dr. Gettys, who travel with me for the Lincoln Chautauqua System.

We had to drive from Darlington, Wis., to Warren, Ill., this morning to get train No. 30. There were six people of us and seven pieces of baggage. We had two automobiles and a team of horses to haul the baggage. The team gave out when a few miles from Warren and we had to phone to Warren for an auto-truck to come out and get the baggage. This consumed the time we had planned on for a safe margin to get No. 30. One of our automobiles drove on ahead, bought the tickets to Rockford, where we had to get a train for Beloit, Wis., to give a program at 2:30 this P. M., had the checks made out, paid the excess, etc.

I phoned to your Agent at Warren and told him of the situation and that we would likely arrive with a close margin to get the train. I believe he was a part of the favor extended, but I do know the Conductor held the train and that he takes a real human interest in your patrons and that he held No. 30 for five minutes for us to get our baggage and passengers aboard, and thus saved us our day's salaries, saved the Lincoln Chautauqua System a missed date and dissatisfaction on the part of the audience and committee at Beloit.

Favors of this kind are not often shown us and we appreciate it and wish to especially thank Conductor Mandeville and your Company for the favor.

The world would be a better place in which to live and our work would be easier if there were more people in it like your Mr. Mandeville.

Again I thank you.

Very sincerely yours,

Edwin Brush,
J. R. Gettys,
Emerson Winters and Wife.



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 ▲ ▲ ▲ ▲ ▲

Scientific Eating—Eat and Grow Thin

CORPULENCY, unless it is the result of definite disease, is most commonly caused by wrong eating, that is, by eating too much, especially of carbonaceous foods, such as starches, sugars, oils and other fats. The diet of the average individual consists very largely of fat making foods, beginning with soups and going down through the list of gravied meats, potatoes, macaroni, bread, butter, cream, cheese and ending up with puddings, pastries and sweets. Whenever such a meal is eaten there is set up in the body a fat-producing factory, and the result is inevitable, and more markedly for those who have a predisposition towards corpulency. It follows that the natural cure for an individual who is becoming too fat is to stop eating fat-producing foods. Then, slowly the body will use the excessive fat. This process may take a number of months, depending upon the degree of corpulency, but it is a process without danger; without even injury to the health; without unpleasant self-sacrifice, and the great advantage is that the gradual loss of fat leaves the body healthy and strong.

The average loss of weight in those faithfully following this rule is about two pounds a week. A great deal depends upon the temperament of the individual, the environment and the amount of exercise taken. When the desired weight has been attained the rule of dieting need not be so strictly obeyed, but one who has once followed the non-

fattening diet is not as a rule disposed to ever return to the oily, starchy or sugary food.

Everyone eats too much and almost all fat persons sleep too much. From these two facts the following rules may be deduced: eat less than you have been in the habit of eating and do not sleep too much. Don't overeat, even of lean dishes. Don't drink with your meals. Don't drink alcoholic beverages, especially beer, at any time. Don't eat white bread. A limited amount of Gluten (or Bran Bread) is the best. Don't take a cab or street car, but walk.

Above all else be cheerful. Try and see yourself grow thin. Remember the mind exercises a powerful influence over the body, and do not forget that an indolent, indoor life—breakfast in bed and an afternoon nap kind of life, slowly but surely increases flesh, as well as decreases efficiency. In addition to eating the right kind of food try and lead the right kind of a life.

Here is a list of foods "Fat People" must not eat. It is issued by the U. S. Department of Agriculture, prepared by Mr. C. F. Langworth, expert in charge of Nutritive Investigation. This list furnishes the latest and most complete statement of food constituents.

"Fat People" should not eat the following:

You must not eat the following because it contains these amounts of Fat and Carbo-hydrates:

	Fat	Carbo- hydrates
Milk	4	5
Cream	18.5	4.5
Cheese	18.5	2.4
Pork	30	
Ham	38.8	
Olive Oil	100	
Bacon	67	
Lard	100	
Corn	4.3	73.4
Meat	2.2	73.7
Rice	2	77
Oats	3	69.2
White Bread	1.3	53.0
Macaroni	1.5	15.8
Sugar		100.0
Potatoes	0.1	18.4
Green Corn	1.1	19.7
Figs		74.0
Bananas		22.0
Grapes	1.6	19.0
Unfermented Grape Juice		20.3
Walnuts	63.4	16.1
Raisins	3.3	76.1
Candy		96.0

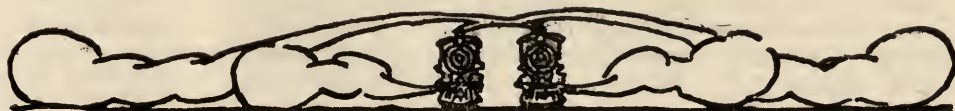
All these fat making foods should be excluded from the menus. There remains, however, innumerable dishes at once satisfying and fascinating. Bread perhaps is the hardest thing to do without, but after a while the stomach ceases to demand it and one does not miss it from the daily diet, especially when Gluten (or Brand Bread) is used as a substitute. Then, too frequently, one is in the habit of taking liquids with the meals and it is at first difficult to do without some kind of drink taken with the food. However, after a few days it becomes a matter of course, and it will then be found that a smaller quantity of food satisfies the appetite.

The list of things a "Fat Man" may eat is far longer than the list of forbidden things. For breakfast there is fruit, either fresh or stewed; twice a week boiled eggs; coffee or tea without cream or milk; all kinds of meat, except pork in any form; and fat meat;

all kinds of game; all kinds of sea foods (fish, lobsters, oysters); all kinds of fruit except bananas and grapes; all kinds of salads except those made from forbidden vegetables; all kinds of meat jellies and all kinds of vegetables that are not forbidden.

Few vegetarians suffer from corpulency. Some years ago a celebrated physician named Albu advocated a strict vegetable diet in all forms of obesity as the easiest, safest and most effectual means of correcting the tendency to take on too much flesh. Albu kept his patients on a strict vegetable diet for from four to six weeks. He then allowed from 150 to 200 grams of lean boiled meat three times a week, or once a day. This diet was kept up for months without trouble, and it was found that it protected those inclined towards obesity from taking on weight. Just as soon as a patient showed any signs of increase in weight the meat was withheld for some weeks. These dietetic regulations of Albu were supplemented by exercise, but he considered the exercise to be of minor importance. He gave records of several cases in which the weight dropped nearly 40 pounds in the course of a few months by the use of this diet alone.

There is a great deal to be said in favor of this form of treatment for obesity, and it must be remembered that patients on a strictly vegetable diet, including the cereals, do not overeat to anything like the extent of the meat eating individual. The meatless dietary in the treatment of corpulency is well worth a trial, provided the individual is not willing to have his diet list and to stick to it. However, the person who has suffered from an overabundance of aroidupois tissue and who has been able to reduce will find that all of the trouble and self-denial is more than repaid by the greatly increased sense of well being and the improvement in his individual efficiency.



Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago, Ill.

Louisville, Ky., April 18, 1916.

Dear Doctor:

It fell to my lot to be a patient at the Illinois Central Hospital at Chicago for two weeks, last month. I am taking this, my first opportunity, to thank you and your entire staff for the good treatment given me while there. I only wish that every employe of the Illinois Central System could see and know just what a great institution the Company has provided for their benefit. I am sure, if they could, everyone would become an enthusiastic booster for the Hospital Department.

You have provided us with an institution that is equal, and in many respects far superior, to many hospitals in the country, where every employe can go and feel assured that he will receive the best of care, and have the benefit of the best medical and surgical attention that can be furnished. It is a place where the poorest laborer gets the same attention as the highest official or anyone else, and I certainly consider the 50-cent assessment levied each month the best investment any employe can make.

Wishing the Hospital much success, I remain

Your friend,

C. S. Holman,
Conductor, Kentucky Division.

Effingham, April 12, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

I have just returned from the new Company Hospital at Chicago, where I underwent a serious operation, and in this connection I want to thank you and your entire staff of surgeons and nurses for the kind and courteous treatment I received while there.

Yours truly,

Vincent Hyde,
Signal Repairman.



JOSEPH BIGGS

MR. JOSEPH BIGGS passed away at the home of his mother in St. Paul, Minnesota, the night of July 26th, 1916, at the age of forty-nine years.

Mr. Biggs entered the employment of the Illinois Central Railroad as Traveling Passenger Agent, with headquarters at Cincinnati, June 1st, 1896, in which capacity he served until his promotion January 1st, 1903, to District Passenger Agent, with headquarters at Cincinnati. This position he occupied until his retirement from service on account of ill health September 1st, 1911.

EDWARD B. HUNTINGTON

MR. EDWARD B. HUNTINGTON was born at Indianapolis, Ind., June 16, 1854. He attended the common school after which he finished at a university in Indianapolis.

In 1874 he came to Illinois and entered the service of the Illinois Central Railroad as a brakeman, running between Centralia and Cairo, which position he held until March, 1877, when he unfortunately fell between the cars of his train at DuQuoin, severing one limb below the knee. Being unable to follow the train service, he be-

gan the study of telegraphy and station work, and on January 18, 1879, he was appointed agent and operator at



EDWARD B. HUNTINGTON

Central City, Ill., remaining there until April, 1880, when he was transferred to De Soto, Ill. This agency he held until March, 1886, when he was promoted to Agent at Tamaroa, where he remained until October, 1903, when he accepted the position as ticket agent at DuQuoin, remaining there until August, 1904, at which time he went to Carbondale as ticket clerk and operator, which position he held until his death, February 28, 1916.

During his 41 years of continual service with the Company he was considered a loyal and faithful employe and a kind and courteous friend.

JAMES T. WINTERS

MR. JAMES T. WINTERS, whose name has recently been placed on the pension list, has a long and honorable record as a railroad man.

He began his career as water boy at the age of fourteen. He worked for various roads as section laborer and at

the age of twenty was made section foreman on the Cairo & St. Louis Railroad in 1878. Three years later he was made section foreman on the P. D. & E. When this line was absorbed by the Illinois Central, he remained in the service until a serious injury on May 4, 1915,



JAMES T. WINTERS

disabled him for further duty as a section foreman, at which time he was retired on a pension.

DIEDERICH EINFELDT

Mr. Diederich Einfeldt was pensioned on May 1, 1916, account having reached the age of seventy years.

He was born in Germany on April 23, 1846, and entered the company's service in 1887, completing twenty-nine years of continuous service on May 1, 1916.

Mr. Einfeldt was known to all as "Old Dick" and was always a pleasant and industrious employe and his reminiscences and story telling will be greatly missed by all his friends around Kankakee Shop.



DIEDERICH EINFELDT

E. J. ROBBINS

MR. E. J. ROBBINS was born February 22, 1853, at Amboy, Illinois. On May 17, 1875, he entered the service of the Illinois Central Railroad as apprentice, which position he held four years. After completing his apprenticeship he worked as machinist until September, 1889, when he transferred to brakeman under Trainmaster Stine. However, on account of an injury received in this service he transferred back to the shops at Amboy as machinist in January, 1890. He remained in this position until July, 1894, when the shops were moved to Clinton, at that time he transferred to Clinton and worked as lathe machinist until November, 1911, at which time he was appointed Machine Shop Foreman, which position he held until he was retired on pension on March 31, 1916.

Andrew Compton.

MR. ANDREW COMPTON was born in County Antrim, Ireland, February 2, 1847. He came to America in the latter part of 1882, and was employed by the Illinois Central Railroad Company as section laborer, November



E. J. ROBBINS



ANDREW COMPTON

24, 1882, and continued in the service for over 33 years, retiring on a pension February 1, 1916. His length of service, of course, is an indication that he was a faithful and hard working employe.



LOSS & DAMAGE BUREAU



Errors by Employees in Billing and Subsequent Delays Resulting Therefrom

By J. W. Hevron, Superintendent Springfield Division

THE subject assigned me by the General Superintendent upon which to prepare a paper to be read and discussed at this meeting, namely, "Errors by Employees in Billing and Subsequent Delays Resulting Therefrom," is one which I believe has been discussed very little in our previous meetings, possibly from the fact the majority of us, including the writer, were prone not to give it a great deal of thought, thinking it one of the minor causes of the loss of moneys in the payment of claims, devoting our attention to the larger items, such as wrecks, delays, loss of a package, defective cars, rough handling and unlocated damages, and while our collective efforts have borne good results in the handling of these items, an examination of the claim payments for the month of May and the accumulative period, July 1, 1915, to June 1, 1916, would indicate we have not been making a proportionate amount of decreases in this item as we have in those above mentioned, and upon closely examining this report, I was very much surprised to note for the month of May, 1916, we paid out a total of \$1,594.36 for "errors of employees in billing," or 3.10 per cent of the total claim payments for this period, a decrease of only 1-10 per cent over the corresponding period in the previous year. For the accumulative period, July 1, 1915, to June 1, 1916, we paid out on this account \$16,680.59, or 3.5 per cent of the total claim payments for the eleven months, a decrease of only 8-10 per cent for the corresponding period of the previous fiscal year. It is very interesting and possibly somewhat surprising to note that during this period we paid out a total of only \$11,715.23 for damaged freight on account of wrecks on the line, while the amount of \$16,680.59, or a 45 per cent greater sum, was paid out on account of errors of employees in billing freight.

In other words, the amount paid out for this item is much in excess of the combined amounts paid out for "known robbery of entire packages or shipments," or "from

cars or packages." Greater than the item of "unlocated loss from packages," much greater than the loss of item of "concealed loss." Over 50 per cent greater than the loss account of "defective grain doors." As great as the item of "concealed damage." Many times greater than the damage caused by "defective or unfit cars." As great as the combined three items of "damage account of nails and bolts protruding from cars," "other located damage" and "other causes," and estimating the month of June to compare favorably with our payments for the month of May, the amount we will pay out on this item alone during the fiscal year just closed will represent a total of \$19,000, which I believe every gentleman in this room will agree is an amount entirely too large to pay out for something that is within our power to correct or at least remedy to such an extent that we should cut it in half during the present fiscal year.

In investigating further as to the commodities upon which we are paying claims on this account, I find under the heading of "*Products of Agriculture*" for corn and oats we paid approximately \$650; other milled products, \$500; cotton, \$450; bananas, \$2,600; other fruits, \$2,000. Under heading, "*Products of Animals*," for cattle, horses, mules and sheep, we paid a total of \$2,000; dressed meat, \$325; for packing house products, poultry and eggs, \$700; dairy house products, hides and leather, \$400; "*Products of Mines*," bituminous coal, \$750; "*Products of Forests*," lumber, \$700; "Manufactured Articles," \$145; oil and hardware, \$600; cement and brick and lime, \$175; agricultural implements and automobiles, \$150; furniture and hardware, \$500; stoves and furnaces, \$2,300; clothing and dry goods, \$600; other manufactured articles, \$700.

The above represents the commodities upon which the larger payments have been made, and it is on these, in my opinion, we should specialize in order to cut in half during the present fiscal year the total amount of payments under this subject matter.

In talking to our agents, trainmasters and others, and from my own personal experience, I find that the most common errors of billing clerks are as follows:

No. 1. Disregard for or omission of complete routing. Failure to properly check rates via route shown on bills of lading, often using routes by which rates do not apply.

No. 2. Failure to indicate that charges have been prepaid, resulting in the consignee refusing to accept the shipment until correction has been made, which information must necessarily be secured from point of origin.

No. 3. Accepting and waybilling shipments "collect" to prepay stations. Causing the freight to be taken to an agency point and held until proper correction can be made.

No. 4. Failure to show proper state name on waybill, especially where towns of the same name are located in different states, such as Bloomington, *Ill.*, and Bloomington, *Ind.*; Pontiac, *Ill.*, and Pontiac, *Mich.*; Springfield, *Ill.*, and Springfield, *Ohio*.

No. 5. Billing agent showing wrong car number or initial on waybill, making it necessary to hold shipment at destination until correct car number and initial can be obtained from shipping point. Which from my experience occurs more frequently on shipments of lumber, especially from the lumber camps on southern lines, where in many instances the billing agent is located a considerable distance from the point where car is actually loaded, the billing information being given him by telephone or often verbally through the third party, and these are the most aggravated cases to handle and cause the greatest delay, and under this heading should properly be classed the very common error with which we are all familiar—the transposition of cars and car numbers en route. These errors are usually made either by the original billing clerk, some yard clerk or conductor, while the car is en route. When the error is made by the original billing clerk, it is usually an easy matter to receive a correction, but when the cars and waybills become transposed in transit, and the car number is changed on the waybill to conform with a certain car, it is a different proposition, and one of the most difficult errors to get straightened out. For example, I. C. 35671, a car of lumber, is billed from Brookhaven, Miss., to Albert Lea, Minn. About the same time I. C. 35761, a car of sugar, is billed New Orleans to Indianapolis. Both of these cars may be assembled in some yard at the same time. In building up the train it is a very easy matter for the yardmaster or switchman to place the car of lumber for Albert Lea in a train destined Indianapolis, the car of sugar from New Orleans in the train destined Albert Lea. Possibly when checking

over the bills with the yard clerk, after taking a check of the train, both the yard clerk and conductor fail to notice the error, until train has left the terminal, and then the incentive is very strong for some following conductor or yard clerk or other employe to change the "six" to a "seven" on one bill and the "seven" to a "six" on the other, and I daresay, in 75 per cent of such cases the car of Indianapolis sugar goes to Albert Lea and the car of Albert Lea lumber goes to Indianapolis. And while some of us may think this is an isolated case, they occur with a great deal more frequency than we would ordinarily imagine. In fact, during my experience as a chief dispatcher, I have had three such cases on my desk at the same time. It usually requires from five to twenty-five telegrams to properly straighten out the matter and a large claim ofttime develops. The only remedy occurring to me in connection with cases of this nature is to educate our men that under no circumstances should a car number on a waybill be changed to conform with the number on a car without proper instructions, which should be secured from the billing agent or the point of origin, and yard clerks finding such cars in their yards, conductors finding them in their train, should either hold them or set them out at the first possible point and an immediate effort be made to "untangle" the mix-up.

In remedying the other items I have mentioned, I believe the better way to do so is to continually agitate the matter with our employes on educational lines, show them the amount of money that we are paying out on this account each month, and when such errors occur, if it were possible, to handle each case to a conclusion thereafter, being in a position to place before the employe at fault a statement showing the number of days' delay to the car or shipment, the number of telegrams and letters which were necessary to write before the matter was straight and the amount of the claim we were compelled to pay on this account, it would, in my opinion, impress itself upon the mind of the employe more than anything else we could do.

In checking over errors of bill clerks in billing freight at two or three of the larger stations on the Springfield Division, and while I am glad to say the percentage of errors is not large, at the same time I find that the greater part of the errors occur late in the evening, or on freight which is brought to the freight house at a very late hour. There is a rush of all concerned—a rush on the part of the shipper to get the freight to the freight house, a rush on the part of the freight house force to get the shipment in the car, a corresponding rush on the part of the billing force to bill the shipment before the closing hour, and where we have such conditions I believe a great

many of these errors can be remedied by following the practice at some of our larger terminals, in changing the hours of the bill clerks, allowing them to work later in the evening and coming to work at a corresponding later period the following morning, verifying each morning the previous day's billing, in order that any errors which may have crept into their work be detected and corrected.

A further decrease can be made in claim payments on this account by a closer cooperation with our shippers, especially those using shipping tickets, in order that they

may be plainly written and all information required for the use of the billing clerk be shown thereon.

And in conclusion I wish to reiterate my statement at the beginning of this paper, that errors of this nature are within our power to correct, and I am of the firm opinion that if each of us will return to our home division, talk the matter over with our staff, our agents, bill clerks and others, we will be able to close the present fiscal year with amounts not exceeding \$9,000 properly chargeable to this item, or a decrease of \$10,000 over the fiscal year just closed.

The Resuscitation of a Dead Rabbit

By B. W. Fredenburg, Commercial Agent

In the year 1907 when the Indianapolis Southern Railroad was first opened for business and a Commercial agency was established at Indianapolis under the auspices of the Illinois Central, the Traffic Department found, after six months of vicissitudes, that there was handled for the month of June a total of 987 carloads of revenue freight through the Indianapolis gateway, and the expression "it's a dead rabbit and always will be" became a byphrase for the Indianapolis district.

It was then predicted that it would take the Traffic department at least ten years to overcome the obstacles that always confront a new line or branch feeder to the main system and here was a venture into a new territory, opposed by all the local railroads, on the grounds that the Illinois Central was grasping for a new domain that did not rightfully belong to it and expecting assistance from roads that it was attempting to short haul wherever possible.

Without any industries located on the new line in Indianapolis and the only connection with the other roads having industries located on their rails being through the Belt Railway, the difficulty of getting shippers to route business even to the South via the Illinois Central direct, when the other roads demanded a haul to some other junction with the I. C., became a "bugaboo" that was hard to overcome.

It was decided to change the name of the road from Indianapolis Southern to Illinois Central and start a campaign of education and the month of June, 1911, recorded 2,786 revenue loads for the Indianapolis gateway, but this was not to be compared with other gateways such as East St. Louis, Louisville and Peoria, which developed a consensus of opinion that the "dead rabbit" had not yet shown any signs of resuscitation.

Under the caption "Indiana Division News" in the July issue of the Employees' Magazine, the following item appears: "Business on the Indianapolis District

shows a marked increase. The number of loads into Indianapolis the first twenty days compared with the same period a year ago increased 70 per cent. The movement of tomatoes began June 1st. Two more 900 class engines have been assigned to that District (received from Wisconsin Division) on account of the increased business."

The months of May and June this year were record breakers and the figures show loaded cars of revenue freight handled through the Indianapolis gateway, for MAY 3,928 cars, for JUNE 4,586 cars, while the freight revenue for Indianapolis station jumped to figures putting it ahead of all other stations on the Illinois Central lines, with the exception of Chicago, New Orleans and Memphis.

During the month of June there was handled from the South 1,202 cars of perishables as against 994 carloads in June, 1915, accounted as follows:

	1916	1915
Bananas	280	234
Pine Apples	22	7
Berries	4	2
Apples	7	2
Oranges	1	3
Tomatoes	769	626
Onions	50	0
Potatoes	27	8
Cabbage	2	15
Other Vegetables	40	97
Cars	1,202	994

It is quite evident that with the extensive improvements being installed on the Indianapolis District necessitating several construction trains in constant operation, every department of the Indiana Division was kept on its toes to forestall any accumulation of loads at Effingham with a possibility of no engines or train crews to move the same. That the unusual volume of business was handled without any delays or complaints to speak of is a testimonial to the alertness of the officers and employees of the Indiana Division.

Safety First

*Practice Safety yourself!
Others will follow you.*

Better be careful than crippled.

*It takes less time to prevent an
injury than to report one.*

*Any fool can take a chance.
It takes brains to be careful.*

*It is better to lose a minute in
avoiding a possible accident,
than a month in nursing an injury.*

*When others think of your
safety, why will not you?*

National Safety Council

Minutes of the Safety-First Meeting Held in Office of Superintendent Freight Terminals, Fordham, June 17, 1916

Present:—

W. J. Leahy, Superintendent Freight Term.	A. Frantz, Chief Yard Clerk.
H. C. Eich, Master Mechanic.	J. F. Bold, Chief Yard Clerk.
A. Bernard, Train Master.	E. Husband, General Foreman.
F. Ehretzman, Train Master.	A. E. Small, Assistant Train Master.
J. E. Carroll, Special Agent.	W. F. Flowers, Engine Foreman.
K. C. Sawin, Claim Agent.	C. L. Beals, Yard Master.
J. J. Lambert, Assistant Yard Master.	C. E. Neff, Yard Master.
R. Rogerson, Traveling Engineer.	R. L. Malone, Train Master.
W. B. Davis, Traveling Engineer.	W. J. Malloy, Engineer.

MEETING was called to order by Train Master Bernard, at 9:45 A. M., and after analyzing and discussing in detail reports sent out by the chairman of the General Safety Committee, covering injuries during the past few months, discussion of general and local conditions followed.

Particular attention was attracted to the fact that a large percentage of injuries, both fatal and non-fatal, are due to trespassing, and this subject was discussed with usual conclusion that we must have laws rigid enough to insure prevention of trespassing. In the meantime, all reasonable efforts in other directions will be made to discourage trespassing.

Mention was made of a card supplied to employes by the Michigan Central, which is handed to trespassers, when found on railroad property, and contains information with reference to number of trespassers killed during the year 1915; also suggestions relative to staying off the right of way. Sample of this card was sent to the chairman of the General Safety Committee a short time ago.

To emphasize its importance, a recent letter on the question of rigidly enforcing observance of speed restrictions was brought before all concerned, and it was suggested that it would be advisable to have all permanent speed restrictions covered by special instructions in time tables.

Some recent complaints, with reference to failure of gate men to handle gates properly, at some of the crossings was brought up and all concerned requested to give this feature a little closer attention and make prompt report of all irregularities observed.

Attention was drawn to the fact that after extending the south end of Windsor Park elevated suburban platform the light was not moved, with result that the stairway on the south end is not properly lighted. Suggested that light be moved so as to throw more light on stairway.

At Harvey it was suggested that it would be advisable for enginemen on north-bound trains, to sound crossing whistle, approaching 155th Street after night, when crossing gates are not in operation, with a view to affording additional warning to automobiles and other vehicle drivers. This will be looked into a little further before issuing any instructions along these lines, as crossing is already provided with crossing alarm bell; and this ordinarily should be sufficient warning.

On account of several cases of personal injury in lower yard recently, through trespassers sleeping on tracks and underneath standing cars, question was raised as to whether or not something could not be done by the Chief Special Agent's Department, to stop trespassing of this kind.

Attention was drawn to location of door of yard master's office in the south end of Fordham Yard, which is so close to track leading to water tank, that something of a hazard is created, and the matter has been taken up, with a view to changing the location of this door.

The question of providing some different means of employes in lower yard going to and from work, which subject has been discussed at a number of previous meetings, was again taken up. The situation is not a very desirable one, but it seems that it would be quite expensive to improve it.

Suggestion was made that the air hose connection on the front end of yard

engines should be changed to the left side of draw bar, which will eliminate a hazard, and this will be investigated by the Mechanical Department.

Attention was called to the fact that concrete supports of the Adams Street viaduct have not been trimmed of the protruding wire used to reinforce concrete work, and created quite a hazard to men riding cars in that vicinity. It is suggested that the matter be taken up with the South Park Commissioners at once, with request that they have wires trimmed off.

Suggestion was made that caboose track at Fordham be connected up with old repair yard lead instead of coal car track as at present, which will not only eliminate slight hazard, but facilitate switching of caboose track. This will be looked into to determine cost and practicability of carrying out suggestion.

Road Master has furnished some of the track men with narrow wheel barrows, which can be handled between tracks in the different yards, for the purpose of picking up scrap, while performing their other duties, and it was suggested that these men be instructed to also gather up boards with protruding nails which they may find lying around yards at the same time.

In raising the question as to whether or not employes on Chicago Terminal have profited any from the continuous campaign made during the past several years along the lines of safety, brought out the fact that much good has been accomplished; and it was stated that this is quite manifest from the fact that practically no personal injuries are taking place among switchmen and other employes about the yards, and special comment was made on the question of shifting the position of draw bars with the foot, which practice it was stated has been entirely eliminated on the Chicago Terminal.

There were numerous other questions of more or less importance and local character disposed of, principal of which was to caution all concerned in handling of the Swedish National Association picnic specials to Monee, Ill., on June 25th, and Speedway specials, June 18th, in order that past records in successful handling of the large crowds without personal injury may be maintained.

Meeting adjourned at 12:00 noon.

Contributions from Employes

How the Service on a Railroad May be Improved

By Train Master N. W. Spangler

SOME of the live subjects before transportation officers today are:

Personal Injuries,
Killing Live Stock,
Fuel Economy,
Loss and Damage to Freight.

Personal Injuries

Our first duty to mankind is the protection of human life.

Personal injury reports should be investigated and handled to prevent a repetition. Working with the Claim Agents to the end that injured persons be first given the best possible attention, which

in the case the injured person is a passenger, will give him the same idea as our employes have. Our company has a heart and desires, first, the welfare of its patrons and employes; second, the interests of our company protected against fake lawsuits.

Killing Live Stock

I feel that we have not one single employe who would willingly injure a dumb creature.

Our Enginemen have all been instructed to use every effort to bring their trains to a stop to prevent striking stock. They

are doing as instructed and making reports to proper officer.

On the Mississippi Division we also have a signal to be given by Enginemen and Trainmen to employes who may be in the vicinity of stock on waylands. The employe who receives such signal goes and drives the stock from our waylands. This practice has, no doubt, saved a great many head of stock being struck.

We all appreciate that we have not our waylands fenced to 100 per cent, but also do know that our superior officers are doing as much to help this condition as can be done. Every day we see the fence gang stringing new wire and working on the fences.

With these conditions before us each day, results will be obtained.

Fuel Economy

Our Enginemen are all interested in this. Not a man among them who does not have something to offer to save fuel.

At one of our recent meetings I heard Mr. Lindrew ask a Car Oiler what he had to do with fuel economy, and answered himself, "Why, of course, I have a great deal to do with it. I take care of the boxes so they won't run hot and make extra stops to burn up coal."

Hot boxes can be eliminated just the same as any other evil which causes useless expense. Trainmasters get reports and, if followed up with Master Mechanic, he will handle with his Inspectors. Each individual hot box should be so handled.

In handling hot box reports I have found that a number of hot boxes are caused by defective brasses; second-hand brasses have been re-babbited and babbitt not properly fastened to the brass and when used will roll out and let the journal come in contact with the rough brass again. The defective babbitted brass can be detected by using a hammer, tapping the babbitt lightly for a clear ring. This feature of preventing hot boxes should be looked after on all divisions.

The Mississippi Division has had wonderful success in handling each hot box report. Our fuel record shows this, and our detention to trains on account of hot boxes is very little, consequently fuel has been saved.

Loss and Damage to Freight

This expense to railroads is a very large one and each item should be carefully investigated.

Our present Loss and Damage Bureau is doing wonderful work, but at the same time we can help ourselves.

Short notation on consignee's paid freight bill is a sight draft on our treasury. Agents are not required to make short reports until 48 hours after receipt of shipment, and in this 48 hours should interview consignee, see his invoice and know whether his invoice called for the articles shown on way bill and make short report notation accordingly. At one of our loss and damage meetings Mr. East made the remark, "Gentlemen, let's check our freight." What a world of meaning in those words.

Reminiscences of an Old Timer

By Train Master B. A. Porter

Clipping from the Lathrop, Mo., Monitor of June 15, 1916.

THE ROAD TO HELL

In 1828 the school board of Lancaster, O., refused to permit the school house to be used for the discussion of the question as to whether railroads were practical or not, and the matter was recently called to mind by an old document that reads in part as follows:

"You are welcome to use the school house to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that his intelligent creatures should travel at the frightful speed of fifteen

miles an hour, by steam, he would have clearly foretold this through his holy prophets. It is a device of Satan to lead immortal souls down to hell."—*Railway Engineering*.

Mr. Editor: This clipping, your Hopkinsville, Kentucky, Daisies, as a frontispiece, June issue of the Magazine and the picture of Bonzano Weeks calls back to mind some ancient history; by the way, in 1883 Kenner, La., was a heavy station, and a beginner could not hold the job; tell us when and where he entered the service. Now, about the clipping, I don't know so much about a railroad leading to the place mentioned, but the statement is not so very far-fetched. I have been in a number of places on a train where the smell of brimstone was in the air. Now about Hopkinsville, Ky. When my good friend, Jno. W. Logsdon was agent there, before the I. C. ran into the city, when J. G. Metcalf was superintendent of the L. & N. R. R., when there were three operators between Nashville and Evansville, who could not telegraph without

the old "paper mill," a committee of engineers called on Mr. Metcalf and asked if it was safe to run on my typewritten orders. Mr. Metcalf had me copy several orders for him on his next trip down. Gee! I was some stuck on myself then; have had it all taken out, though. Let me see, that was in 18—; guess I better not put it down. I could not possibly live on what my pension would be. In 1913, in Memphis, I dictated a message to a lady stenographer; she sat down to a keyboard machine and punched holes in a strip of paper, and the file clerk fed this same strip of paper, which looked very much like the slip fed out by the Old Moore mills, into a machine and turned a lever, and away it went and printed my message on a typewriter in New Orleans. We move along, Mr. Editor—move along so fast it is a little hard to keep up after one grows fat.

P. S.—Be sure and tell us where Mr. Weeks began.

Durant, Miss., June 30th, 1916.

Fuel Economy

By Prince Stevenson, Boiler Washer Helper, Greenville, Miss.

LET us use economy for our watchword, and let each of us join in this great move which this corporation has so strongly appealed to us to help cut down the cost of fuel. We can be of great assistance if each one of us, regardless of what our occupation, do all we can to save something for the management.

Let us try to make an improvement.

We want our future records to exceed our past. Listen, boys, the management has told us often that materials cost something; then let us get all the service we can out of the fuel that we use. And if we do this, the railroad has promised us long and continuous employment. Unless we heed those appeals we will be cut off and our places will be filled by others.

The following correspondence is illustrative of the fact that the rules in railroad-ing were obeyed in the days when the machine of transportation was not quite as polished as it is now. We are indebted to Superintendent W. S. Williams for this correspondence.

Carbondale, April 15, 1916.

Mr. A. E. Clift:

Message attached addressed to Conductor Whalin, March 1st, 1879, list showing individual number of cars and make-up of his train, together with his letter addressed to Mr. Robertson, April 8th, are very interesting. There might be something in this that the editor of the magazine could use to good advantage. W. S. Williams.

March 1st, 1879.

Conductor Spl. Whalin:

Leave 5 coal cars at Cox Mine, 5 at Barber's, balance at Du Quoin. Fill out at St. Johns and let me know how many loads you will get from there before leaving. Fill out at Makanda and Anna, giving the most important loads preference.

F. A. R.

Carbondale, April 13, 1916.

Personal

Mr. W. S. Williams:

I hand you herewith a message of instructions issued to M. Whalin on Special South on March 1, 1879, over the signature of F. A. R. As you will note, this message was found in Trainman's Room in file case by Flagman Smith. I noted same to Mr. Whalin with the question if he carried out the instructions to the letter. You will note he has furnished switch list showing car numbers, contents, etc.

This is quite a record, and as there is quite an object lesson, would be glad if you would hand same to our magazine editor with any comments you might care to make. It would no doubt be of great pleasure to some of those that are still alive that had anything to do with the movement of this train, as well as showing the importance of keeping record of work and movements. The latter no doubt would stimulate conductors and others that read our magazine to keep a close record of movements, etc., and if they kept records that would compare to this it no doubt would be of great importance to this company in cases of legal action, etc. Yours truly,

T. A. Robertson.

Metropolis, Ill., April 8th, 1916.

Mr. T. A. Robertson, Supervisor, Carbondale, Ill.

Dear Sir: Referring to the attached 37 years is quite a long time to wait to ask a man if he did the work or carried out instructions; however, I believe I can give you the information you asked for. I could say yes, I carried out the instructions, but it would be better if I could prove to you without a doubt that I did carry out instructions. This I will do by giving you the individual car numbers set out and picked up on this trip or a detailed list of the cars handled on the trip, showing the day of the week, day of the month, number of caboose, number of engine, name of engineer and fireman, name of the two brakemen, time I left Centralia and time I arrived at Cairo, and number of cars in train leaving Centralia, number of cars in train on arrival at Cairo and number of cars handled on trip, showing contents. Well, Tom, to start with, I left Centralia on a wild south on Saturday March 1st, 1879, at 9:00 a. m. with 14 loads and 22 empty coal cars. I had caboose 3152. (This caboose I made my first trip of braking on.) I had Brakemen Wm. Railey and J. H. Spooner (both long since dead). I had Engineer Weatherhead and Fireman Winewood, engine number 121. I filled all my instructions and arrived in Cairo at 6:30 p. m. same date with 34 loads handled in train, 34 loads and 28 empties. I did a little better than my instructions. I picked up a car of wood at Mounds for our ticket agent at Cairo, J. H. Jones. You say I have a reputation for carrying out instructions and doing my work well. I don't know so much about my reputation, but I do know that I always made it a rule to carry out instructions I received from my superior officers, and to do it with a good grace and no fault finding. My motto was to do the work and make the time if I could, not make the time and do the work if I could. Hoping this is satisfactory to you and you will use it where it will do the most good, I am yours very sincerely,

M. Whalin.

Carbondale, April 6, 1916.

Mr. M. Whalin, General Yard Master, Brookport, Ill.,

Dear Sir: Please note the attached instructions issued to you on March 1, 1879. As you have quite a reputation for carrying out instructions and doing your work well, I should like to ask if you carried out to the letter the instructions herein contained.

For your information, will say this message was found in file case in a conductor's room at Centralia recently, and would be very much pleased to have a letter from you with any comments you might care to make, with return of same. Your truly,

T. A. Robertson.

Illinois Central Railroad Co.—Train Switch List.

Train, Wild South; Engine No. 121; M. Whalin, Conductor; March 1st, 1879.

Initial	Car No.	Where Taken	Contents	Destination
I. C.	1670.....	Centralia	Hay	New Orleans
I. C.	4710.....	Centralia	Oats	New Orleans
I. C.	1716.....	Centralia	Oats	New Orleans
I. C.	2838.....	Centralia	Oats	New Orleans
I. C.	2088.....	Centralia	Oats	New Orleans

I. C.	5297	Centralia	Oats	New Orleans
I. C.	2547	Centralia	Oats	New Orleans
I. C.	4406	Centralia	Oats	New Orleans
I. C.	2174	Centralia	Oats	New Orleans
I. C.	4354	Centralia	Oats	New Orleans
I. C.	3886	Centralia	Oats	New Orleans
I. C.	2538	Centralia	Oats	New Orleans
I. C.	5208	Centralia	Oats	New Orleans
I. C.	3826	Centralia	Oats	New Orleans
I. C.	207	St. Johns	Coal	Cairo, H. Bros.
I. C.	659	St. Johns	Coal	Cairo, H. Bros.
I. C.	27	St. Johns	Coal	Cairo, H. Bros.
I. C.	935	St. Johns	Coal	Cairo, H. Bros.
I. C.	1805	St. Johns	Coal	Cairo, H. Bros.
I. C.	855	St. Johns	Coal	Cairo, H. Bros.
I. C.	1547	St. Johns	Coal	Cairo, H. Bros.
I. C.	437	Makanda	Coal	Cairo, H. Bros.
I. C.	1531	Makanda	Coal	Cairo, H. Bros.
I. C.	3297	Makanda	Coal	Cairo, H. Bros.
I. C.	1818	Makanda	Flour	Cairo, G. Wood & Bros.
B. & S. I.	913	Anna	Wheels	Cairo
I. C.	3110	Anna	Flour	Cairo
I. C.	1172	Anna	Flour	Cairo
I. C.	2400	Anna	Wheat	Cairo
B. & S. I.	991	Anna	Flour	Cairo
B. & S. I.	938	Anna	Flour	Cairo
I. C.	4530	Anna	Hay	Cairo
I. C.	4715	Anna	Hay	Cairo
I. C.	984	Mounds	Wood	Cairo, J. H. Jones

The above cars were all left at Cairo. Arrived 6:30 p. m.

Illinois Central Railroad Co.—Train Switch List.

Train, Wild South, leaving Centralia March 1, 1879; Engine No. 121; M. Whalin,

Conductor.

Caboose, 3152, Tools.

Initial	Car Co.	Where Taken	Where Left	Contents
I. C.	3691	Centralia	Tameron	Empty Car
I. C.	145	Centralia	Tameron	Empty Car
I. C.	1359	Centralia	Tameron	Empty Car
I. C.	1691	Centralia	Tameron	Empty Car
I. C.	3293	Centralia	Tameron	Empty Car
I. C.	3669	Centralia	Tameron	Empty Car
I. C.	1389	Centralia	Tameron	Empty Car
I. C.	261	Centralia	Tameron	Empty Car
I. C.	3779	Centralia	Tameron	Empty Car
I. C.	1713	Centralia	Tameron	Empty Car
I. C.	3649	Centralia	Du Quoin	Empty Car
I. C.	3825	Centralia	Du Quoin	Empty Car
I. C.	1149	Centralia	Du Quoin	Empty Car
I. C.	1895	Centralia	Du Quoin	Empty Car
I. C.	3611	Centralia	Du Quoin	Empty Car
I. C.	1819	Centralia	Du Quoin	Empty Car
I. C.	1449	Centralia	Du Quoin	Empty Car
I. C.	1729	Centralia	Du Quoin	Empty Car
I. C.	1853	Centralia	Du Quoin	Empty Car
I. C.	1781	Centralia	Du Quoin	Empty Car
I. C.	1955	Centralia	Du Quoin	Empty Car
I. C.	775	Centralia	Du Quoin	Empty Car
I. C.	5073	Centralia	Du Quoin	Empty Car
I. C.	3257	Centralia	Du Quoin	Empty Car
I. C.	5028	Centralia	Du Quoin	Empty Car
I. C.	171	Centralia	Du Quoin	Empty Car
I. C.	831	Centralia	Du Quoin	Empty Car
I. C.	339	Centralia	Du Quoin	Empty Car

Cox and Barber's Mine was located at Tameron.



LOCAL TALENT and EXCHANGES



TO THOSE WHO HAVE DIED IN THEIR "OVERCLOTHES"

By W. H. Washington, Train Porter,
Memphis.

Now that we have scattered the flowers of
May

Over the graves of the Blue and the
Gray,

Over the graves where the women weep,
Over the mounds where the heroes sleep;
Now let us turn to those

Who have lived and died in their over-
clothes.

Are they not heroes they who have died
Under their engines buried beside
Throttle' and brake where they bravely
stood?

Thoughtful of naught save their pas-
senger's good

Life below duty placed and chose
To die as they lived in their overclothes.

We would not take from an old soldier's
grave

Even the humblest bloom nor leave

One word from the tribute that is his right
For the bravery midst the stirring fight.
All honor is due him. But forget not those

Who have lived and died in their over-
clothes.

No martial tunes their battles inspire,
The pound and hiss of the stead of fire,
Speeding along through the dreary night
While the hours drag in their leaden
flight

Is the only song the trainman knows
Who fights and dies in his overclothes.

When the moon's cold rays grow dim and
pale

And the lightning leaps o'er glistening
rail,

When the sharp sleet furrows each eager
face,

As o'er the mountains and hills they
chase,

Oh! dreary indeed are the battles of those
Who have lived and died in their over-
clothes.

Poets of chivalry's knights may sing
Their fancy to brilliant heights take
wing,

But we shall strive in our feeble way
To tell of the heroism night and day
Of the knights of work of those
Who have gone down to death in their
overclothes.

SAND

I observed a locomotive in the railroad
yards one day,

It was waiting in the roundhouse, where
the locomotives stay;

It was panting for the journey, it was
coaled and fully manned,

And it had a box the fireman was filling
full of SAND.

It appears that locomotives cannot al-
ways get a grip

On their slender iron pavement, 'cause
the wheels are apt to slip,

And when they reach a slippery spot their
tactics they command

And to get a grip upon the rail they
sprinkle it with SAND.

If your track is steep and hilly, and you
have a heavy grade,

And if those who've gone before you
have the rails quite slippery made;

If you ever reach the summit of the
upper table-land,

You'll find you'll have to do it, with a
liberal use of SAND.

If you strike some frigid weather and
discover to your cost

That you're liable to slip on a heavy coat
of frost,

Then some prompt, decided action will
be called into demand,

And you'll slide clear to the bottom if
you haven't any SAND.

You can get to any station that is on
 life's schedule seen,
 If there's fire beneath the boiler of ambi-
 tion's strong machine,
 And you'll reach a place called Richtown
 at a rate of speed that's grand.
 If for all the slippery places you've a
 good supply of SAND.

—*Caxton Magazine.*

CONTRAST

By John Everett.

A wren beside a busy bug
 Doth feel quite large indeed,
 But place a cat beside the bird
 And see who'll take the lead.

The cat beside the little wren,
 Feels a thousand times as big,
 But place fido beside the cat
 And view the homeward jig.

'Tis ever thus with haughty man
 Who deems himself quite great,
 There's always someone large enough
 To jar his estimate.

LIFE IS WHAT WE MAKE IT

By Willie A. Carrico, Stithton, Ky.

Our life is what we make it
 As we onward push our way,
 Difficult does seem the struggle
 As we climb, just day by day.

Childhood's memories loom before us
 Not a care nor worry then,
 Happy school days with their pleasure
 How we long for them again.

School days over, then the next step
 Out in this great world we go,
 One successful; one a failure
 We face life's comforts and its woe.

Choosing next our own vocations
 Mingles duty, joy and fear,
 Being cheerful and courageous
 Helps our troubles disappear.

Life's temptations coax and lure us
 Wrecking daily human life,
 "Safety First" should be our slogan
 In our daily toil of strife.

Then when we are old and feeble,
 And our earthly tasks 'most done,
 Glancing backward from our childhood
 Can we feel "Life's Victory Won?"

Yes, our life is what we make it
 Be it gloomy or of cheer;
 Vivid lessons prove so often
 Life's what we make it while we're here.

A LAUGH OR TWO

Can You Beat This?

On a dilapidated narrow gauge rail-
 road in a certain state a traveler was
 struck with the general air of hope-
 lessness of the entire country. Run-
 down farms, fences falling to pieces
 and houses unpainted and dismal, were
 seen as mile after mile was reeled off.
 Finally a countryman got on and the
 two fell into conversation:

"Country around here looks fearful-
 ly dilapidated," remarked the traveler.

"Yaas, but jest wait and ye'll see
 sumpin' wuss," replied the country-
 man.

The train stopped. They looked out
 and saw a rail missing ahead. The en-
 tire train crew clambered out, crow-
 bars in hand, proceeded leisurely to
 the rear of the train and in due time
 loosened a rail and carried it forward.
 It was spiked into position and the
 train proceeded.

"Somebody stole a rail?" asked the
 traveler.

"Yaas, about twenty years ago, I
 reckon. Evah since they hain't no-
 body bought a new one. When the
 train comes back they've gotter stop
 an' tear up a rail behind 'em. Ain't
 that the dilapidatedest thing ye ever
 see, stranger?"—Council Bluffs Non-
 pareil, March 4, 1915.

She entered the department store
 and complained about a lamp she had
 purchased, demanding that it be taken
 back. "What's the matter with it,
 madam?" "It has all the faults of my
 husband, with none of his virtues."
 "Please explain yourself." "Well, it
 has a good deal of brass about it, it is
 not remarkably brilliant, requires a
 good deal of attention, is unsteady on
 its legs, flares up occasionally, is al-
 ways out at bedtime and is bound to
 smoke."—Exchange.

Meritorious Service

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

Illinois Division

During June the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: Martha Heldenbrand, K. F. Emmanuel, J. H. Quinlan, Katherine Dolan.

Suburban Flagman M. Arkless on train No. 561 June 4th lifted employe's suburban pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Suburban Conductor L. N. Turpin on train No. 303 June 26th lifted 46 ride school ticket account name of purchaser having been erased and collected cash fare.

Suburban Conductor P. B. Boylan on train No. 103 June 28th lifted employe's suburban pass account being in improper hands and collected cash fare.

Conductor D. S. Weigel on train No. 24 June 5th, No. 24 June 22nd and No. 22 June 29th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor H. B. Jacks on train No. 34 June 6th and No. 26 June 11th declined to honor card tickets account having expired and collected cash fares.

Conductor J. P. Burns on train No. 305 June 21st 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. 302 June 29th he declined to honor term pass account passenger not provided with identification slip and collected cash fare.

St. Louis Division

Conductor A. E. Reader on train No. 21 June 3rd, No. 24 June 5th and No. 22 June 6th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor O. S. Fulkerson on train No. 223 June 28th declined to honor returning portion of card ticket account having expired and collected cash fare.

Conductor J. H. Lewis on train No. 9 June 30th lifted going portion of trip pass account returning portion being missing and collected cash fare.

Indiana Division

Conductor J. W. Knight on train No. 205 June 15th lifted trip pass account having expired and collected cash fare.

Wisconsin Division

Conductor B. Lichtenberger on train No. 132 June 1st and No. 122 June 24th lifted going portions of card tickets account returning portions being missing and collected cash fares.

Conductor J. T. Birkmeyer on train No. 27 June 24th lifted going portion of trip pass account returning portion being missing and collected cash fare.

Iowa Division

Conductor J. A. McGonagle on train No. 15 June 12th 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. E. Nelson on train No. 207 June 4th lifted 30 trip family commutation ticket account having expired and collected cash fare.

On train No. 207 June 11th he declined to honor foreign interline ticket account not being validated and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 207 June 16th he lifted going portion of card ticket account returning portion being missing and collected cash fare.

On train No. 207 June 17th he declined to honor mileage book account having expired and collected cash fare.

Conductor J. W. Robertson on train No. 122 June 20th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

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.

Conductor F. S. Ball on train No. 38 June 10th declined to honor mileage book account having expired and collected cash fare.

Conductor J. W. Arnn on train No. 207 June 12th declined to honor mileage book account having expired and collected cash fare.

Conductor S. E. Matthews on train No. 6 June 22nd lifted mileage book account being in improper hands and collected cash fare.

Conductor G. P. Kinkle on train No. 102 June 23rd declined to honor mileage book account having expired and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train No. 24 June 6th declined to honor mileage book account having expired and collected cash fare.

On train No. 24 June 11th he lifted trip pass account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 6 June 9th lifted employe's trip pass account not being countersigned. Passenger refused to pay fare and was required to leave the train.

Conductor T. W. Merriwether on train No. 124 June 26th lifted mileage book account being in improper hands and collected cash fare.

Louisiana Division

Conductor L. E. Barnes on train No. June 5th declined to honor Banana Messenger's ticket account having expired and honored mileage to cover trip.

On train No. 34 June 12th he lifted expired card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

On train No. 34 June 18th he declined to honor mileage book account having expired. Passenger presented another mileage book to cover trip.

On train No. 34 June 20th he lifted annual pass account being in improper hands and collected cash fare.

On train No. 1 June 23rd he lifted mileage book account being in improper hands and collected cash fare.

On train No. 34 June 26th he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor R. E. McInturff on train No. 35 June 17th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor M. Kennedy on train No. 331 June 15th declined to honor mileage book account having expired and collected cash fare.

Memphis Division

Conductor J. S. Lee on train No. 401 June 17th lifted identification slip account pas-

senger not being provided with pass and collected cash fare.

Conductor G. T. Reeves on train No. 523 June 30th declined to honor returning portion of card ticket account having expired and collected cash fare.

New Orleans Division

Conductor A. L. Williams on train No. 33 June 27th lifted 54 ride individual ticket account having expired and collected cash fare.

Illinois Division.

Conductor W. P. McElroy, Extra 1058, July 8th, has been commended for discovering and reporting I. C. 24730 improperly stencilled. Arrangements were made to have car restencilled.

Conductor J. Swanson, train 391, July 10th has been commended for discovering and reporting I. C. L41853 improperly stencilled. Arrangements were made to have car restencilled.

Brakeman J. R. Seifman has been commended for discovering and reporting I. C. 47328 improperly stencilled. Arrangements were made to have car restencilled.

W. C. Campbell, Towerman, Harvey, has been commended for discovering brake beam down and dragging while train 53 was passing Harvey, August 2nd. Ticket agent at Homewood was notified to flag train, which was stopped and brake beam removed. This action undoubtedly prevented possible accident.

Section Foreman R. L. Youngling has been commended for discovering and reporting brake rigging down on I. C. 100020, which action undoubtedly prevented possible accident.

Brakeman C. C. Lively, Train 96, July 10th, has been commended for discovering and reporting broken rail in passing track at Ridgeville. This action undoubtedly prevented possible accident.

Operator J. H. Schneiderjon, of Paxton, has been commended for discovering K. C. 95162 off center while passing tower in Extra 1641 south, 5:50 p. m., July 24th, and promptly notifying the conductor, who stopped train and set out car, thereby removing the possible cause of an accident.

Indiana Division.

Paul Beall, Engine Foreman, has been commended for discovering and reporting I. C. 173090 with no light weight stencilled on same, July 24th, in Mattoon yards.

Operator W. E. Moore has been commended for discovering brake beam down on C. M. & St. P. 65632, Train 274, June 27th.

Springfield Division.

F. J. Lordan, Conductor, Rantoul, has been commended for discovering and reporting I. C. 36035 improperly stencilled.

Arrangements were made to have car properly stencilled.

G. G. Douglas, Conductor, Rantoul, has been commended for discovering and reporting I. C. 36541 with no light weight stencilled on car. Arrangements were made to have car stencilled.

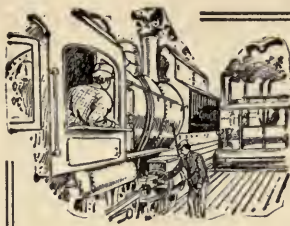
W. E. Sexton, Operator, Pana, has been commended for discovering and reporting broken beam down on train 153, July 24th, while train was passing Pana. Train was stopped and brake beam was removed, thereby preventing possible accident.

George Singer, Brakeman, has been commended for firing engine 1718 while making up train at Pana, July 29th, pending the arrival of a fireman, who was to relieve the regular fireman who was taken ill.

L. P. Pishaw, Brakeman, has been commended for assisting the fireman in firing engine, Mt. Olive to Clinton, to avoid tying up the road, the heat being so excessive as to make it impossible for one man to properly take care of the firing.

A. E. Johnson, Brakeman, Rantoul, train 891, July 31st, has been commended for discovering and reporting fire on wayland about one-half mile east of Henning. Train was stopped and fire extinguished, before any considerable damage was done.

G. G. Douglas, Conductor, and H. Tweedy, Brakeman, train 894, July 27th, have been commended for discovering fire near Fisher water tank. Train was stopped and fire extinguished before any considerable damage was done.



Railway Employees Eyes are Exposed to Wind, Dust and Alkali Poisons

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Division News

Vacations are on! C. A. Keene, Chief Dispatcher, just returned from a pleasant stay at his home in Edwardsburg, Mich.; he was relieved by Dispatcher A. C. Friege, who is now touring Indiana and Ohio; when he returns, Dispatcher J. N. Smith will start for Kansas to look after his wheat crop, as will Conductor C. A. Richmond, Mr. Smith and Mr. Richmond being interested in adjoining land.

We are sorry to know that Mr. J. W. Bledsoe is confined to his home on account of blood poisoning in his foot.

Edw. Knight of the Accountants' Office has returned after a few days' vacation. Someone has suggested holding a formal investigation to determine whether or not he did catch that much bass—twenty—besides some of several other varieties.

Miss Edna Riggs of the Superintendent's Office will leave about the middle of August for the West, going through Yellowstone National Park, and spending the greater part of the time in Missoula, Mont.

There have been several changes in the Division Officials recently, all taking effect July 15th. Mr. V. V. Boatner, Train Master, has been appointed Superintendent of the New Orleans Division, with headquarters at Vicksburg, Miss.; he is relieved by Mr. P. E. Odell, who was formerly Chief Dispatcher of the St. Louis Division at Carbondale. Mr. W. G. Arn, Road Master at Mattoon, has gone to the Chicago offices as Assistant Engineer Maintenance of Way—Mr. F. B. Oren has succeeded Mr. Arn as Road Master.

The movement of cantaloupes has started,

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and is expected to be heavy for the next several weeks.

June proved a "banner" month for Indianapolis District—more tonnage was handled northbound than ever before.

From reports received from Miss Helen Lee Brooks of the Superintendent's Office, who is at present in Palestine, Texas, concerning the weather down there, we are trying to convince ourselves that maybe, after all, it isn't so warm in Mattoon.

Besides, why should one care about whether it is warm or not, if it is all right for fishing. (Get opinions of CWS—EMCF—HS—EK on this.)

G. B. Wyllie of the Passenger Department made us a short visit one day last week.

We are sorry to have Mr. Boatner and Mr. Arn leave us, but wish them the greatest success in their new positions.

Miss Agnes Reynolds, stenographer in Master Mechanic Bell's office, is spending her vacation with relatives at Parsons, Kas.

Mr. H. F. Runge, Gen. Foreman, and family, are spending their vacation visiting relatives at Paducah, Ky.

Mr. Chas. Anderson, Pensioned Stationary Engineer, and wife, have returned from a trip in their auto, visiting in Springfield and other western points in Illinois.

Mr. Tom Rowe, Millroom Foreman, and wife, have returned from a visit of two weeks in South Dakota.

Mr. F. Crockett, who was granted a leave of absence for sixty days, has returned to work in the Gen. Foreman's office at Indianapolis, and Mr. W. L. Stephenson, who temporarily relieved him, has resumed his duties in the Master Mechanic's office at Mattoon. (We're glad "Stevie" is home again.)

Vicksburg Division

Mr. L. W. Olin, Tonnage Clerk, made trip to Vicksburg, July 1, on visit to friends and relatives.

Mr. L. H. Michaux, Accountant in Local Freight Office, Greenville, will leave for an extended trip on or about July 14. He will visit relatives at Orange, Tex., Beaumont and Houston.

Mr. N. T. Buck, Time Keeper, Superintendent's Office, visited his homefolks at Rayville, La., June 24 and 25.

Effective July 3, Mr. K. H. Siecke, appointed Chairman on the Tennessee Division, being relieved on the Vicksburg Division by Mr. E. L. Pentecost, Jr.

Effective July 11, Mr. J. W. Kirkwood appointed Rodman on the Vicksburg Division vice Mr. C. W. Haupt, transferred.

July 4: Big Barbecue, Baseball, Floral Parade and Street Dance and many other attractions at Greenville. Weather being fair and all things favorable, a big time was had by everybody.

Miss Zetta Beuhler, File Clerk in Super-



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intendent's Office, will spend a portion of her vacation at St. Paul, Minn., in early part of August.

Mr. P. R. Henderson, Masonry Inspector, visited friends in Greenville June 17 and 18. All were glad to see him.

Mr. S. P. O'Bannon, Baggage-master at Greenville Passenger Station, has resigned to accept position at Leland, Miss., with the Darnell Love Lumber Company. Mr. J. W. Hayles relieved Mr. O'Bannon as Baggage Master.

Division Accountant M. P. Massey, Asst. Accountant Mr. B. F. Simmons, and Asst. Accountant Mr. Wright Chenault attended the Accountant's Meeting at Memphis June 21.

It is with much regret we note serious illness of Engineer, Mr. A. R. Bigleben. While there is great hope of Mr. Bigleben recovering to good health in the near future his Family Physician has recommended that he give up running the "Bigleben Train," Nos. 35 and 36, which is operated between Greenville and Vicksburg, and it is understood that he will retire from active service with this Company.

Material and men are being assembled for the purpose of raising track above high water mark between Passenger Station at Vicksburg and the Yazoo River Bridge, just north of Redwood. This work will be under the supervision of Assistant Engineer Black, and Supervisor Mr. Henry Maynor. It is estimated this work will cost approximately \$50,000.00. Several work trains, extra gangs and a steam shovel will be engaged in doing this work.

Springfield Division

Mr. Frank Breckwolddt, Machinist Helper at Clinton Shops will visit friends and relatives in New Orleans, La.

Mr. J. D. Livesey, Fireman, will visit in Kansas City, Mo., and Denver, Colo.

Mr. J. J. Morgan, Roundhouse Foreman at Clinton, and family will visit friends and relatives in Baltimore, Md.

Mr. Elverson Allen, Boilermaker Handyman at Clinton Shops, will visit in Spokane, Wash.

Mr. Charles Peacock, Car Repairer at Clinton Shops, will visit friends and relatives in Wilmore, Kansas.

Mr. Paul D. Vandervort, Clerk in the General Foreman's Office at Clinton has returned to work after spending his vacation in Davenport, Iowa.

Mr. E. L. Jaones, Carpenter, and wife will visit friends and relatives in Faith, S. D.

Mr. W. O. Henson, Gang Foreman, and wife will visit friends and relatives in Rose-town, Sask.

Mr. Wm. F. Stern, Clerk in the Master Mechanic's Office, will spend his vacation at Glacier National Park and other points in the northwest.

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ILLINOIS CENTRAL MAGAZINE

VOL. 5. NO. 3



Public School, Water Valley, Miss.

SEPTEMBER
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in the interest of the Company and its 45000 Employes*

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JOHN C. CLAIR

Born in St. Armand, Province of Quebec, Canada, October 18th, 1861. Educated in Canadian schools and St. Albans Academy, St. Albans, Vt.

Began railroad service in 1880 in local freight office of Central Vermont Railway, St. Albans, Vt. From 1885 to 1893, Freight Division Agent, Cheshire Railroad and its successor, the Fitchburg Railroad (now the Boston & Maine R. R.) at Bellows Falls, Vt. Identified with the Illinois Central Railroad since 1893, holding positions of Traveling Agent in New England and Canada from 1893 to 1897, New England Agent at Boston, 1897 to 1903; appointed Industrial Commissioner at Chicago in November, 1903, and Industrial and Immigration Commissioner April 1st, 1911.

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

Lucius Quintus Cincinnatus Lamar

(Continued from August.)

All his efforts, in connection with Mason and Slidell, failed to persuade either England, Russia or France to acknowledge the Confederacy, but he had very interesting experiences in Europe, being most hospitably entertained. November 16, 1863, he was invited to speak at the annual dinner of the Chertsy Agricultural Society. After showing how the negroes had been enslaved and brought to the United States (not by the South), he further showed that the negroes were barbarians when they arrived, the lowest type of natural men. It was a race without a God, without a rational idea, cannibals, not attaining even to the civilization of the fig leaf. Then he showed under the system of slavery in the South the negro race "had risen higher and higher in the national scale, until now it furnished heroes and heroines for modern romance, themes for modern songs, and had even been invited by some statesmen within the charmed circle of social and political equality."

An institution that had done so much good for that race must be considered carefully. He might be told that, "having brought the slave up to that point, the South owed it to Christendom to emancipate him." In answer he would refer to the opinion of the British statesmen, British travelers and British philosophers, who were united in the opinion that the emancipation of the race at this time, and especially in the manner proposed by the rulers of the North, would be a curse to both races. But he could safely say that so many and so great were the boons which the South had already conferred on the negro race, that the world had ample guaranty that if the time should ever come for the South to believe that liberty would be a boon, and not a curse, then she would be prepared to confer that boon upon the slave.

When he returned to Richmond he traveled from Liverpool to Halifax, then to Hamilton, Bermuda, and then on the "Ceres" ran the blockade into Wil-

mington, North Carolina, still in the company of his former secretary, Walker Fern, and his cousin, Charles A. Lamar. Pursued by a Federal ship, the "Ceres" stranded on the Carolina Coast and was abandoned, but the crew and the passengers escaped in their small boats. Mr. Lamar remained in Richmond from January 9th to the 31st, 1864, and then returned to Georgia, making on March 15th his notable oration at Milledgeville on "The State of the Country."

He was well qualified to talk on this subject, complicated as it was. The substance of the speech was repeated at Columbus, Ga., March 20th, and at Atlanta, Ga., April 14th. It received the warmest praise from the newspapers generally, substantially arguing that "the address was well calculated to send his hearers home happy. It was better calculated still to give moral stamina to the confidence which is springing up anew in the hearts of our people at home in our capacity to ultimately triumph; and, best of all, it was calculated to send along the line of battle arrayed under the Confederate flag at the front a thrill of exulting joy, the exhibition of which must redouble the strength of our own invincible host, and rapidly enhance the demoralization of the foe."

Truly, like Roderick Dhu, "One blast upon his bugle horn was worth a thousand men."

Owing to ill health he did no military service in 1864, but spent the time between Oxford and Macon trying to recuperate, till he went back to Richmond the last of November, and was appointed Judge Advocate of the military court in A. P. Hill's Third Army Corps, ranking as Colonel of Cavalry. "This was the most unpleasant duty I ever had to perform in my life," he said.

In the latter half of January, 1865, he spoke to the Harris Brigade, including his old regiment, the 19th Mississippi. He spoke from "a real stump" with the ragged veterans of Lee huddled around him.

"Attracted by the cheering," says the historian, "the Federals shot at the noise. Colonel Lamar went on with his speech,

ducking his head to the right or to the left as the bullets whizzed close by him. Finally the firing became so heavy, continuous, and accurate, making the splinters fly from the stump he was on that he concluded his speech with this remark."

"Those Yankees must have owl's eyes."

It is said that April 3rd, 1865, the morning of Petersburg's fall, "was the day when strong men wept without shame."

Colonel Lamar said to officers bidding each other farewell, "I shall stay with my people and share their fate. I feel it to be my duty to devote my life to the alleviation, so far as my power lies, of the suffering this day's disaster will entail upon them." He was in Lee's Army, and included in the surrender of Appomattox, Tuesday p. m., April 11th, 1865. At least that was the time set by General Grant for the formal laying down of arms by Lee's Army, though he had surrendered on Sunday, April 9th, 1865. The war was ended when Colonel Lamar started for home from Richmond a few days later.

In 1865-1866 practicing law at Coffeeville in partnership with General Walshall, he was really leading the life of a Cincinnatus. His wife wrote her mother February 16th, 1866:

"We keep no man servant now. Lucius has been working about the fences and gates and looks to his outhouses all the morning. He feeds the cows and helps cut the wood and does a great deal of work. If he can only have good health, I feel as if we would be happy under most any circumstances."

July 26th, following, having then been elected to the chair of Ethics and Metaphysics, in the state university, at Oxford, he wrote:

"I sometimes feel pretty blue about the future. How am I to get along I can't see now, but I hope to get some law practice in addition to my salary." Later, he was transferred in 1867 to the chair of law, and furthermore taught Psychology and Logic. He was busy enough. But finally he devoted his whole time to the duties of Law Professor. When the

State University was "radicalized" in 1870, he retired from the faculty.

He delivered the commencement address to the Literary Societies which closed with these words: "And now young gentlemen, as you go home I pray you may have prosperity and happiness through life, with just enough of sorrow to remind you that this earth is not your home." Then came the years of Carpet Bag Administration, trouble with the "Ku Klux Klan," and other burdens hard to bear. He practiced law, and earned a scanty living. During this period he was employed as counsel by the Southern Railroad Association, the lessee of the N. Y. & Gt. N. and Miss. Cent. Railroads, and was a director of the Miss. Central. A radical federal judge struck his name from the roll of attorneys June 23rd, 1871, and temporarily prohibited him from practicing law in that court. The *Clarion* said: "It will detract nothing from his fame as a lawyer, and as a lightened, chivalric gentleman, in the highest sense of the term."

All sorts of exaggerated and misleading reports of this occurrence were scattered throughout the country. Colonel Lamar was accused of being one of the "K. K. K." even when named for Secretary of the Interior, and again when nominated for the Supreme Bench.

Edward Mayes says: "The Ku Klux Klan" was an oath-bound secret organization, first heard of in Tennessee in 1868. The society soon spread in other Southern States. Its avowed object was to break up the Loyal League, which were oath-bound, secret organizations of the negroes made by the "Carpet-Baggers" for the purpose of keeping up at fever heat, the sentiment of loyalty to the Republican Party, and which worked as political machines from the start. Grotesque disguises were adopted, the most fantastic literature was employed with ghostly apparitions, etc., but later as was inevitable resort was had to violence to the negroes or obnoxious whites. The Ku Klux were liable to break out anywhere, at any time, and were a continual terror to the negroes and their political associates. They did many misdeeds that

were strongly disapproved by the great body of Southern people, but perhaps they prevented worse things from happening, and many thought the K. K. K. was the stern necessity of the situation. Recrimination was found by Congress in a rigid application of the newly enacted law of which Mr. Lamar wrote, "We are grievously persecuted under the Ku Klux Law."

For eight years he was keeping quiet, as to politics, all of the time studying and preparing himself for even greater things. All who knew him well could see that his character was purified, enobled and strengthened by the manifold trials he so courageously endured. In 1872 he was elected to the Forty-third Congress. When Greeley and Brown were nominated on the "Liberal Republican Ticket" he said he could not possibly be elected unless the people should do it merely to please Carl Schurtz, whom they loved and trusted, and whom they would doubtless have nominated for President had he not been disqualified by foreign birth. But he knew the South would generally support Greeley. Lamar's re-entrance into politics was noticed all over the country, many letters of congratulation were sent to him, and the bill for the restoration of his political rights was passed, removing the disabilities fixed upon him as a Confederate soldier, and he took his seat in Congress. The excitement of that occasion brought on a worse case of vertigo than usual, and nearly cost him his life.

Then came his great eulogy, March 28th, 1874, on Charles Sumner, who died March 11th. It was described as "the deathblow to sectional animosity, and by consequence the turning point in our *post bellum* national history."

When Lamar arose in the House, there was great doubt as to what good could come of the "Southern Fire-Eater" trying to say a conventional good word for the great Republican Leader. But in a little while all that uncertainty had melted away before what that vast mixed audience heard. The listeners were hushed and reverent. Many, very many, were in tears, Speaker Blaine among them, turn-

ing away his face to hide his emotion. It was said: "Those who listened sometimes forgot to respect Sumner in respecting Lamar."

When he closed," said an eyewitness, "all seemed to hold their breath, as if to prolong a spell. Then was heard what had never been heard there before, wild bursts of applause from Republicans and Democrats alike, over the same speaker and same sentiments." The press of the world proclaimed its praise. Lamar wrote next day in a letter to his wife, "I never in all my life opened my lips with a purpose more single to the interests of our Southern people than when I made this speech. I wanted to seize an opportunity when universal attention could be arrested, and directed to what I was saying, to speak to the North in behalf of my own people. One of the most gratifying features of the occasion was that my son was in the gallery, and witnessed the greatest triumph his father ever won."

That speech came at the Heaven-born moment when the mutual interests of the North and the South alike were awaiting for some fitting occasion for reconciliation for a sincere shaking of hands "across the bloody chasm." Lamar had seized upon it. The great orator reveals to the people what they want, then gives it to them.

When the Forty-fourth Congress convened, Mr. Lamar was chosen chairman of the Caucus. When Senator Alcorn's term expired, and Mr. Lamar was nominated by acclamation and elected Senator from Mississippi in the Centennial Year. Mr. Lamar spoke in favor of the Bill constituting the Electoral Commission, to decide whether Hayes or Tilden should occupy the White House. After Returning Boards had done their work, on the theory that "you can't go behind the returns," the Electoral Commission by an 8 to 7 vote announced what was alleged to be "the foregone conclusion," that Mr. Hayes was duly elected. The disappointed Democrats, many of them harshly blamed Senator Lamar. In any event Hayes' election proved a good thing for the South, as "Carpenter" rule

soon became only a bitter, disgraceful memory, and the South was once more free. There was considerable doubt whether the radical leaders would permit Mr. Lamar to take his seat in the United States Senate, but on the 6th of March, 1877, he was sworn in, only one Senator dissenting. Senator Blaine strongly urged his admission. Though instructed by the Legislature of Mississippi, he refused to vote for the Silver Bill, after he had stated in the open Senate the dilemma in which he was placed. He said he would explain his reasons to his constituents, and then take the consequences, believing that "truth is omnipotent and public justice certain."

This certainly produced a situation that was most excitedly discussed from every point of view. Again his calm courage made bitter enemies, but also many friends, and some of them sat in the seats of the mighty, and so the wheel of destiny turned, which having taken him down to the lowest depths, was now lifting him to the heights.

It all was part of a developing progress which was to make Senator Lamar, Secretary of the Interior, and a member of Cleveland's Cabinet. But his influence on Congressional Legislation even then by no means ceased. "His advice and council were frequently solicited," so said Mr. Catchings at the meeting of the Bar of the Supreme Court after the death of Justice Lamar. "It appears he is not so slipshod and visionary as was supposed, but can exert a fine nervous energy on occasions." Yet in the end it was observed that he kept the campaign pledge of civil service reform.

President Eliot of Harvard University conferred upon Mr. Lamar the honorary degree of LL.D. in November, 1886, at the celebration of the Two Hundred and Fiftieth anniversary of the founding of that institution. The degree was conferred upon him as "teacher, orator, legislator and administrator." Such degrees had been received by Mr. Lamar from several other colleges, but the one from Harvard was prized above them all. On Thursday, January 5th, 1887, Mr. Lamar's second marriage occurred. His bride was Mrs. Henrietta Jennie Dean

Holt, widow of General William S. Holt, lately President of the Southwestern Railroad Company. She was the daughter of a wealthy Georgia planter, James Dean, who was also a politician and public spirited citizen of considerable influence. Jennie Dean was a great favorite not only in Macon Society, but throughout the state of Georgia. She had married Judge Holt when quite a young girl, and doubtless Mr. Lamar had known her all her life. She was still lovely and very attractive when he married her. She was a great comfort to him and was with him in Washington when he resigned his office of Secretary of the Interior, and was appointed Justice of the Supreme Court. She took care of him during his invalidism, and was a worthy friend, companion, and counsellor. She was with him when he died at Vineville, the house of her son-in-law, Mr. W. H. Virgin. She and Mr. Lamar were both members of the Mount Vernon Methodist Church in Washington. Judge Lamar was a delegate to the Ecumenical Conference of Methodism, held in the City of Washington in October, 1891, and composed of representatives from every branch of the Church and from all over the world.

All through his life Mr. Lamar as State Legislator, Congressman, Senator, Secretary of the Interior, Justice of the Supreme Court, indeed at all times and habitually, took special interest in educational institutions, and made addresses to the students whenever time and occasion permitted. The last public address of his life was at the commencement exercises of Center College, Kentucky, on Wednesday, June 10th, 1891. It was an unusually brilliant occasion, many of the illustrious alumni being present, with distinguished jurists, lawyers, editors, and statesmen from all parts of the country. His oration was the best evidence of the benefits of a collegiate education rightly applied. But Mr. Lamar considered that his appointment to the Supreme Bench was the crowning honor of his life. When Mr. Justice Woods died May 14th, 1887, President Cleveland appointed Secretary Lamar to that high office. Perhaps that

was the one appointive office in case of which Mr. Lamar would have met with strong opposition. The reason is that many people in the North, of all classes, were not yet ready for a Confederate Colonel to be given the power that belongs to a Justice of the Supreme Bench. He was still a firm believer in State's Rights, and a firm disbeliever in the 14th and 15th amendment to the Constitution of the United States, and many questions were coming before the Supreme Court of such importance that the North preferred a Northern successor to Mr. Justice Woods. Even his personal friend Senator Edmunds opposed him. The nomination had not been even thought of by Mr. Lamar, for he had never been a judge of any kind except Judge Advocate in the Army. The suggestion came from President Cleveland, who urged it against the protest of Mr. Lamar, then the most popular Secretary that had ever held the portfolio of the Interior, as was asserted by the New York Herald and many other authorities. When Mr. Lamar was finally prevailed upon to accept, he insisted on resigning his office as Secretary of the Interior, so that the Senators would feel no embarrassment in voting on the question of his confirmation. In spite of the high esteem in which Mr. Lamar was held, the Senate vote for his confirmation was only 32, while 28 senators voted against it for partisan and sectional reasons. His attainment to that honor, requiring as it did the aid of several Republican Senators, was hailed with great enthusiasm throughout the South as the final evidence that the two sections of the country were once more reconciled. But had the Senate failed to confirm his appointment to the Supreme Bench, Mr. Lamar would doubtless have proved a promising candidate for Vice-President, or even for President, because the New South was arising in her strength; and her business had become so desirable, even to New England, that commercial considerations were beginning to weigh heavier with the North than many of the outworn political arguments about "loyalty" and sectional interests.

Mr. Justice Lamar was the pleased recipient of thousands of congratulatory telegrams and letters, but the following from Chief Justice Waite was particularly gratifying from several points of view:

"Washington City, D. C.,
"1415 F Street, January 17.

"My Dear Sir:—

"The newspapers this morning gave me the news of your confirmation. Come to us as soon as you can, for we want you. I wish you could be on the bench today, when we take up the Kansas Bond cases, which are important in amount at least. By Thursday* we shall reach an interesting California Land Case, in which I hope we may have your help.

"You will have a hearty welcome from us all; and don't keep away from us any longer than is absolutely necessary.

"Very sincerely yours,
"M R. Waite."

He was at once interviewed by newspaper reporters to learn when he would assume the duties of his new office. He replied:

"I cannot state that definitely. The Supreme Court really needs another member at once. A tie may now frequently occur on important questions, and it is eminently desirable that such a state of affairs should not exist. It is likely that I shall begin work with very little delay." Justice Lamar took his seat Friday, January 18, 1888, the first time the Supreme Bench was full since May 4, 1885.

It is not generally realized how many questions of importance to State and Nation interests are decided in the United States Supreme Court by the close vote of 5 to 4. But a Justice is only a man after all.

After a useful life of 68 years, seeming too short a term for the great popular interests he was serving, Justice Lamar died, January 23rd, 1893, near Macon, Georgia, in Vineland, at the home of W. H. Virgin. He finally succumbed to a disease which had troubled him for years, an affection of the kidneys with other complications. Away back in 1873

he had written a friend regarding some call upon his time and energies, and, referring to his physical ailment, despondently he said: "I am expecting a sterner summons, but hope I shall be prepared for it." So all the tremendous work he had accomplished during those twenty years had been done while he was an invalid, sometimes so debilitated that he had to go to "Vineland," or over to Oxford to rest and recuperate. He did not let the public know how much of a sufferer he was, for the newspapers sometimes exaggerated reports of his illness. In view of such physical disabilities, and the political disabilities not removed till 1872, it is amazing to consider the number of important things he succeeded in doing. His body was temporarily interred in Georgia, but October 26th, 1894, his remains were removed to Oxford, Mississippi, and buried by the side of Virginia Longstreet Lamar, the wife of his youth and maturity, and the mother of his four children, who since December, 1884, lay in St. Peters Cemetery, a picturesque little "City of the Living Who Sleep." The Supreme Court Justices, and many others who sit in the seats of the mighty, attended the funeral services; and the rooms where his body lay in state was a bower of flowers.

The press of the world announced his death, and thousands of its columns were filled with sketches of his life, anecdotes of his experience, praises for his great services to his state, his country, and his race, mingled with regret at his loss.

Chief Justice Fuller said, "He rendered but few decisions," (meaning full opinions prepared in detail, not mere judgments), "but he was invaluable in consultation. He was the most suggestive mind I ever knew, and not one of us but has drawn from his inexhaustible store."

The following statements are culled from the countless comments upon that life which had been so full and effective:

"I cannot help thinking that much of his wondrous eloquence was the efflorescence of his historic devotion to truth."

"He possessed a marvelously retentive memory, reproducing with wonderful ac-

curacy sermons, addresses and debates he had heard during his college days. This uncommon recollection was a prime factor in the triumphs of his public life. Along with his retentive memory he possessed phenomenal powers of imagination and reasoning."

"The crowning glory of this truly good man was his moral characteristics of unfaltering courage and invincible integrity."

"He was a man of foresight, and could on occasions when his action seemed to meet with popular disapprobation, say, 'I know that the time is not far distant

when they will recognize my action today as wise and just.'"

"He was proud of his lineage, because those of his blood who had gone before him had wrought well for their fellow-men."

"What he saw he saw clearly, what he knew he knew perfectly, and what he said was clear as light."

This was his own high and simple creed of political faith:

"Truth is better than falsehood, honesty better than policy, courage better than cowardice. Truth is omnipotent, and public justice certain."

LIST OF STATIONS AND AGENTS IN THE ILLINOIS CENTRAL RAILROAD.

SEPTEMBER, 1878.

A. MITCHELL, (Chicago,) General Superintendent.

W. P. JOHNSON, (Chicago,) General Pass. Agent.
J. F. TUCKER, (Chicago,) General Freight Agent.

P. H. DENNIS, (Chicago,) General Agent.

W. K. ACKERMAN, (Chicago,) Treasurer.
WM. VERNON, (Chicago,) Auditor.

Chicago Division.

C. A. BECK, (Centerville,) Superintendent.

Northern Division.

JOHN C. JACOBS, (Amboy,) Superintendent.

Iowa Division.

D. W. PARKER, (Dubuque,) Superintendent.

Line bet. Stations.	Stations.	Agents.	Dist. from Chicago, Miles.	Line bet. Stations.	Stations.	Agents.	Dist. from Chicago, Miles.	Line bet. Stations.	Stations.	Agents.	Dist. from Chicago, Miles.
Min. Sta.			Min. Sta.	Min. Sta.			Min. Sta.	Min. Sta.			Min. Sta.
9.43	CHICAGO	Thomas Turin	9.43	DELEWITTE	G. W. Shute	8.25	9.50	DUBUQUE	W. F. Blake	97.60	
5.24	GRAND CROMBIE	R. P. Dudd	14.53	MENOMINEE		8.25	9.50	JULIEN	J. F. Farley	9.50	
8.31	CALUMET	A. Campbell	18.40	COLEMAN	Thos. L. McDermott	16.85	4.00	ST. JOSEPH	O. A. Nelson	14.50	
4.67	HOWEWOOD	E. Tuller	23.46	ST. JOSEPH	Jonathan Alderson	23.92	4.20	EPWORTH	H. G. Ray	13.70	
1.12	DAVIDSON	David L. Holden	28.15	SCALES MOUND	A. G. Hawkins	29.89	3.90	FARLEY	E. A. Brown	22.60	
4.86	RICHTON	F. Miller	29.27	APPLE RIVER	E. A. Pank	27.51	6.50	DEERFIELD	John Norton	29.10	
6.34	MOORE	J. M. Sprad	34.10	WARREN	W. S. Benson	43.51	7.70	RAVENS	P. E. Hanger	36.80	
9.20	PEOTONE	M. Collins	40.44	NORA	J. Bayne	47.02	3.80	DELAWARE	C. L. Hubbard	40.60	
1.00	MATHEW	Marcell M. Bordwell	46.67	WEST POINT		51.07	0.00	MANCHESTER	G. W. Hubbard	45.60	
1.38	KANAWAT	R. E. Nichols	53.87	LYNA	P. S. Marlin	55.11	6.00	MADISONVILLE	H. E. Martin	43.50	
4.94	SACRAMENTO		56.87	ELBERT	M. Newell	59.70	7.20	WINTHROP	Geo. M. Nix	40.70	
5.85	CLIFTON	Wm. Smith	64.25	PERKINS	P. H. Murphy	57.57	8.50	INDEPENDENCE	C. M. Durhan	49.20	
4.25	ASHKUM	G. B. Heath	72.94	SALEVILLE	A. B. Nelson	75.40	8.00	JENKINS	W. Mosher	77.80	
2.30	DAYTON	D. D. Eastman	77.19	FOREST	Al. N. Frieberg	80.20	3.00	RAYMOND	H. H. Dwight	85.80	
8.80	HELAN	H. C. De Puy	82.00	HALEDALE	Alexander Hildane	84.76	5.00	WATERLOO	O. Gable	72.70	
3.00	OSAKA	C. A. Dole	84.59	PAID	Samuel W. Clark	90.01					
5.22	SPRING CREEK		87.59	WOODED	Joe. H. Anderson	96.08	4.00	JACKSON	C. F. & M. R. R.	97.60	
6.78	BELLEVILLE	H. A. Hagwood	92.31	NORTH DIXON		101.93	1.40	CHAD FALLS	W. T. Kendall	99.00	
4.00	LODA	G. F. Rowley	98.59	DIXON	W. C. Wadley	109.36	10.10	NEW HARTFORD	F. W. Paulger	109.10	
5.44	PAXTON	F. D. Dunbar	102.69	ELDERA	Joe. W. Cartwright	109.50	8.50	PARKERSBURG	W. O. Edson	117.70	
5.56	LEWIS	C. C. Swisher	108.08	AMORY	C. M. Thayer	115.17	4.90	APPROPRIATE	Chas. Leibel	122.60	
4.72	RASTVILL	J. J. Bois	113.59	MENDOTA	Geo. Emerson	122.57	9.40	ACKLEY	Joe. L. Blair	132.00	
5.29	THOMASBORO	Noah Kinney	118.31	HONKY		138.94	8.50	IOWA FALLS	W. F. Beck	142.70	
5.00	SAVOT	Gilbert L. Baker	127.59	COAL TRUCK		145.70	8.50	ALDEN	J. M. Fisher	149.20	
4.27	TOLEDO	Ira A. Manley	136.86	LA SALLE	W. H. Frost	146.55	6.00	WILLIAMS	L. H. Brown	157.80	
4.78	DEWEY	J. A. Ingram	141.59	OGLETH		149.22	9.20	BLAIRVIEW	G. M. Blair	162.80	
8.00	TUNOLA	E. Hewitt	149.59	LOSTY	Edw. F. Douglas	156.04	3.80	WESTERN CITY	Alex. Kennedy	172.00	
5.37	ARCOLA	J. W. Keenard	151.59	WERNON	K. T. Hendry	161.10	10.80	DUNCAN	W. K. Harding	183.50	
7.97	MILTON	Fred B. Anson	153.56	RICHLAND	D. M. Snyder	167.24	9.70	FOOT DODGE	R. A. Josselyn	191.60	
8.75	MATHEW	John Phelps	172.31	RICHLAND	D. M. Snyder	172.14	3.80	BARRIN	C. T. Steer	200.70	
4.45	JEYRA	J. W. Montgomery	179.70	MUSKOGEE	J. H. Nichol	177.77	7.90	MARION	George Simpson	208.10	
8.84	INDEGA	S. T. Alling	184.15	PAROLA	Jacob Sides	185.03	8.50	CHAMBERLAIN	Thomas Nash	217.90	
5.91	SUGAR	Isaac Perkins	190.79	EL PAHO	Geo. M. Young	185.65	8.20	MAVERICK	Geo. Fairburn	226.40	
7.00	WATSON	Jacob A. Clark	205.59	KATPA	James M. Nash	193.42		NEWELL	W. T. Nicholson	234.60	
6.72	MANO	N. N. Young	211.51	HUDSON	D. H. French	198.13	10.40	STORM LAKE	J. D. Eddy	245.00	
2.95	EDGEWOOD	Edw. Barber	214.26	NORRIS	C. J. Van Pel	205.09	3.70	ALFA	C. T. Steer	250.70	
3.38	LACED	C. Herling	218.19	BROOKINGTON	N. W. Wadsworth	207.14	7.40	ACRES	George Simpson	258.10	
4.67	PARRA	W. W. Arnold	222.86	RANDOLPH	H. P. Fielder	212.06	9.30	CHAMBERLAIN	H. A. Olmstead	267.40	
5.85	KIRKENDY	N. S. Hubbard	228.71	HARTWORTH	M. L. Loomis	218.20	6.10	HAARD	Lynna Pierce	273.50	
4.66	ALMA	C. M. See	232.27	CLINTON	James A. Rasmuch	229.42	8.80	MARION	A. H. Wright	282.40	
5.91	TOLEDO	F. W. Johnson	238.51	MAROA	Robert J. Young	237.70	10.60	RENNER	W. H. Perry	301.70	
5.21	ODIA	Thos. J. Whitehead	244.62	FORNEY	C. E. Gennard	245.01	6.50	LA MAR	W. H. Perry	301.70	
5.76	M. L. JUNCTION		249.78	DECATUR	C. O. Judson	250.78	10.00	JAMES	M. B. Smith	308.20	
5.92	CENTRALIA	N. Wright	252.17	WHITLAND	C. E. Gennard	255.50	7.00	SHUX CITY	H. A. Hamilton	326.60	
6.28	INVESTOR	J. Hayden	258.40	MOANQUA	A. Gilliland	266.63		JACKSON	C. F. & M. R. R.	37.60	
4.13	RICHTON	R. K. Hayes	261.52	ASHMONT	T. F. Rasmuch	274.45	7.80	JANESVILLE	H. R. Paul	105.20	
3.47	DU BOIS	R. L. Caldwell	273.45	PALMOLLO	C. J. Van Pel	277.14	6.20	WATERLOO	W. T. Kendall	111.40	
7.45	ST. JOSEPH	M. C. Wright	286.85	OCCEB	Thos. Spikes	290.53	8.50	PLAINFIELD	Sampon	119.90	
5.97	DE QUIN	E. T. Phillips	288.21	RABBIT	R. J. Bayne	300.58	7.00	NARMA	H. E. Helgeson	127.80	
1.36	DE QUIN	E. T. Phillips	288.21	VANDALIA	G. C. Remf	307.01	10.90	CHARLES CITY	A. H. Wright	139.40	
5.96	DE QUIN	E. T. Phillips	288.21	SHOEBORNE	Myron W. Randall	319.60	6.50	FLORY	E. D. Abbott	145.20	
3.19	DE QUIN	E. T. Phillips	288.21	YENING	Doc K. Dickey	324.01	4.70	OSCHARD	W. D. Murray	161.70	
2.08	DE QUIN	E. T. Phillips	288.21	FACTOR	J. C. Superior	327.69	3.50	MITCHELL	S. J. M. Bear	159.90	
1.15	DE QUIN	E. T. Phillips	288.21	SAUNDERS	L. Nowland	337.31	4.70	ST. ARCHA	S. B. Moody	164.00	
4.69	DE QUIN	E. T. Phillips	288.21	JUNCTION		340.99	7.70	NEBRASKA	L. Sutherland	172.50	
4.03	DE QUIN	E. T. Phillips	288.21								

Freight Consigned to Stations marked * must be Prepaid.

Telegraph Stations

Annual Convention of the American Association of Railroad Superintendents

THE Twenty-ninth Annual Convention of Railroad Superintendents was held at Memphis, Tenn., August 16th, 17th and 18th. Viewed from any standpoint, the convention was a success.

A great many subjects bearing upon the economical operation of transportation lines were discussed; and the benefits accruing to those present, as well as to those who will read the proceedings, are immeasurable.

The officers elected to serve during the ensuing year are as follows:

President, W. S. Williams, Superintendent, Illinois Central Railroad, Carbondale, Ill.

First vice-president, C. E. Rickey, Superintendent Terminals, Cincinnati, New Orleans & Texas Pacific Ry., Cincinnati, Ohio.

Second vice-president, A. G. Smart, Superintendent, Chicago, Burlington & Quincy R. R., Beardstown, Ill.

Secretary-treasurer, E. H. Harmon, 101 Union Station, St. Louis, Mo.

The selection of Superintendent Williams for the presidency of the organization was an honor worthily bestowed.

Mr. Williams entered the service of the Illinois Central Railroad in 1889 and served successively as brakeman, switchman, general yard master, train master and is now superintendent of the St. Louis Division which is, from a traffic standpoint, one of the heaviest on the system. His many friends are greatly pleased at the compliment that has been paid him.



W. S. WILLIAMS, PRESIDENT,
American Association of Railroad
Superintendents.

On the opening day Mr. C. H. Markham, our president, addressed the association, subject "The Railroad Superintendent."

His address, which was both encouraging and instructive, follows:

The Railroad Superintendent

By Mr. C. H. Markham, President Illinois Central Railroad, Chicago.

(Delivered at the 29th Annual Convention of The American Association of Railroad Superintendents, held at Memphis, Tenn., August 16, 17 and 18, 1916.)

THE railroad is a very modern institution. The Baltimore and Ohio is the oldest railroad in the United States; and the first spike in it was

driven only eighty-eight years ago. Needless to say, the system of transportation by rail has undergone a wonderful growth and evolution since that

time. One thing which well illustrates this is the change which has taken place in the position and work of the Superintendent.

The office of Superintendent is one of the very oldest in the railroad organization. When railways were new each independent road had a much smaller mileage than is now ordinarily included within a single division. The head of the road was then usually a representative of the financial interests that controlled it; and under him was a "manager" or "Superintendent" who was really the chief executive of the property. He had direct charge of the building of new mileage. He handled the movement of trains and the maintenance of track and equipment. He solicited traffic. There were others who were directly concerned with these and various other matters of importance, but they were foremen and clerks under the superintendent, rather than what we would now call officers.

As the railways grew in mileage, in volume of traffic, and in the complexity of their operations, it became necessary to sub-divide their mileage into divisions and districts and to sub-divide their organizations into numerous branches and departments. On large roads a General Superintendent has been put over the Superintendent, a General Manager over the General Superintendents, a Vice-President over the entire operating organization, a President over all departments and perhaps a Chairman of the Board over him. The foreman in charge of the maintenance of equipment has developed into a mechanical department, the foreman in charge of track into an engineering and maintenance of way department, the clerk who kept the books into an accounting department, and the Superintendent's rate clerk into a great traffic department. In consequence of changes of this kind, the number of kinds of functions directly and regularly performed by the Superintendent has been greatly reduced, while the number of officers who are superior to or co-ordinate with him

has grown very large. He is no longer directly concerned, on most roads, with the solicitation of traffic, or the keeping of accounts; and on some which are highly departmentalized he has little or nothing to do even with the maintenance of track or of equipment. His main duty on all roads, and almost his sole duty on some, is to *operate* that part of the railroad over which his jurisdiction extends.

And yet, while all this is true, it does not follow that as a result of this process of development and evolution the railroad Superintendent's position has become any less important or less difficult to fill. On the contrary, the importance and difficulties of his position and work probably are greater now than they ever were before in the history of American railroads. This is due to many causes. The modern Superintendent has jurisdiction over about 400 miles of line. This is more than was included in most railroads when the Superintendent was the "old man." The amount of traffic handled on each mile of line has grown 150 per cent within the last twenty years. The conditions under which it must be handled have greatly altered. The only inducement the traffic department can now offer to attract competitive business is superiority of service; and the kind of service that is rendered depends very largely on the efficiency of the Superintendent. The public and regulating authorities have also grown much more exacting in their demands regarding service, whether competitive or non-competitive. While the demands for better service have been thus increasing, the railroads have been subjected to greater and greater pressure from their employes, on the one hand, for easier conditions of work and higher wages; all tending to increase expenses, and from the public and public authorities, on the other hand, for lower rates. When employes are given more favorable conditions of work or higher wages, or when rates are reduced, it becomes necessary to effect greater economies in some way or ways;

and the duty of actually carrying out the plans and applying the methods adopted by the management for this purpose falls with its greatest weight on the Superintendent. Finally, the Superintendent, as the principal officer of the railway on his division, has a great responsibility for maintaining satisfactory relations with the public; and this is a much more difficult and delicate task now than it ever was before.

While this summary expresses only in the briefest possible way a few of the changes that have taken place in the Superintendent's position, in the respects that are essential characteristics of the position there has been no real change. The division Superintendent is still the real operating official who is personally on the job. He is still the backbone of the railroad organization. The business of a railroad is the conveyance of persons and commodities from place to place, and the Superintendent is still the officer to whom the company and the public chiefly look for the proper rendering of this service.

At the meeting of this Association two years ago, the Vice-President and General Manager of a Southern road said to me:

"If I should be called upon for my opinion as to the official most important to the success of any railroad organization, I am certain that I could with perfect truthfulness say, the Superintendent. His duties are of a minifold character. They have to do not only with the maintenance of the property and the movement of the traffic, by which he is brought in touch with its actual working forces, but they bring him into close relationship with the patrons of the company from which it draws its life blood. Upon his good judgment and tact depends the relationship of the corporation to the municipalities, and every part of the management must rely upon his intelligence, integrity and industry."

This is all very true; and it calls attention to the two principal qualifications of a good superintendent. In order to

operate the part of the railroad intrusted to his management economically, and at the same time give good service, he must be a capable executive; and in order to get along satisfactorily with the working forces of the road and with the public he must be a good diplomat. There is, I believe, a rather widely prevalent opinion that there is a certain incompatibility between the qualities of a good executive and those of a skillful diplomat. But that there is no such incompatibility is shown by the fact that some of the ablest executives on our railways are notable for their diplomatic skill in dealing with their employes and with the public. Under modern conditions no man can hope to be a highly successful railway operating officer who is not both a capable executive and diplomat.

As I have already said, because of the conditions under which railways must now be operated, the Superintendent is under constant pressure to effect economies without impairing, and, indeed, while constantly improving, the service rendered. While the end to be sought is so easy to define, the means that must be used in attaining it are very numerous and much more difficult to state. The greatest practicable amount of traffic must be handled with each car and locomotive on the road. This means securing the heaviest practicable loading of cars, increasing the loaded mileage per car to the maximum and reducing empty car mileage per car to the minimum. It means also taking advantage of every opportunity that presents itself and every method that ingenuity can devise for increasing the tonnage per train. The handling of traffic in the largest practicable carloads and trainloads is the most effective means available for reducing railway expenses. At the same time, great care must be taken to move traffic promptly and to get trains over the road in reasonable time, as delays in the handling of traffic irritate shippers and consignees, and delays in the movement of trains pile up overtime.

In these days of keen rivalry among railroads for competitive business, prompt and efficient movement of freight

is the real factor in controlling the routing of such traffic. The Superintendent should exercise close supervision over the movement of freight trains over his division, particularly those handling perishable and manifest freight. Merchandise trains and local freight trains should be watched closely, to see that cars containing merchandise are placed at freight houses promptly and with regularity. Complaints from shippers or receivers of carload and less-than-carload freight should be investigated promptly, and action taken to insure the maintenance of schedules.

The Superintendent should look after the operation of through and local passenger trains on his division, to see that they are operated on time and that passenger train equipment is kept in proper condition. In going over the line, the Superintendent should observe the conduct of passenger trainmen, station agents and other employes who come in contact with patrons of the road. Very often the character of the passenger service provided is a good indication of the efficiency of freight service.

The Superintendent must be constantly on the alert to reduce the consumption of fuel, which is the largest single item in the operating expenses of railways, except the wages of labor. The problem of reducing the amount of loss and damage of freight must receive his attention. He must devote himself assiduously to trying to reduce the hazards of railway employment and travel. He must strive to inculcate habits of courtesy on the part of employes in their dealings with patrons of the road. He must above all try to develop a high degree of loyalty and esprit de corps among the employes; for without these his efforts in other directions will be in vain.

A railroad Superintendent is not unlike a brigadier-general, who is the active chief in command of the operations of his particular army unit and who personally directs the movements of his men in the field. The brigadier-general is the leader in whom the commanding generals place their trust in the victorious

outcome of their studied strategy and on whom the men depend for guidance and protection from unexpected attack. He in turn must have faith in his troops to obey his commands and to assist him in the successful carrying out of all instructions; but before he may feel sure in placing such dependence, he must know his men individually and collectively, their good qualities as well as their shortcomings, and by his own strength, humaneness and sense of justice, merit the loyalty which he has a right to expect and without which he cannot hope to succeed.

The Superintendent occupies a similar place in a large railroad organization except that discipline in the very nature of things cannot, of course, be so positive and this is where the human element comes in. We have rules to answer almost every contingency, and, needless to say, these rules are made to be obeyed; but it is the common sense application of the rules and not the rules themselves that improves the organization and makes it cohesive. Aim to know your men, therefore, in order that you may be able to deal in all justice and fairness with individual infractions, taking all extenuating circumstances into consideration, tempering the equities of the case with human kindness.

The Superintendent is under a great responsibility to look after his men, and, as their leader, it is his duty to educate them to save themselves not only from accident, as in the campaign for "safety first," but from moral hazards, such as the liquor habit, etc., at the same time sizing up and shaping his human material for the increased burdens which the management may see fit to charge them with later on. If an employe gives indication of special ability an effort should be made to correct his faults while continuing him in the service, rather than because of some minor infraction turn him out for others to develop and benefit by his work.

In the successful development of any large organization the proper selection of men initially is of great importance, as if care is not exercised in this respect

many unsuited for promotion are often taken into the service, to remain there inwardly dissatisfied with their lot and perhaps blocking the progress of those capable and energetic. Such men cannot learn by experience, they are unable to respond to helpful suggestions, but often go through the daily routine sufficiently well to hold their present positions, thereby occupying places which might otherwise be given to men who would be in training for greater responsibilities tomorrow.

Our aim, of course, should be to educate our forces and to instill loyalty and team-work to an extent that will make it unnecessary to apply discipline; and great strides can be made in this direction by a study of the individual men under us. I do not at all mean by this that discipline should not be applied where it is needed, but I do insist that a knowledge and proper selection of the individual men will help us to guide them in a manner calculated to obtain the best results for all concerned.

Ordinarily, the division superintendent has jurisdiction over 400 miles of railroad, which passes through 80 villages, towns and cities. With the inspection motor car now furnished he should be able to visit each of these cities and towns at least once every ninety days, and should become acquainted with influential citizens as well as city officials. There should be very few disputes arise between the people in towns along the line and the railroad which cannot be settled on the ground, if the Superintendent is acquainted with the people. By his settling matters in this way the railroad will gain more friends along its line.

Whenever such questions as those pertaining to right of way, drainage, fencing, removal of obstructions, opening or closing passageways or crossings, etc., arise, the Superintendent, accompanied by his Division Engineer, Roadmaster or Supervisor, should call personally on the County Commissioners or county officers in charge, and also visit the farmers affected, and endeavor to dispose of the matters involved in an amicable way.

By the adoption of this policy on his part he will help the railroads to come nearer getting justice than they do at present, and the number of their friends in the country will be increased.

The Superintendent should become acquainted with every shipper or receiver of carload freight, and also with many of those whose patronage takes the form of less-than-carload freight, and he should in season call upon grain shippers, lumber dealers, coal operators and dealers, livestock men and other large shippers. The average division of 400 miles will employ 2,500 persons, and with the exception of ordinary laborers in shops, warehouses and on the track, the Superintendent who has been on a division for more than a year should personally know all of the employes who have been there that long or longer. Under no circumstances should a Superintendent spend more than fifteen days a month in his office. The rest of his time should be devoted to looking after matters of policy and facilities, and to getting acquainted with the public and employes.

In order to retain the respect and loyalty of employes, all grievances or complaints from employes should be given attention immediately, and if possible should be settled on the division. If the contention of the complainant is justified, it should be conceded. If not, he should be convinced, and if it is not possible to convince him, he should be told that the Superintendent will take the matter up with the General Superintendent for a ruling; but the prevailing idea should be to keep the handling of men entirely on the divisions and out of the hands of general officers as far as it is possible to do so.

Economy in the operation of a railroad as a whole demands close supervision of the expenses of each division, on the part of the Superintendent. He should prepare an estimate the latter part of each month covering transportation, maintenance of way and maintenance of equipment expenses during the following month, and should have before him constantly a daily state-

ment of expenses of his division, comparing the actual expenditure with the allotment fixed at the beginning of the month.

It has been demonstrated that transportation expenses of a division can be estimated in advance fairly accurately, such estimates being based upon fixed charges, prospective business to be handled, weather conditions and expenses on the division for the corresponding month of the previous year. With an allotment for each item comprising transportation expenses determined at the beginning of the month, the Superintendent can watch every item from day to day, and when any one account runs abnormally high, he can determine whether or not such an increase is justified by an increase of business handled or any other factor.

At the conclusion of the month, the Superintendent should secure a statement of the total expenses of his division, and make a very thorough analysis of every charge, particularly those which can be controlled by the division organization, and discuss with members of his staff any items which may appear to be out of line, with a view to making reductions during the next month, when this can be done without detriment to the service.

It is an unfortunate fact that there is much misunderstanding even among the leading business men and the most intelligent people of this country regarding the railway situation and railway management in the United States; and a large part of the public is extremely misinformed and prejudiced. It is the duty of railway officers to try to make public sentiment regarding the railways more friendly, both by treating the people fairly and by taking advantage of every good opportunity to present to them the facts regarding the difficulties of management at the present time and the unfairness and harmfulness of much of the regulation to which the railways are subjected. Needless to say, this should be done in a tactful and non-controversial way, or more harm than good may result. The

Superintendent, because of his position, his wide acquaintanceship among the people on his division, and the confidence in him he should cause them to have, is peculiarly well situated to do effective work in removing popular misconceptions regarding railway matters and in fostering a friendly sentiment toward the roads.

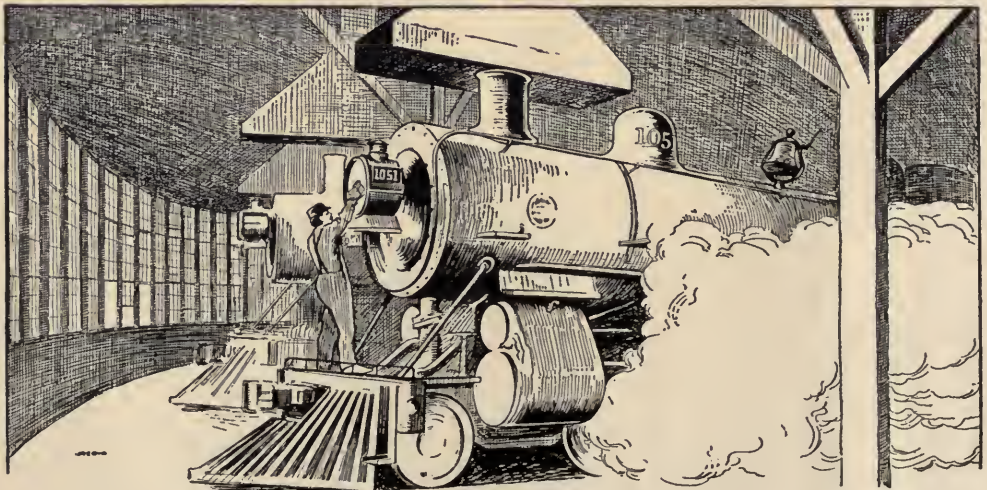
Now, I have referred to many things that the Superintendent ought to know, ought to be and ought to do; and yet the summary of them I have given is very inadequate. The fact is, that the first-class Superintendent must be an all-round railroad man. He must have a broad knowledge of both the theory and the practice of railway transportation, and he must be patient, tactful, firm, forceful and a tireless worker. He is the official personification of the road to that part of the public that may be affected by the management and physical operation of his division as a component part of a system; and so far as the central administrative organization is concerned, he is the agent on the ground to see that its policies are carried out on that division and that necessary knowledge of local conditions is provided for its use. He is not a specialist who, except for adventitious circumstances, might be performing the same duties for an employer engaged in a wholly dissimilar line of business. In its general operation from day to day he is almost as much the organization itself, on his division, as in the days when the whole road was small enough so that its entire field of operation was within the convenient supervision of one man.

The Superintendent's office is a hard one to fill satisfactorily; but it is in the hardest positions that there are developed the best men; and it is a well-known fact that a large part of the executive officers of our railroads came up through the Superintendent's office. The Biographical Directory of Railway Officials gives sketches of the railway careers of 645 officers who have reached the rank of President, Vice-President or General Manager. Of this number

271, or 42 per cent, have at some time in their railway history passed through the grade of Superintendent. The whole number of these executive officers whose history is given in detail includes 233 Presidents, 285 Vice-Presidents and 127 General Managers. Of these numbers 83 Presidents, 94 Vice-Presidents and 94 General Managers reached those positions through the grade of Superintendent.

The large percentage of general executive officers who have obtained a part of their training as Superintendents is significant, when consideration is given to the variety of lines through which attainment to the higher positions may come. Quite a number of Presidents are such because of purely financial or legal relations. The ranks of Vice-Presidents are filled from

the various departments—legal, accounting, traffic or financial, as well as from the operating department, and their administrative functions are confined to the headship of the department through which they have risen. In nearly all cases the General Manager has had preliminary operating experience as a Division Superintendent, if the road be an important one, or as a General Superintendent of a smaller line. It is apparent then that there are opportunities higher up for the Superintendent. Special conditions may at times dictate the propriety of choosing for the leadership of a railroad corporation one who has shown conspicuous capabilities or influence in some special direction. But the line of promotion will always be open to the man who demonstrates conspicuous ability as a Superintendent.



PUBLIC OPINION

What the



World thinks

PROFITABLE FARMING METHODS SPREADING

Bankers Report Progress in Tri-State
Territory

MORE CATTLE IN COUNTRY

Diversification Growing In Favor
Among Farmers

LIVING CONDITIONS BETTER

Tennessee, Arkansas and Mississippi
Financiers Learn From Soil Ex-
perts What Southern Land Needs
to Give Back Fertility and Will
Spread Gospel at Home.

An inkling of the tremendous progress that has been made during the last year to promote better farming in the south was given yesterday afternoon at the closing session of the Banker-Farmer conference, when bankers from Arkansas, Tennessee and Mississippi gave reports on the work being done in their respective states.

From every corner of the tri-states came reports that farmers have been awakened to a realization of the necessity of soil building and of safe farming. More feed and foodstuffs are being raised than ever before, and, in consequence, southern farmers are more independent than ever.

Blooded cattle have been imported into the south to improve the breeds of beef and dairy cattle. Registered swine have

been distributed to encourage the production of hogs. Better grade poultry has been put to work to increase the earnings of the farm.

Already a co-operative community spirit has been awakened. The farmers and their wives are beginning to demand a better standard of living, with better schools for the education of their children, and better roads for the easy transportation of their crops.

Bankers were gratified by the splendid reports of the improved farming conditions in which they contributed so largely. But they agreed that they have laid only the foundation, and that the real work lies ahead.

During their two days' stay in Memphis the bankers heard experts discuss various phases of the better farming movement. The interchange of experiences developed many new ideas which the bankers will carry home with them and spread throughout their communities.

Arkansas Hard at Work

Moorhead Wright, president of the Arkansas Bankers' Association, started the ball rolling at the "testimonial" meeting of the closing session when he made a general report covering the State of Arkansas.

"I suppose the best thing we have done was to help establish a belief in the doctrine itself—better farming," said Mr. Wright. "We have tried and expect to continue to try to build up a fine public sentiment, a sound and compelling belief and understanding among all the

people of the state that will gradually and naturally and conservatively manifest itself in action.

"The Arkansas bankers have used publicity freely and wisely. It has been our aim to bring the farmer and the agricultural forces together—to impress the farmer with the conviction that the business man and his prosperity and the welfare of the whole community demand a change—a slow but sure change in the farming methods of the state.

"Perhaps the test of the banker's sincerity in his advice to others is his willingness to back his convictions with money. And I am glad to express the belief that the bankers of Arkansas almost universally are adding the diversified basis of credit as fast as the farmers are ready for it.

"There is no part of the state where a local neighborhood or a good man cannot make a start with cattle or hogs or some other well advised changes with the aid of the banker. I might say with the persuasion of the banker, for he is always starting things in the farmer's family—through father, mother, son or daughter. He pushes right in with the county demonstrator, the animal husbandryman, the tick eradicator, the agronomist, and emphasizes the importance of better ways for better days.

Helping Boys and Girls

"The bankers have established numerous scholarships for the pig and corn clubs. They entertain the boys and girls periodically in their homes while attending meetings of the poultry, canning, cotton, pig and corn clubs. I know of more than 700 pure bred breeding bulls that have been financed by the farmers this year. The bankers are very active in extending the tick free area. Good roads and other things relating to agriculture are being encouraged."

B. C. Powell of Camden, Ark., chairman of the agricultural committee of the Arkansas Bankers' Association, said the average farmer is gladly receiving the banker and the business man in the better farming movement.

He said the old political boss of the

township has had to seek a new job, because a better community spirit has developed and farmers are reading and doing their own thinking.

"I don't know how it is in other states," said Mr. Powell, "but I know that the rural schools of Arkansas are a disgrace to the state. How to improve the rural schools is the greatest problem before the people today. Good roads will help. We hear a lot about attracting immigration, but I am convinced that betterment must come from within and not from without. If you want the best brain and brawn to remain on the farms, you must make the rural schools better."

George R. James, chairman of the conference, suggested that Arkansas can improve their schools if they will enlist the women in the campaign.

"Miss Murphy has done more to improve living conditions in Shelby County within a year than all of the other agricultural forces put together," he said.

Bank Savings Increase

J. D. Covey, deputy state banking commissioner of Arkansas, declared that the banking department will respond always to the better farming movement. He said the state savings banks show a gain of more than \$1,000,000 within a year, due to the influence of better farming.

"Our examiners have found that all Arkansas banks are co-operating in the campaign," said Mr. Covey, "and are lending money at six per cent to farmers who want to raise blooded live stock. They also are lending money to boys to buy pigs."

John H. Page, commissioner of agriculture of Arkansas, declared that something must be done to promote farm ownership. Fifty per cent of the Arkansas farmers are tenants, and the percentage is growing, he said. Mr. Page dwelt upon the necessity of soil building, preferably through the sowing of winter legumes.

A. R. Dodson of Humboldt, president of the Tennessee Bankers' Association, reported that Tennessee bankers have kept up with the better farming process.

sion and have contributed their share toward the general results of the campaign.

Banking committees are at work constantly in the 96 counties of Tennessee, Mr. Dodson said. Forty-six county agents are at work and 36 women demonstrators are employed in the various counties.

"The bankers are paying a large part of the salaries of these demonstration agents," said Mr. Dodson. "They are endeavoring to see that the farmers follow the instructions of the county agents."

Pigs for Tennessee Boys

"Twenty-five hundred Tennessee boys have been organized into boys' corn clubs; and we have many pig clubs. The Tennessee bankers believe it is best to get the boys to raise feed before they encourage them to raise pigs."

"Seven hundred head of registered cattle have been brought into Tennessee within a year. The bankers also are lending money to farmers to build silos."

Mr. Dodson said Mr. Page had spoken wisely when he said the bankers should encourage farm ownership. Some systematic plan must be worked out, he said, to encourage tenants to become farm owners.

S. F. Thomas of Brownsville said the bankers of his city and county are helping in the better farming work. They are seeking to develop the community spirit in the country.

Mr. McNulty of Bolivar told how the bankers of his city, among other things, organized a breeders' association and agreed to lend money at five per cent on one, two or three-year terms to farmers who will purchase and raise purebred cattle. He said the farmers also are increasing the acreage of lespedeza for the feeding of cattle.

Mississippi is Leading

S. J. High of Tupelo, chairman of the agricultural committee of the Mississippi Bankers' Association, declared that Mississippi had taken front rank in the better farming movement.

"The Mississippi Agricultural and Mechanical College sends out more men to become demonstration agents than any other agricultural college in the United States," said Mr. High. "We have two slogans in Mississippi. One is 'A county agent in every county' and the other is 'Raise enough to eat and then all the cotton we can.'"

"We are trying to interest the farmers in our agricultural college and experimental stations. Recently we have operated excursion trains from every part of the state to the Agricultural and Mechanical College to show the farmers the results of the methods the college advocates. The bankers are backing up the work of the college, the stations and the Memphis farm development bureau."

Reporting for the Lee County Bankers' Association, Mr. High said a bull club has been organized and had imported a carload of registered Hereford bulls. Baby beef clubs, poultry clubs, egg clubs, corn clubs and pig clubs also have been formed.

"Lee County takes first rank in good roads and autos," said Mr. High. "Only recently we have spent nearly \$1,000,000 for good roads in our county."

Mr. Boone of Pontotoc declared that diversified farming is the greatest thing before the people of the south today. Poultry clubs, pig clubs, canning clubs and baby beef clubs have been organized in Pontotoc County and the bankers are considering plans to extend the better farming movement.

"We ought to make a supreme effort in the south to raise boys and girls," Mr. Boone said.

Boll Weevil Crossed Southern.

Mr. Lee of Webster County said the farmers in his community were convinced that the boll weevil never would cross the Southern Railway. But it did this year. Fortunately, said Mr. Lee, the farmers had begun to raise hogs on peanuts, and the poultry industry had been increased 25 per cent. Between the hens and the hogs, the people of Webster will get along even if the boll

weevil does as much damage as now is indicated.

Even when bankers are anxious to help push the better farming movement, Mr. Lee said, occasionally they meet with discouragements. He related that his bank offered to put up \$300 if the county court would give a like amount for a county agent. The court refused. Later the bank offered to put up \$400 if the court would give \$200 toward the salary of a demonstration agent. But still the court refused.

Mr. Smallwood of Union County said the associated banks of his county had imported 20 or 30 head of registered dairy cattle and a fine herd of Duroc Jersey hogs as a nucleus for better livestock. The bankers last year sent 75 or 100 persons to the Tri-State Fair, and will send double that number to the fair this year.

Mr. Sykes of Aberdeen, Miss., said the bankers of his county are working to get a county agent, and as soon as they succeed will proceed to organize corn, pig, baby beef, poultry and other clubs.

Hugh Crites, new principal of Bolton College, was introduced to the conference as the man who first suggested the organization of a pig club. Mr. James introduced Emma Lou Ladding of Lenox as Shelby County's best asset. He told the bankers that this little girl has a garden all her own, and last year captured many prizes at the Tri-State Fair with the vegetables she had canned.

Can Beat Boll Weevil

Four addresses of intense interest to the bankers were given during the morning session, over which R. Brinkley Snowden presided.

J. M. Taylor of the Mississippi Southern Bank of Port Gibson, Miss., began by telling how Claiborne County beat the boll weevil.

"In the Natchez territory," said Mr. Taylor, "we found that beating the boll weevil by attempting to raise cotton as our one crop is an utter failure. It can't be done.

"Before the boll weevil came, in 1908,

Claiborne County produced 24,000 bales of cotton. As usual, our people were apathetic and were not worried. But after the weevil came they were like the people of all other boll weevil counties and became panic-stricken. They did the usual unwise thing of letting their labor go to a large extent before they got a grip on themselves.

"From 24,000 bales in 1908, we raised only 15,000 bales in 1909. The production was decreased annually, until in 1915 we raised only 2,800 bales. But now we have more deposits than before the boll weevil came. The people are living better. Land values have increased. The outlook is favorable, and everybody is hopeful.

"We have done this, not by fighting the weevil and making cotton in spite of him, but by turning our attention to other things. We began to raise live stock and to produce staple crops, such as corn, peas and hay. We gave our special attention to the improvement of our soil through the sowing of legumes, such as peas, soy beans and the clovers.

"Now we can see from the later blooming of our cotton in 1915 and 1916 that we can produce more cotton to the acre than we could for a few years after the boll weevil came. We hope never to become an all-cotton country again. We propose to raise cotton in a small way, simply as a clean, net surplus crop."

Urges Use of Lime

Dr. Cyril G. Hopkins of the University of Illinois, recognized as the world's authority on soils, gave a remarkable address on "Lime: What It Does for the Soil and Crops, and How to Use It."

After defining the formation of normal and abnormal soils, Dr. Hopkins explained that the lime rapidly leaches away in normal soil, leaving the dirt sour. The soil then needs lime, phosphorus and nitrogen.

"But lime alone will not maintain the productiveness of the soil," said Dr. Hopkins. "Leguminous crops alone will do it. The application of phos-

phorus alone will not do it. Therefore we must have a balanced treatment.

"The air contains an unlimited supply of nitrogen. When we sow legumes we take the nitrogen from the air and put it into the soil. Then when we turn under the legumes, we liberate an unlimited supply of potash in the ground. It remains for the farmer to purchase lime and phosphates.

"There are three things we must give to the soil—lime, organic matter produced on the farm and some form of phosphorus."

Dr. Hopkins said that tests made at the experimental station at Jackson, Tenn., had proved that two tons of lime to the acre, at a cost of \$2.40, had increased the production to the amount of \$31.90 per acre.

"It may be some consolation to you to know that in the heart of the corn belt of Illinois, where land is valued at \$250 per acre, it is necessary for us to build up our soil. Illinois farmers are liberal users of lime," said Dr. Hopkins.

"Always use a spreader and apply the lime at the least possible expense of labor. Always buy in bulk, never in sacks. Lime will cost you \$1 per ton more in sacks."

Pleads for Winter Legumes

Dr. Tait Butler, editor of the *Progressive Farmer*, told the bankers it is impossible to grow cotton constantly. Southern farmers have been trying to do it for a year, and now can raise only 187 pounds of lint cotton per acre on land that ought to produce a bale to the acre.

"We are producing no more to the acre than was produced 50 years ago, despite our boasted advancement," Dr. Butler said. "The problem of the bankers, merchants and others in the south is to increase the production of our soil.

"In the south we have from 50 to 60 inches of rain per year. We grow nothing in winter. Our land is not covered with snow nor frozen. Therefore it suffers from leaching and washing. The climatic depletion is the cause of our

abnormal soil more than the crops which are grown.

"You wouldn't think much of the business man who worked only six months a year. Yet our farmers work only half of the time. They say that the idle mind is the devil's own workshop. Literally, idleness has played the devil with our agriculture.

"Winter-growing clovers can be grown without disturbing our money crops if a sane rotation is employed. And winter legumes, turned under in the spring, will double your yield in less than four years. It is a farmer's business to sell his crops for the highest price he can get, but it is his business, too, to put back into the soil the fertility that he takes from it.

"Not one in 10 of you believes what Dr. Hopkins and I have told you. Yet I am going to urge that you insist upon every farmer you know sowing one acre each of crimson and bur clover this fall.

"Every banker should have a demonstration of crimson clover seed inoculation in front of his bank this fall to show the farmers what a simple process is inoculation. If you will, you will do more to increase your business and the agriculture of your state than you could do in 10 years of talking cotton."

Miss Murphy Speaks

Miss Bessie R. Murphy, director of the women's department of the farm development bureau, was received very cordially by the bankers. They had heard of the wonderful work she has accomplished in Shelby County.

"I bring you greetings from 2,000 men and women of Shelby County," said she. "The message I bring from the co-operative clubs of Shelby is: 'You need us and we need you.' This is an age of getting together. You need us.

"We need you to help us educationally, socially and economically. We want you to help us get rural schools that will teach the boy that farming is a profession and that it takes as much brains as in any city profession.

"Socially we need you to give us a

meeting place seven days in the week. Give me a motto: 'Every fellow love his neighbor,' and I'll give you good roads and other things you need. If you don't give rural folk social intercourse they'll move into town to get it.

"The men and women in the country want city conveniences. They want waterworks for their homes, but they haven't the money to install them. Think of the women on the farm. The woman holds in her hands the molding of the future of our country."

Miss Murphy exhibited a basket of splendid vegetables from a Kerrville garden, but she confessed that not 20 gardens in Shelby County could produce such a basket. She also exhibited some of the vegetables that had been canned by Shelby County women, but said there is a shortage of fruits and vegetables for canning.

"Shelby County will do well to feed herself," Miss Murphy said. "Memphis will have to look out for herself."—*Commercial Appeal, Memphis, Aug. 10, 1916.*

BABY BEEF CLUB BOOSTED

Illinois Central Will Give Five Bulls to Yazoo County

Through their officials the Illinois Central Railroad has offered to give to Yazoo County five full blooded bulls, one for each beat and to be placed in

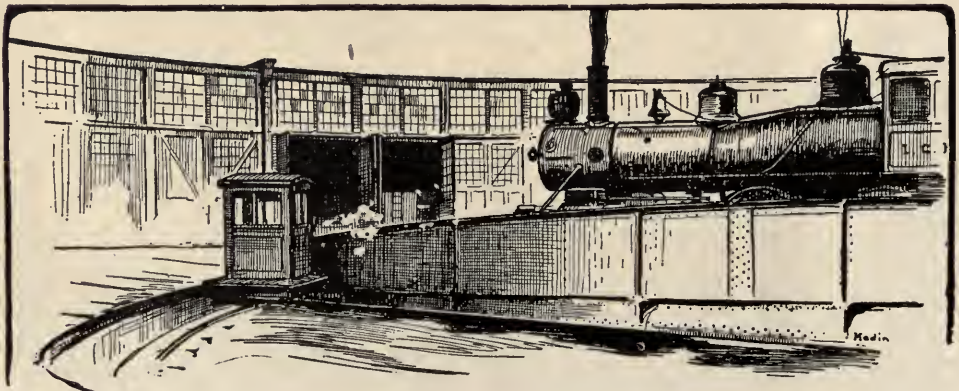
the part of the beat where the most good can be derived from it.

The animal will be of the breed that the beat wants it to be and after one year, the boy or girl that can bring the best calf to the meeting of the Baby Beef Club of boys and girls will receive the animal as a gift for their work.

The Pig Club has been a big success and Mr. Ritch says there will be a much larger number brought to the city this fall than last, giving the boys and girls a chance to make some money of their own and at the same time learn the art of hog raising.

Yazoo City and County is coming. It is bound to become the leading county in the State in all lines of agricultural and livestock raising.

Mr. Ritch will have the placing of the bulls in each beat and this will insure that the best possible situation will be selected. The good that this move on the part of the railroad to assist the farmers to raise more and better livestock will begin in one year's time to bear results. This gift is mostly for the farmer who hasn't the \$200 or \$300 to put in a blooded animal and it gives them the benefit absolutely free. The man who can buy his own bull is not considered in this at all, for he has his animal with his herd but this is for the farmer who can not afford a blooded animal.—Yazoo City, Miss., Herald, Aug. 18, 1916.



The West Feliciana Railroad

The First Railroad in Mississippi

By C. R. Calvert, Traveling Freight Agent, Y. & M. V. R. R., Memphis, Tenn.

(Continued from August.)

In the latter part of the year 1831, Mr. James Bradford was sent to Washington with the petition to the President of the United States, prepared by the Committee, and was instructed to inspect the other roads under construction in the east and collect any information that would be of value. Mr. Bradford made the trip and was successful in both missions; his report to the company was published in December, 1831, giving some interesting details of the building and operation of the early roads.

Report of James Bradford, Esq., to the Board of Commissioners and Stockholders of the West Feliciana Railroad Company

Agreeable to your resolutions and the expressed wish of many of the Company, I submit a report and such data as are necessary at the moment.

I proceeded to Washington City and congratulate you on the success of our application for the assistance of the Government in our great work of internal improvement. With a prompt and patriotic liberality, our Chief Magistrate granted our request; and, as will be seen by the annexed official communication, a corps of Engineers were to be here about the first of December, make our surveys and estimates.

I proceeded to Baltimore, but not until I had ransacked all of the offices at Washington, particularly the Patent Office; and, at Baltimore I rode on their railroads and examined their construction.

The Baltimore and Ohio Railroad is a work the nation may be proud of, but the Baltimore and Susquehanna Railroad attracted my particular attention, as it is constructed as we have in mind to con-

struct our road. Having completed the graduation, sleepers are laid down on a foundation of broken stone, three feet apart, with notches in them for the string pieces; these are placed parallel and apart about four feet nine inches and a quarter.

On these are nailed bars of iron 15 feet long, $2\frac{1}{2}$ inches wide, and $\frac{1}{2}$ inch thick; and, on this road, one horse draws a carriage of fifty passengers at ten or twelve miles an hour and locomotive power would increase this from thirty to sixty miles an hour. This power is so far superior to all others that I shall presume to recommend unqualifiedly, that our road be constructed with reference and adapted altogether to the use and adoption of steam power.

Annexed are a number of estimates of cost and actual costs of railroads, and other documents from which, and my own personal experience, I may be permitted to reiterate the opinion and assure you that the maximum cost will not exceed \$10,000 per mile, including turn-outs, and may be much less.

The cost of transportation of a bale of cotton from the Mississippi River is from two dollars to two dollars and a half a bale at this time, whereas, by use of our railroad, it will not be one-half that amount and instead of three days it will take only three hours, using horse power, and only one hour with locomotives; or, instead of a load of five or six bales, requiring and killing up five or six horses or oxen, the railroad load will be one hundred bales drawn by one horse. This is not theory or supposition, but actual experiment.

Agreeable to Long, five horses for two hours, at the rate of ten miles an hour,

draw 45.5 tons (or 180 bales of cotton) ; the duration of horse power then, is only two hours. But, use a five horse power locomotive, and you have the same load and velocity for twenty-four hours, which is equal to sixty horses. This statement is made with reference to a level road.

On a railroad that is level and straight, the attainable velocity of the locomotive steam engine is beyond sixty miles an hour. Using horse power, the greatest velocity that could be attained would hardly exceed twenty miles an hour, and the duration of the traction would be limited to one hour. In other words, the horse could not hold out for more than one hour, whereas the locomotive power is constant and continuous for any given time.

Let the country but make the railroads and the railroads will make the country.

The petition to the President was accorded a favorable consideration; and, soon after the report to the Railroad Company by Mr. Bradford, a Corps of Government Engineers was on the ground for the purpose of making the preliminary surveys and estimates.

At this point, however, the railroad appears to have become involved in difficulties. Mr. J. S. McGehee, in his biography of Judge Edw. S. McGehee, who is prominently identified with all of the early history of this road, says: "Building a railroad at this time was not the comparatively easy work it is at the present; and, although the road was only twenty-five miles long, it took a great many years in its construction, and eventually cost in the neighborhood of \$25,000 per mile. Some people positively refused to allow it to pass through their plantations at all and the laws regarding right of way had not then been as definitely fixed as at present. As land holders frequently owned from two to three thousand acres in a single tract, and were as powerful as the feudal barons of the middle ages, they could very effectually block an enterprise of this kind almost indefinitely."

Because of these difficulties, it was

three years before any actual work was done on the road, but, on the 12th of December, 1834, the following notice was issued by the Company:

OFFICE OF THE WEST FELICIANA RAILROAD COMPANY

Woodville, 12 December, 1834:

At a meeting of the Board of Directors of the West Feliciana Railroad this day, it was resolved that this Company do make a formal commencement of the construction of the railroad from the Mississippi River in Louisiana to Woodville in Mississippi on the 22nd day of December, inst., according to the provisions of the charter of the Company and the work of construction be commenced on that day at or near the point of beginning on the Mississippi River near St. Francisville, at the hour of 12 o'clock noon.

By order of the Board.

B. L. C. Wailes, Cashier.

The reports indicate that, at that time, it was proposed to run lateral lines to Natchez, Washington, Liberty and Pickneyville; and, by the middle of January, the locating engineers were making good progress with the actual work.

On December 23rd, 1833, the Mississippi Legislature had passed "An Act to further extend the powers and privileges of the West Feliciana Railroad Company within the State of Mississippi, and for other purposes:

Section 1 of this Act provided That the stockholders of the West Feliciana Railroad Co., in addition to the powers already conferred, are hereby authorized and empowered to exercise all the rights, powers and privileges of banking which are permitted to banking institutions within the State, subject to the restrictions hereinafter mentioned.

Section 5 provided

That said Company shall not issue and put in circulation bills or notes to a greater amount at any time than twice the amount of the capital stock actually paid in, and moneys deposited in said bank for safe keeping.

The bank authorized by this Act was opened for business about December 1, 1834, and, apparently, added to the many

troubles which seem to have dogged the footsteps of this enterprise during its entire construction. The operations of the bank were not altogether unsatisfactory at first, judging from the notice sent out by the cashier on the 12th of June, 1835, to the effect that

A dividend of the profits of the Company for the six months ending on the 25th of May, 1835, of seven percent of the capital stock of the Company at that date, has this day been declared payable at the banking house on or after the 15th inst.

But, notwithstanding this apparently satisfactory showing, the bank was not a success; similar banks were established at Natchez, Vicksburg and Brandon, where the unsound and, often, unscrupulous issue of unprotected notes, brought the bank issues into such discredit that the whole financial structure toppled and fell; the banks suspended specie payments; and business came to a standstill. The bank paper was worth little or nothing, and the Company would not accept its own bank notes in payment of obligations due the railroad.

Although the right of way had not been secured for the entire line—tradition says that one property owner refused, for ten years, to permit the road to be constructed through his land; and, as he owned several thousand acres, stretching from one water course to the other, he effectually blocked the only practicable route for the road—the promoters had faith in the ultimate success of the enterprise and proceeded with the work of construction on that part of the line out of Bayou Sara, where the right of way had been secured.

The City Fathers at Bayou Sara could not be convinced that the new fangled "steam carriage" would not be a menace to the safety of the people, and they would not permit the road to come into the town; it was necessary, therefore, to deflect the road at a point about a half mile north and build to the Mississippi River around the outside of the town. The old roadbed can still be traced to the river bank, and the site of the old depot can still be seen.

Early in the year 1853, the Chief Engineer, Mr. Saml. Kneass, advertised for proposals to furnish materials for the first seven to ten miles of road and these desired materials show much of the details of the work. The first advertisement is given in full, and the succeeding ones vary chiefly in the size and quantity of the materials wanted.

WEST FELICIANA RAILROAD

Notice to Contractors

Proposals will be received by the West Feliciana Railroad Company in Woodville, Wilkinson County, Mississippi, from the 1st to the 15th of March next inclusive, for the graduation and bridging of the line on from 7 to 10 miles of the line of the railroad commencing at Bayou Sara, on the Mississippi River and extending northwardly.

Plans, profiles and specifications will be exhibited at the office during the days of the letting.

Proposals are also invited from the present date to the 15th of March next for the delivery of the following amounts and kinds of timber to be piled in stacks at convenient distances apart, adjacent to the line of railroad—and not exceeding 7 feet in height and 7 feet in width—or if furnished from the river, to be piled in stacks of similar dimensions, on the top of the bank at Bayou Sara.

FOUNDATION SILLS—5,280 pieces, 3 inches by 12 inches, cut in length not less than 16 feet—sawed of red cypress, yellow poplar, or yellow heart pine.

CROSS SILLS—12,072 pieces, 4 inches by 8 inches and 7 feet in length, sawed of red cypress, white oak, yellow poplar or yellow heart pine—or 12,072 pieces hewn 22 inches from each end to not less than 4 inches by 8 inches, the intervening space remaining rough, and the hewn ends of the stick perfectly out of winding—length not less than 7 feet.

RAILS—4,024 pieces, 6 inches by 6 inches, cut in 21 feet lengths, sawed of red cypress, red cedar or yellow heart pine.

All the timber will be required to be

of the best quality, cut full size with square edges, clear of sap, wind shakes and heart cracks.

Persons making proposals are requested to specify the particular kind of timber they will furnish and the price per thousand feet, board measure.

By order of the Board of Directors of the West Feliciana Railroad Company.

Saml. H. Kneass,
Chief Engineer.

Woodville, Wilkinson County, Miss.

20th January, 1835.

The Board of Directors elected on the first Monday in January, 1835, shows the following names:

Jos. Johnson
John S. Lewis
C. S. Kellogg
J. L. Trask
B. Collins
Edw. S. McGehee
John Ogden
S. S. Boyd
Jas. Turner

and, although it had been only two weeks since the first work of construction had begun on the road, the Board of Directors apparently interpreted the provisions of the charter literally and issued a tariff of charges for freight, passage and storage to apply during their incumbency. This tariff is the first printed in the Mississippi Valley; and, so far as I have been able to develop, the first one printed in the United States.

At this time, the Ponchartrain Railroad from New Orleans to Lake Ponchartrain had been in operation for nearly four years; it was only four and a half miles long, an incidental mention is made in the news columns that a charge of seventy-five cents was made for the passage to the lake and return, but I have not found any published schedule of charges prior to the date of this tariff.

There are two things worth noting in this tariff; specific rates are made on cotton and a "blanket rate" applied on all other articles; while half rates are charged for colored people as well as for children.

Practically no change was made in this tariff as published by the Boards

elected in the years 1836, '37, '38 and '39; apparently the road was not in operation and the rates were without any actual application. The tariff of 1840, however, it will be noted shows material change in both form and figures brought about by the actual movement of traffic.

The changes in the following years were quite as noticeable, and in 1843 it was necessary to print the tariff lengthwise of the paper instead of across the paper like the other matter.

WEST FELICIANA RAILROAD COMPANY.

Rates of Passage, Freight and Storage for the year 1835, established at a meeting of the Board of Directors of West Feliciana Railroad Company on the 9th inst.

Rates of Passage.

For any distance, not exceeding two miles	\$0.25
For any distance, not exceeding ten miles, per mile.....	.08
For any distance over ten miles, per mile .....	.05
Children under twelve years of age and colored people, half price.	

Rates of Freight.

From Woodville and all intermediate points between Woodville and Sligo, to St. Francisville on every bale of cotton.....	\$1.00
From Sligo and all intermediate points between Sligo and Windham's to St. Francisville on every bale of cotton.....	.75
From Windham's and all intermediate points to St. Francisville on every bale of cotton.....	.50
All articles except cotton, five miles or less, per 100 lbs.....	.08
Over five miles, and not exceeding fifteen miles on every 100 pounds, per mile.....	.01
Fifteen miles and over, on every 100 pounds .....	.00¾
For five miles and less, per cubic foot .....	.02
Over five miles and up to fifteen miles, per cubic foot.....	.05
Over fifteen miles, per cubic foot.....	.07

Storage.

For one month and less, per 100 pounds .....	.06
For one month and less, per 100 pounds, per cubic foot.....	.02
Lumber and other articles in proportion.	

By order of the Board.

Jos. Johnson, Prest.
Woodville, Miss., January 9th, 1835.

BANK-WEST FELICIANA RAILROAD COMPANY.

Woodville, Miss., January 11, 1840.

At the meeting of the Board of Directors, this day, the following rates of passage, freight and storage for the year 1840 were adopted and ordered to be published, to wit:

To and from—	Cotton per bale.	Whisky, Molasses, Pork, Sugar, per bbl. Shingles per M. Lumber per 100 ft.	Flour, Meal, Corn, per bbl. or sack.	Salt, Iron, Mdse., Bacon, Rope, Bag- ging, per 100 lbs.	Wood per cord.	Passengers.
Woodville, Miss.....	75	125	100	50	125	150
Maj. Johnson's.....	62.5	115	90	45	120	137½
Lemmon's	50	87½	62½	37½	100	100
Upper Jackson Road.....	37½	75	50	25	87½	75
Pinckneyville	25	37½	25	12½	75	37½

Storage, 6 cents per 100 pounds; 6 cents per cubic foot for one month or less.

All other articles and distances in proportion.

Wm. H. West, Cashier.

Before the close of the year 1835, one of the contractors drew what money was due him, for work then completed, and decamped without paying the laborers that he had brought in to do the work. Because the work was done for the Railroad, public meetings were held to take steps to force the railroad company to pay the wages of the "poor Irishmen" that had been defrauded. In reply, the railroad company said:

"Then if the Company have made a contract with a person to grade the railroad from St. Francisville to Woodville, in a certain time, expressly stipulating to pay him for the work as it progressed, upon the certificate of the Engineers,—which they have strictly complied with—with what propriety can it be said that they are still bound to pay the poor Irishmen."

It would appear that all of the contractors, under the leadership of one Isaac McChord, abandoned their contracts—charging the railroad company with having violated the terms of the contract—and, to quote from Mr. J. S. McGehee, "laying their claims for damages, loss of profits and arrearages of payments for work done at \$350,000. The case was some years in court before it was tried and a special term of the district court for the Parish of West Feliciana was convened to try it. On March 3, 1845, the case was called with the railroad and banking company rep-

resented by Major Joseph Johnson and Judge Edward McGehee. The trial lasted four months and the testimony formed about one thousand pages. At the conclusion, of the trial, the jury returned a verdict reducing the plaintiffs' demand from \$350,000 to six and a quarter cents.

For a time, at least, the work was prosecuted by the Directors, without the letting of contracts to outside parties, but the progress was still slow and, in 1838 complaint was made that the officials were more interested in making money for themselves out of the bank than in completing the railroad.

The exact date that the first trains were run is lost, as is date the road was completed into Woodville; but on March 21, 1840, the railroad company announced that:

"Regular trains for freight and passengers will run as far as the plantation of D. Turnbull, nearly eleven miles. The cars will leave the upper end at 9 a. m. and arrive at Bayou Sara in time for the regular packets."

This, in connection with the amendment to the charter in Louisiana, dated March 27th., 1840, granting the company five years from date of passage of the Act, in which to complete the road, indicates that it was well along in the "Forties" before the road was completed to Woodville. Mention is made in the local items of the Woodville paper in

the latter part of 1843 to the "puffing of the steam cars, and it is probable that the road was completed in the latter part of 1842 or the early part of 1843.

In regard to this feature, Mr. McGehee says:

"The year of the completion of the road, given in the foregoing as 1837, was taken from the "Memoirs of Mississippi" published in two massive volumes by the Goodspeed Publishing Co., of Chicago. But while lacking positive information on the subject, the writer feels morally certain that it is incorrect.

The road was begun from Bayou Sara. As soon as it was constructed eight miles to Rosale, the homestead of Mr. Robt. H. Barrow, a depot was located at that point and trains put in operation. They were run to that point for some years, construction in the meantime being continued to Laurel Hill.

As soon as completed to the latter point the terminal depot was moved thither and it was some years before trains were able to run to Woodville.

* * * * *

In 1904, the writer employed Mr. John W. Bryant, of Woodville, now an old man, who has been engaged in the newspaper publishing business at that point practically all his life, to make diligent search for positive information as to the date of the completion to Woodville of the West Feliciana Railroad.

No positive records could be found. either in Woodville or in the General offices of the Illinois Central R. R., as to when the road was completed to Rosale, Laurel Hill, or, finally to Woodville, but the consensus of opinion on the part of the older inhabitants was to the effect that it reached its final terminus in 1841 or 1842.

In regard to the later history of the road, Mr. McGehee says:

"During the war it was partially destroyed and practically abandoned; and, in order to rehabilitate it afterwards, it was necessary to negotiate a loan of \$110,000. This he (Judge Edw. McGehee) advanced, taking first mortgage

bonds, which were only liquidated when the road was sold out in 1888. At the latter sale, to the Y. & M. V. R. R. Company, for a slight excess over the bonded debt, a diligent search was made for every stockholder, and all who could be found were paid their pro rata. Afterwards, the road was finally closed out to perfect the title to the new owners.

* * * * *

Judge Edw. McGehee, referred to in this article, lived in the country about two and a half miles southeast of Woodville, but the old home, with such records as he had, was destroyed by fire during the Civil War and no effort made to preserve the history of the old road until very recent years, when a biography of Judge McGehee has been written by his grandson, Mr. J. Stewart McGehee, who has kindly furnished the information quoted.

In his letter, Mr. McGehee says:

"In practically none of the historical accounts, nor even in Poor's manual, is the proper measure of credit accorded to the originators of the West Feliciana Railroad. A historian cannot be omniscient, he can only make a just and impartial record of such facts as he can find in evidence, and these are only those that each individual scient has made known.

There is certainly an obligation resting on each person, in whose knowledge lies facts worthy of historical note, to see that either directly or indirectly, a proper record is made of such occurrences.

* * * * *

Judge McGehee was not, by profession, a lawyer, but he generally represented the road in these contentions (with property owners etc.). A member of the Louisiana Legislature writes: "When I first became acquainted with Judge McGehee, it was soon after 1850. There was a bill pending before the Legislature for the relief of the Woodville and West Feliciana Railroad, in which he was a stockholder, and on which he wanted my favorable consideration. Of course, he got what he desired at the hands of the Legislature."

It does not come within the scope of this article to treat of the absorption of the West Feliciana Railroad by the larger systems, or of the building of the connection from Bayou Sara to Slaughter, which belong to a later and widely different period.

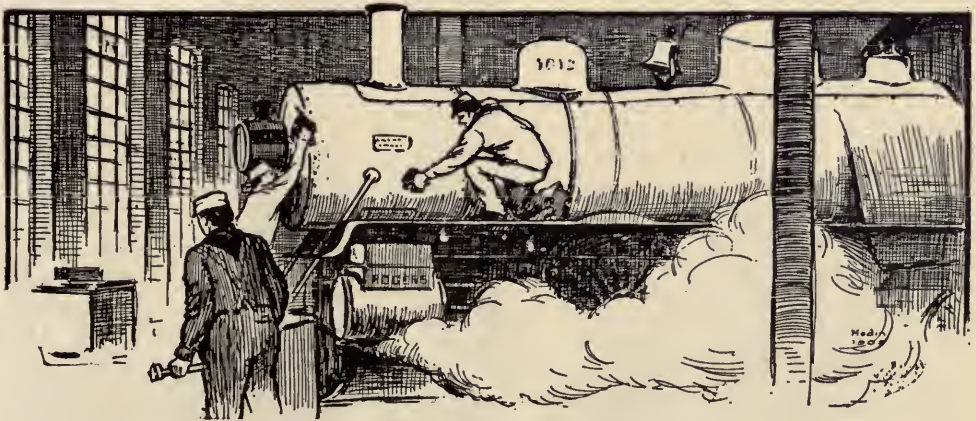
The old West Feliciana Railroad belongs to that time which we may designate as the "Age of Experiment," in railroad development, and which closed with the last years of the financial panic of 1837-40. It was one of the two or three railroad enterprises in the Mississippi Valley that weathered that storm without utter annihilation and emerged into the second period, which witnessed

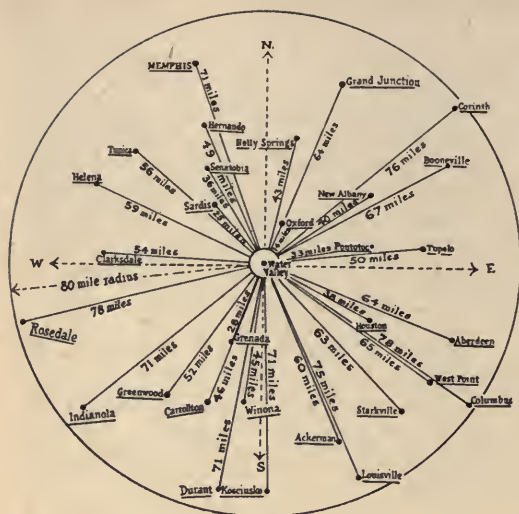
the "beginning of the Trunk Lines," and which closed with the beginning of the War between the States.

It has continued its existence and operation through the trials and vicissitudes of war and reconstruction; consolidation and regulation; and is now an honored, if inconspicuous, part of the great Illinois Central System.

* * * * *

It would be a fitting testimony to its honorable history, and a generous tribute to the memory of the builders if the old name were restored and it should again be known as The West Feliciana Railroad.





Water Valley

the hub of
North Mississippi

By L. C. Barber

WATER VALLEY, the metropolis of North Mississippi, is the largest and best city located on the main line of the Illinois Central Railroad between Jackson, Tenn., and Jackson, Miss. It has the geographical and logical location and is destined to become one of the principal cities in importance of the great State of Mississippi.

Location

Water Valley is the county seat of Yalobusha county, Mississippi, situated in northern central part of the county easily accessible to all parts of the county. It is located on the main line of the Illinois Central Railroad and on the Great Jefferson Davis National Highway.

Yalobusha county has a population of over 22,000, all live, progressive, God-fearing citizens. The county's name is of Indian origin and many traces and relics of the Redman still remain. However, the Indian's little patches of "maize" have been supplanted by the large fields of wavy corn and fleecy cotton, his ancient trails and paths have been obliterated and are now traversed by great highways, the sites of his wigwam villages now mark the location of hustling, thriving modern towns, the favorite haunts of the wild deer and turkey with which he fed

his squaw and papoose now resound with the sound of the church and school bell and the lowing of vast herds of dairy and beef cattle.

Yalobusha county has a varitey of soils which gives her citizens a wide range of production which few, if any, equal in the State. Agriculture, stock-raising, dairying and timber products are her chief industries.

Railroad Facilities

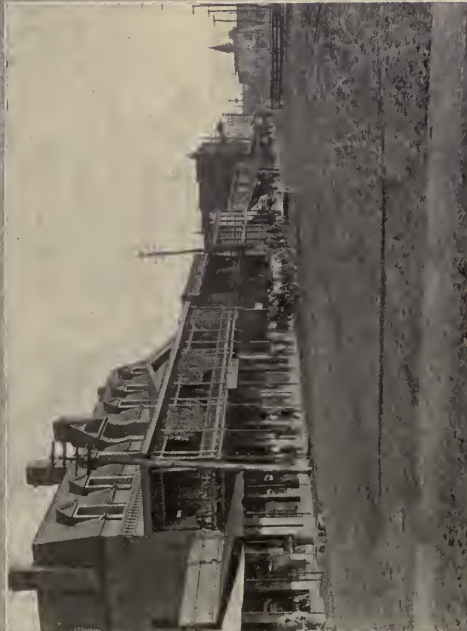
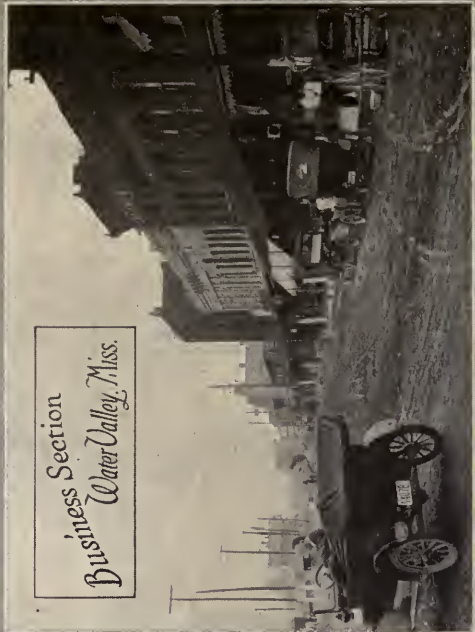
Water Valley in addition to its Jefferson Davis National Highway traversing across the county, and a most excellent system* of high class roads radiating out from the city like spokes from the hub of a wheel, which reaches all parts of the home county and adjoining counties as well, has most efficient and convenient railway facilities.

It is located on the main line of the Illinois Central and is a division point. With the many daily passenger trains and corresponding freight service, make great market facilities and quick transportation to New Orleans, Chicago, St. Louis, Minneapolis, Omaha, Sioux City and other Northern distributing points.

Commercial and Industrial Advantages

The Illinois Central Railroad Company maintains one of the most extensive mechanical departments at Water

Business Section
Water Valley, Miss.



Valley of their entire system. The plant covers more than twenty acres of ground, not including miles and miles of yard trackage and terminal lines. The plant comprises machine shops, car shops, round house and division headquarters; in all employing from 750 to 1,000 men, the combined annual salaries of the employes amount to more than a half million dollars.

The Yocana Mills, the largest twine mill in the United States south of the Mason and Dixon Line, is located at

summer and is meeting with phenomenal success. The Illinois Central Railroad Company in their usual spirit of progression and development very generously extended a helping hand to this infant industry by providing an expert buttermaker and manager for a period of 12 months absolutely free of cost to the Creamery Company. The railroad company went still further in their efforts to encourage the farmers to become interested in dairying by placing five full-blood Holstein bulls



Water Valley. This mill employs from 125 to 200 employes and operates 12 months in the year. Their product is shipped to all points of the world, and ranks first with the best twine made. Extensive new machines are being installed and the mill at present time is running night and day in an effort to keep up with orders, even with the addition of the new machines which will double the capacity of the output and the running both day and night with full force employed, the extensive plant cannot possibly fill the present orders on file in less than 12 months time.

A Farmers Co-operative Creamery was established in Water Valley this

free of any cost at different points in the county for the service of the farmers.

The Creamery plant is strictly modern and up-to-date in every detail and the butter manufactured is rated as Elgin or A No. 1. The farmers are very enthusiastic over the benefits and returns and the daily receipts of cream are increasing by leaps and bounds. The Water Valley Creamery will undoubtedly develop in one of the greatest creameries in the State.

Among the many other industrial and manufacturing institutions of the city is a large and completely equipped machine shop and foundry, an up-to-



RESIDENCES, WATER VALLEY, MISS.

date steam laundry, a bottling works, ice factory, wholesale grocery, cotton gins, greenhouse, automobile garages, brick factory planing mills and numerous saw mills in close proximity to the city.

Financial

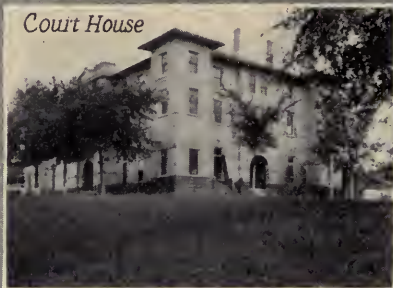
Water Valley is the financial center of North Mississippi. The city has three banks, The Peoples Bank, The Bank of Water Valley, and the Mechanics Savings Bank with an aggregate capital and surplus of over \$170,-

tages. These are the great powers that control and develop the people.

Water Valley has nine handsome churches, one of the finest High School and system of public schools in the State. The Masonic, I. O. O. F., Elks, K. of P., W. O. W., Maccabees and other social and fraternal orders are well represented here.

The handsome \$50,000.00 High School building surrounded by a commodious campus, is a source of pride to

Court House



City Water Works



WATER VALLEY, MISS.

000.00. Each bank maintains a savings department for the hundreds of wage earners employed in the city. The deposits have more than doubled within the past few years which indicates clearly the prosperous condition of the city and surrounding country.

THERE HAS NEVER BEEN A BANK FAILURE IN THE CITY OF WATER VALLEY.

Church, Educational, Social Advantages

The prosperity and advantages of a city are always measured by its modious campus, is a source of pride of churches, schools and social advan-

every citizen of the city. The excellent building is equipped with steam heat, sanitary drinking founts, modern furniture and fixtures, well ventilated and complete in its every department. The school is on the accredited list and graduates are admitted in any college in the United States.

Another educational institution of incalculable value to the city is the Yalobusha County Agricultural High School located a few miles west of the city. The school is situated on a 40-acre farm belonging to the school. The buildings consist of two large recitation and study halls, a girls and a

boys' dormitory, making four large commodious buildings in all. This school is also on the accredited list and in addition to the academic course, a thorough and valuable course is given students on agriculture, horticulture, domestic science, stock raising and scientific farming. It is a grand institution for the education of our farmer boys and girls and at a total cost not exceeding \$5.00 per month.

Postal Service

During the present year, 1916, free delivery of mail will be established in Water Valley. The postal receipts have exceeded the necessary amount (\$10,000.00) for the past four years, the service has been granted and an order for its establishment has been made by the Post Master General, the final inspection has been made by the department and every requirement has been met, and the service will be put on within the remaining months of this year.

A Federal building has been granted Water Valley and Congress has authorized an appropriation of \$55,000.00 for the building of the same. The Government has purchased a site in the heart of the city for the new building and preliminary work has been done on the building.

Water Valley has eight mail trains daily. The post office is second class, employs a postmaster, assistant postmaster, three clerks and a janitor. There are six rural routes and one star route from the Water Valley postoffice which furnish the farmers of the vicinity with their mail daily.

Municipal Advantages

The City of Water Valley has miles and miles of concrete sidewalks and crossings and the streets are well kept and in fine condition. The principal business section of the city at the present time is preparing to pave the streets in that portion of the city.

The city owns and operates its own water and light plant. The city has an excellent water and sewerage system, being the first city in the state to install a strictly sanitary system of sewerage. The water supply is furnished from a

number of deep wells, which is absolutely pure and healthful.

The city's lighting system is modern and efficient, the streets all being well lighted and every precaution being taken toward the safety of the inhabitants and the prevention of accidents.

A "White Way" for the lighting of Main Street is under construction, three beautiful 5 light iron stands have been installed and \$1,400.00 subscribed by the enterprising citizens for the installing of 25 additional light stands which will extend the "White Way" for a half mile in length on Main Street.

Water Valley has three excellent weekly newspapers, The North Mississippi Herald, The Progress and the City Itemizer. Besides enjoying an extensive circulation in this and adjoining counties, The North Mississippi Herald supports one of the most complete printing plants in North Mississippi. The city has a thriving Building and Loan Association, a fine Brass Band, a lovely Park, a fine Theatre, and public play grounds for children, excellent Hotels, and many other institutions that materially add to the progress, advantages and pleasures of the city.

The City of Water Valley is progressive and daily growing and developing. Besides the natural causes for this development, credit is due the live, progressive citizens who never hesitate to boost Water Valley and her interests whenever opportunity is presented. This bunch of live wires have organized the "Booster Club" and they are doing a great work. Hon. J. L. Kirby is president and Guy Nason is secretary of the Club. These gentlemen will cheerfully furnish any information desired about either the city of Water Valley, Yalobusha County or this section of Mississippi. They are typical, representative citizens of the city, they have unbounded faith in the great future of Water Valley and they representing 7,500 other live-wire citizens, cordially extend to you "GREETINGS" and invite you to come and join with us in enjoying abundant prosperity and the pleasures of living in one of the BEST cities in this fair Southland.



*Illinois Central Station, Grounds
and Roundhouse,
Water Valley, Miss.*

Industrial, Immigration and Development Department

Development Work on the Illinois Central Railroad

By J. C. Clair

THE object of this article is to briefly outline the development work of the Industrial & Immigration Department along our system during the past fiscal year, the present activities, and also the encouraging outlook for the future.

There were located on our tracks during the year ended June 30, 1916, 124 new industries, which represent a capitalization of approximately \$17,139,500.00 with 5,772 employees.

233 families have settled in territory tributary to our lines in Mississippi and Louisiana, during the past year, representing approximately 1,000 people, having purchased 142,200 acres of land.

The Illinois Central Railroad traverses a country rich in natural resources, offering the essentials so necessary for not only agricultural pursuits, but a continued development along manufacturing and commercial lines; and considering its geographical location, serving as it does the largest and most important cities and markets of the Mississippi Valley, both North and South, there is no railroad in this country today having such great opportunities for development.

It is only within a few years that the planters of the Southern Mississippi Valley have grasped the importance of raising their own foodstuffs; having relied upon the revenue from the one crop cotton to make the necessary purchases for man and beast. A great change, however, has taken place and instead of the people of the great cotton growing section purchasing pork, lard, corn, hay

and other commodities from the northern states, principally Iowa and Illinois, they are now to a very large extent producing these things at home.

Our Demonstration Farms, during the past five years have, in a large measure, been instrumental in bringing this about. We have thirty-two of these farms in the States of Kentucky, Tennessee, Alabama, Mississippi and Louisiana, under the direct supervision of three agriculturists, graduates of the Agricultural & Mechanical College of Mississippi. These men work very closely with the Extension Department of the State Agricultural Colleges, also with the field men of the United States Department of Agriculture, including the animal husbandry and dairy experts, the State Department of Agriculture, and the various county agricultural agents. All of these agencies working together for the benefit of the farmer are bringing about a new era in improved and permanent agriculture.

Realizing that dairying and the raising of live stock are most important phases of agriculture, our company has been encouraging this industry along our southern lines in many ways. We have established four co-operative creameries, the Illinois Central Railroad co-operating by paying the salaries of the business managers and butter makers for one year, and at this time there are three more of these creameries under way in the State of Mississippi.

Our company has also offered five pure bred bulls as prizes to the Baby Beef Clubs in each county on our line in Mis-



Water Valley, Miss.



Mississippi that is free from cattle tick and has a county agricultural agent. These bulls will be presented to the prize winners at the Mississippi State Fair to be held in Jackson next October. Five Holstein bulls have been donated as prizes to the Boys' and Girls' Dairy Club at Martin, Tenn., and pure bred Holstein bulls have also been distributed by us in our Southern Illinois territory for the purpose of encouraging the dairy industry in that section. We have distributed up to date sixty-two of these animals, including both the dairy and beef types.

There are unusual opportunities in our southern territory for the raising of sheep, considering the long grazing season and mild climate. This branch of animal husbandry has been overlooked to a large extent in that section, and in view of the large shortage of wool throughout the country, indicates not only the advisability, but the necessity

for more farmers entering the sheep raising industry.

Mississippi and Louisiana have ideal conditions for raising hogs and great strides are being made in the development of this industry. Where a few years ago the razor back was common, today can be seen the finest types of pure bred stock, the estimate of the United States Department of Agriculture for these two states showing 3,170,000 hogs for 1916.

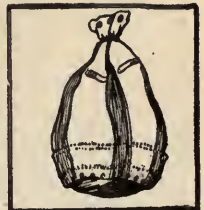
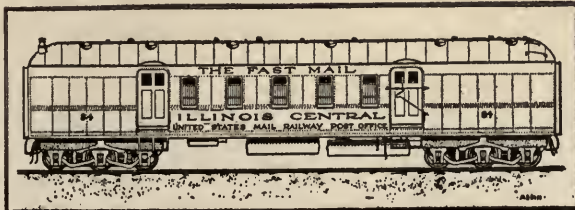
Our farmers are fast awakening to their opportunities and with the many different lines of development inaugurated by the Illinois Central Railroad Company and with our continued co-operation, we are confident a few years hence will witness a most wonderful growth in industrial and agricultural pursuits, and our territory, in the center of the Mississippi Valley, will take first rank in the great commercial progress of the nation.

Vegetable Growers' Association Convention

THE Annual Convention of the Vegetable Growers' Association of America will be held at the Hotel La Salle, Chicago, September 26, 27, 28, 29, 1916. The program includes an extensive trade exhibit, round table discussions and addresses by leading gardeners, truck farmers, greenhouse men, and representatives from various colleges, experiment stations and the U. S. Department of Agriculture. Marketing, soil fertility, heating, packing, spraying and other subjects will be covered on the program, which is being prepared and will be announced soon.

An invitation to attend the convention is extended to everyone interested in the work of the association. Advance indications predict the largest and most enthusiastic convention ever held. Hotel reservations at the La Salle should be made early by members of the association and others who expect to attend.

Additional information regarding the convention and a copy of the complete program may be secured by writing James B. Foley, Secretary, Chicago Convention Committee, 3100 South Spaulding Avenue, Chicago.





HOW Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employees desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employees:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5.00 or any multiple of \$5.00, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Local Treasurer,

Chicago Ill.

Date.....

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

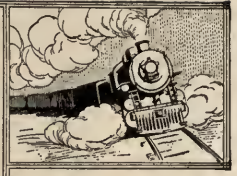
Signed.....

Employed as.....

..... At Station.....



TRANSPORTATION DEPARTMENT



Inspection of Trains on the Road by Train Crews

By T. A. Downs, Train Master

RULE No. 820, of the Transportation Department, reads as follows:

"Conductors must inspect the running gear, brake and draft rigging of trains as often and as closely as practicable while on the road, require their men to assist in such inspections, remedy, as far as possible, any defects discovered and remove from their trains cars that are unsafe to run. Special attention must be paid to hot journals."

A strict compliance with this Rule, I believe, will save more money for the Railroad Company than any Rule that we have in the book.

The ordinary way of inspecting a train, while running, is from the windows of the caboose by the Conductor and Flagman, and from the top of the train or from engine by the head Brakeman and engine crew. When the train is stopped the crew usually walks from one end to the other, examining the journals, couplers and brake rigging, but, as a rule, when the train is standing on the main line, it is not given the attention it should be from the fact that they do not ordinarily stand long enough. When trains are in the side track, the cars are inspected more thoroughly.

A few years ago the Management started a campaign of making a report of repairs to foreign cars on the line. The primary purpose of this was to receive, from the owners of the cars, the cost of any material that might be used in repairing them.

I frankly say that it was a very hard matter to get our trainmen interested in making and reporting these repairs and it took a great many conferences and arguments to impress upon them the fact that we were losing money whenever they failed to make the report. However, during the latter part of the year 1915, the Conductors and Flagmen of this District began to take a real interest in the matter and I believe I can truly say there is never a repair made, by any of our trainmen, that is not reported.

In our several conferences with the men, we prevailed on them to use cotter keys on every foreign car in their train if they could find any missing, as well as make other necessary repairs, using the argument that if they would interest themselves in reporting cotter keys, they would not overlook reporting brass, air hose and material that is worth considerably more money. By this method we increased our cars reported from as low as Twenty to as high as Seven Hundred Fifty in any one month and on the Division from as low as Fifty to as high as Two Thousand Four Hundred Forty-Six.

Our reports seemed to have caught the attention of the General Manager of the Central of Georgia Railroad, as during the month of April he sent Mr. J. T. Sheehan, General Car Inspector of that railroad, to Princeton to find out how the Conductors made so many of these repairs and he came to see me with a great many misgiv-

ings as to whether or not our reports were correct. However, after explaining same to him, and together making a trip on a train that made Seventeen repairs enroute, he was satisfied and I quote below a part of his report to his Master Car Builder:

"Each Conductor, under Mr. Downs' supervision, is furnished with a supply of miscellaneous material, such as cotter keys, nuts, knuckles, knuckle pins, air hose, etc., and when a stop is made at a station, and particularly while waiting for a train to pass, the crew makes an inspection of the train, hunting very carefully for missing material, which is easily found, making repairs right there without losing any time and when the train starts away from the station the Conductor makes out repair cards for material used on foreign cars. The material used does not amount to much, principally cotter keys.

It is not the revenue the Company derives from same, it is the high efficiency of the service the train crews accomplish, as each car on the train is inspected so carefully, at each stop, that it is almost impossible for a derailment or wreck to occur, account of missing or defective material."

Mr. Sheehan caught the correct idea in the last paragraph of his letter.

If every Division on the Illinois Central Railroad would take the interest in the repairs to cars on the line that the Kentucky Division has taken, fewer accidents would occur. If the men become interested in making and reporting the repairs, and are given a statement each month showing how each Conductor, on each District, also on each Division stand on such repairs, we can rest assured that our trains are going to be properly inspected.



T.E.Green Stock Farm



Water Valley, Miss.



ILLINOIS CENTRAL

— AND —

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 19

Railroad Mail Pay

These Companies have, from time to time, presented on their Bulletin Boards subject matters relative to mail pay. We desire to thank the public and our employes who have interested themselves in the question for that which appears to be an equitable and fair adjudication of the matter by Congress, and to advise them, briefly, of the action taken.

Heretofore, the method of carrying the mail by the railroads, and the compensation therefor, has been prescribed by Congress and in voluminous and much detailed "regulations" issued from time to time by the Postoffice Department. Under the law recently passed, this has been changed. This law contains the following, among other provisions:

"The Interstate Commerce Commission is hereby empowered and directed as soon as practicable to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of mail matter by railway common carriers and the service connected therewith, prescribing the method or methods by weight, or space, or both, or otherwise, for ascertaining such rate or compensation, and to publish the same, and orders so made and published shall continue in force until changed by the Commission after due notice and hearing."

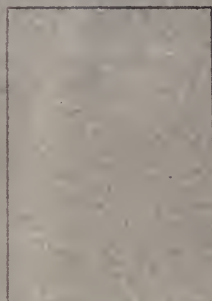
After prescribing in detail the procedure for hearings by the Commission between the various railroad companies and the Postoffice Department, the law provides:

"At the conclusion of the hearing the Commission shall establish by order a fair, reasonable rate or compensation to be received, at such stated times as may be named in the order, for the transportation of mail matter and the service connected therewith, and during the continuance of the order the Postmaster-General shall pay the carrier from the appropriation herein made, such rate or compensation. Either the Postmaster-General or any such carrier may at any time after the lapse of six months from entry of the order assailed apply for a re-examination, and thereupon substantially similar proceedings shall be had with respect to the rate or rates for service covered by said application, provided said carrier or carriers have an interest therein. For the purpose of this section the Interstate Commerce Commission is hereby vested with all the powers it is now authorized by law to exercise in the investigation and ascertainment of the justness and reasonableness of freight, passenger and express rates to be paid by private shippers."

It will be seen that the method of handling the mail pay has been radically changed, and the fact that it has been placed under the jurisdiction of the Interstate Commerce Commission seems to be logical, for the reason that there will be an enormous growth in the parcel-post, making the Government a competitor with the railroads as carriers of freight up to fifty pounds. The Interstate Commerce Commission empowered to adjust the rates is quite generally approved by the public and the railroads, and promises a solution of the railway mail question which has been a source of irritation and agitation for many years.



Yocana Twine Mills, Water Valley.



Passenger Traffic Department

*Little Talks with
'The Rambler'*

*Service Notes of
Interest*



The Rambler Goes on a Picnic

I had taken my usual vacation on the coast of Maine and was telling Tyro about it, when, in the course of the conversation I mentioned a picnic on some rocks overlooking the sea to which I had been a party. I was passing over it as an incidental matter when he stopped me, saying "Don't slide over that. I am a fiend for picnics, and would like to know if you developed anything new in that line. I know something about that rugged, picturesque region whose rock-bound coast is indented with bays, and whose hilly and generously timbered country is replete with scenic interest. Tell me all about that picnic." He listened attentively as I attempted to give rather a full description of a day's outing, interrupting me from time to time to ask questions about this or that detail. When I had finished, after a moment's thought he soliloquized half to me and half to himself somewhat as follows: "Yes, I guess you did have a good time and that it was an enjoyable picnic—six of you, all of the family; a thirty mile run in the automobile, stopping every now and then to enjoy scenic points of vantage, the roads only fair but the day bright and beautifully cool; your destination a rocky peninsula overlooking the sea, on which sea could be seen frequent little steamers making the

towns and landings scattered over the intricate coast line, and, in the distance, the sails of many fishing vessels; besides all which, as one of the pictorial compositions, was a lighthouse on a rugged island in the near distance. Then there were those rocks, ragged and broken at the water line, over which the waves tumbled and roared so delightfully. Of course there was no beach to speak of, there rarely is except at long intervals on that coast, but the rocky ledges slope up from the sea into broad plateaus, serving as an equivalent for all purposes except, possibly, bathing. Your basket lunch was eaten in one of the many fissures of the rocks, in which were plenty of natural seats and which, while keeping the direct sun rays off from you all was cheerfully light and gave you a glimpse of the sea at the end of its miniature canyon. "By the way," he asked, "what did you have to drink with your lunch?" "Coffee," was the reply. "Hot?" "Certainly, we carried it in a thermos bottle." "Well, that will do," he went on reflectively, "a thermos bottle is a great institution in an emergency, but there is a better way. After lunch," he continued with his soliloquy, "you sat on the rocks or climbed around on them for an hour or more, watching the beating waves at

their base and chatting. Then, leaving the ledges you all stretched out on the grass beyond them to rest, and, perchance have a nap to the music of the whispering pines in the near background and the rumbling of the sea in the foreground. The nap, however, was impossible, some one of you at a critical moment insisting on a disturbing restlessness—a condition common to all such attempts at picnics. Finally back home in the auto you went, but by a new route, stopping from time to time as objects of interest appeared, or as a town or village was passed through to surrender to the seductions of an ice cream soda. Yes," he concluded, "it must have all been beautiful and a most interesting day. Yet, from your description it does not seem to me that your party extracted out of it half of its possibilities."

I was about to ask him to expatiate on his conclusion, as I did not grasp his meaning, it being my opinion that we had experienced a perfect day in every respect on that picnic, when he anticipated me by remarking in a changed and animated voice, "I'll tell you what! Let *me* show you what a picnic is. A picnic in distinction to an outing. You undoubtedly had the last in, possibly, its perfection, but you missed by a long ways what I call a picnic."

In consequence a few days afterwards Tyro announced to me that he was ready for that picnic of his, and suggested that I get busy with its personnel; remarking that as far as he was concerned the party would consist of himself and wife, but that he would leave the others to the selections of the Rambler and myself. He begged me to remember however, that it would *not* be a "stag." I had no one to call upon for such an occasion except that I mentioned the matter to Snap-Shot Bill, who after a little thought declined to make one of the party, remarking as he did so, with what I thought to be unnecessary sarcasm, that *he* had to work for a living. Incidentally, I afterwards learned that he devoted that holiday that we had selected to going off by himself with his camera and taking pictures of cer-

tain subjects he had had in mind for a long time, the possession of which he thought would be of use to him in connection with investigations he was making along the line of colored photography. When, however, I mentioned the matter to the Rambler he was unexpectedly enthusiastic. He began immediately to ask questions as to meals for the day, evidently having first in mind as a necessary requisite the commissary features that might be desirable or necessary. "Of course," he said, "if it is to be in a large city park that is one thing. But if we are going out in some wilderness that is another. Where are we going anyway, and who is going?" I told him that Tyro proposed to take us virtually into the wilds, away from relative civilization, and that he had told me to say that he would take care of all matters pertaining to the eating. As to who was going, that I suggested was in his, the Rambler's, hands as long as he did not make the party so large as to be unwieldy.

"Well," he said, after a moment's reflection, "let's make it a sort of social affair and stick to Tyro, you and myself, as long as Snap-Shot Bill will not go, for parties of the second part and for parties of the first part, just for company for Mrs. Tyro (there he gave me a sly wink) I think I will invite the Trunk Lady and Miss Ouri, the latter now being on a visit to the former." I laughed to myself as to this suggested make-up of the party, as it accounted for his enthusiastic reception of the idea of a picnic. On reporting to Tyro in the matter he was agreeable, and on the appointed day we six set out for a beach and some sand dunes about forty miles away, reaching their proximity by trolley. We were set down from off the latter at a way station from which but two houses were in sight, and immediately began our tramp towards the lake some three miles distant. The first stretch was over a level highway running toward a distant ridge apparently well timbered, and which Tyro said was the dunes; explaining that these dunes we were to visit were what were known as anchored

dunes. That is, huge sand drifts on which vegetation had taken such hold as to allow the timber to grow, thus preventing further drifting on the part of the sand so that they had ceased to be what they were at one time, so called shifting dunes. As we trudged along, instead of the usual picnic basket Tyro carried a small light straw grip and his wife a still smaller one, while the Trunk Lady was also carrying a light suit case. It then developed that the Trunk Lady and Mrs. Tyro were old friends, and as they had been on many a picnic together she was carrying her contribution to the eatables for the day. I thought when the Rambler learned of her being familiar with the kind of an outing we were taking that for a moment he seemed a bit disappointed. "Wanted to give her a new pleasure, I suppose," was my thought. As for the Rambler and myself, having been told not to worry as to the matter of provender, we had started with nothing to burden our hands except for the Rambler's kodak, but on beginning our tramp Tyro had turned over to me a good sized but light tin pail, partially disguised by wrapping paper and evidently containing some dishes. Of course the Rambler early relieved the Trunk Lady of her grip. As we neared the ridge we came to a parting of the ways, but Tyro without hesitation turned to the left and we gradually began to ascend over a winding cart path evidently used on occasions as a sort of highway. The country was more or less interesting, our walk being partially through thin woods, through patches of heavy shrubbery, and occasionally over broken intervals of open stretches. The music of birds was in the air, and nodding in the gentle breeze beautiful wild flowers greeted us on every hand. I early noticed that Miss Ouri had a passion for gathering the flowers, while Tyro and the Trunk Lady seemed interested in stopping and examining them and having many discussions as to their name. In about an hour we reached the beach of the lake and looked up and down its broad course for miles in both directions. The waters of the lake that

it bounded stretched to the horizon, while the width of the beach was determined by its blending into the sloping sides or precipitous bluffs of the dunes. The latter bore most interesting evidences of the process by which nature converted their crests and beyond from huge sand banks into hills, valleys and level stretches covered with timber or a rich, ripe vegetation. It must be confessed that to me, who was seeing this kind of a country for practically the first time, the first impression of the landscape as viewed from the beach was that of barren dreariness. This very quickly wore away, however, as Tyro pointed out to us in turn the sand reed, or grass, the sand cherry shrub and the juniper patches and explained that these were the pioneer agents in anchoring those sands; he also adding many other interesting things from his store of dune lore. I then began to regard that landscape from a different point of view, and the vast sand stretches before us, the timbered covered hills and the shining waters of the lake began to assume a silent grandeur. In other words, to myself and others to whom the sight was new the lure of the region began to make itself manifest and we felt its dignity, impressiveness and interest.

We began to be hungry, but as we walked along the beach there were no comfortable shady spots in sight at which to pitch, figuratively speaking, our camp for the noon day meal that did not involve too much additional tramping. So Tyro, who seemed to be skilled in adapting himself to any circumstance in which nature played a part, picked out a small patch of sand cherry bushes, running from about knee to waist high, and said, "This will be our only shade. We will dine here." It was fairly hot, and we were a bit tired from our long walk, but no one demurred at the suggestion, for, as I have said, a lure, probably of the unbounded out-of-doors was on us and it seemed quite a matter of course for us to stop anywhere and adapt ourselves to circumstances. Tyro and his wife took matters in hand, the former picking out the shadiest side of the sand

cherry clump and then requesting the ladies to open the grips and get ready for the lunch, included in which was the unwrapping of the tin pail and placing the dishes therefrom to one side. Tyro on his part, sent the Rambler to fill the empty pail with water. The Rambler falling into the spirit of the occasion, on being told that there were no water pipes, faucets, pumps or wells short of a mile's walk, performed his task as Tyro expected he would by sitting down on the beach and, taking off his shoes and stockings and rolling up his trousers, waded into the lake for a sufficient depth to bring back the pail properly filled. Miss Ouri looked rather askance at the water in the pail, although assured by Tyro that it was perfectly good and pure, many cities being supplied from that same great lake. "O, I presume it's all right," she said, "but I wish he had been in a boat so that he would have gotten it further out. By the way," she added suddenly, "when we came on the beach I thought I saw a pipe with a faucet on the end of it sticking out of the sand. Its back there," she continued, pointing in the direction from which we had come. "If so," said Tyro, "some camping party making a considerable stay sunk the pipe into the sand until water was reached and forgot to take it up on leaving. It might be worth looking into, Rambler." The latter good naturedly emptied his pail and started off in the direction indicated, while Tyro and myself gathered driftwood from off the beach with which to make a fire. I was surprised at the amount which we found, for in walking across the sands driftwood had not been particularly noticeable. When searched for, however, it was remarkable how much we found half buried, or in wave worn shapes so whitened as to blend into the appearance of the sand. The pieces were not large but we soon gathered several arms full ranging from small bits for kindling up to sticks sufficient in size to make considerable of a fire. On the latter, when well ablaze, the tin pail was placed full of water from the faucet, the Rambler having been successful in his

quest, and in it was dropped a bag of coffee. In the meantime the ladies had taken from one of the grips some large sheets of white pantry shelf paper out of which they made a very respectable table cloth, stretched out over the sands and weighted down by plates of sandwiches and receptacles with pickles, olives, sugar and the like, together with the wooden plates from which we were to eat and the cups from which we were to drink. By the time all was ready the fire had brewed for us in that tin pail a most delicious, steaming hot lot of coffee. Then the lunch began. It is needless to go into details as to the latter except to say that it was enjoyed, notwithstanding the beating sun's rays overhead, for there seemed to be something in the very atmosphere that made that heat in those surroundings seem but a natural part of the day's enjoyment. Consequently we forgot to complain or even particularly to notice it. The lunch finished, the dishes packed away after first being washed in a fashion at the edge of the water of the lake, and our own hands cleaned by scooping hollows in the sand at the water line and letting the waves fill them with approximately clear water, we tramped off again, still along the beach. Finally, reaching a point with which he seemed to be familiar, Tyro turned off and we climbed up a considerable bluff on to the crest of the dunes, from where we pushed onward over a beautiful trail through the woods.

The trail made many turns and ascents and descents, open spaces were encountered here and there, and all along, whether sheltered by the trees or in the open, the vegetation was abundant and of a most interesting character. Wild flowers in great profusion were encountered at almost every turn, among which Tyro, the Trunk Lady and Miss Ouri revelled joyously, each according to their point of view. The latter pounced with childish delight on every new cluster and in the course of the afternoon had gathered a most exquisite bouquet, equivalent in size to practically an arm full. This, however, was not looked

upon with particular favor by Tyro or the Trunk Lady. They shook their heads at what they considered Miss Ouri's wantonness; for, as Tyro explained, many species of those flowers that had been plucked were fast becoming extinct. The Trunk Lady avowed that however beautiful they might be for a time in jars and vases at home, to her mind they were much more attractive nodding and waving in their native soil surrounded by their natural environment and fulfilling the function for which they were created. As to the doings of those two nature students, they were happy in finding and admiring the many different varieties of flowers that were in blossom on or near the trail; frequent discussions as to species or family adding zest to their discoveries. On the way home I heard them count up twenty-four varieties they had seen, all but one of which they had been able to name between them. While these three were busy with the flowers, the Rambler was equally so with his kodak, and carried home pictures as souvenirs of the day which later excited the envy of Snap-Shot Bill. Frequent impromptu rests were taken in the course of the tramp, for, while Miss Ouri would be gathering her blossoms, Tyro or the Trunk Lady stopping to admire some new specimen or cluster, or the Rambler holding us all up for a picture, the others would naturally wait in order that we might all keep together. In these little stops, in which relaxation was unconsciously sought by sitting or reclining on the ground, much merry talk was indulged in, for all were in excellent spirits, as in fact we had been for the whole day, and we felt the abandonment of children at play.

While the sun was still about an hour above the horizon we came out of the trail into the open country and in due course, following along the roadway, we reached the first of the two houses mentioned as being visible from where we left the trolley in the morning. Near this house, which was new and stood in considerable of a clearing, we elected to eat our evening lunch, a huge fallen tree by

the side of a brook serving both as table and seats. A visit to the house replenished the pail with fresh water, which was to be our only drink, and also developed the fact that the kind lady of the house would be perfectly willing to boil for us the dozen of eggs that the Trunk Lady had carried in her grip thus far without accident. Hence, as the evening shadows began to fall we were a most merry group sitting on or about the tree trunk and finishing our appetizing sandwiches, eating the warm fresh boiled eggs and drinking the pure well water dipped from the pail.

The Rambler, while clearly happy and enjoying the day, had not been as talkative as usual, possibly because he found himself in a relatively strange situation, or account of the general drift of the conversation having been on lines with which he was not familiar. However, as he carefully picked the shell off his hard boiled egg he seemed studying his surroundings as a whole, and particularly the immediate clearing, the development of farms from the rough being something that he understood more about than he did about botany and other nature studies. He had become so absorbed in whatever his thoughts may have been that Miss Ouri rallied him on his quietness, laughingly challenging his thoughts to the value of the proverbial penny. "I was just thinking," he replied with a bit of confusion from which he recovered in an instant, "what this clearing means. I was mentally casting up in mind the slow but continued process of development that will go on around and about here before the man who has built this substantial home has perfected his place, or farm—whichever it may be. The thought reminds me in a way of the development of the railroad sleeping car."

"O. Rambler!" I interrupted, "have a heart! You've been real good today and up to now have forgotten 'shop,' which in your case means passenger traffic. This is an outing, man! A picnic, primarily for the express purpose of forgetting all but the enjoyment of the present moment. If you are happier in

mind elsewhere, at least have pity on the rest of us." "Never mind," said Tyro, after the general laugh which followed this sally had subsided, "let him go on. The change of subject may be good for us, and undoubtedly he will tell us something interesting. He is capable of being quite entertaining when in the proper mood." This was jocosely echoed by the others, and the Rambler somewhat abashed replied depreciatively, "O, I had nothing of special import in mind. As however, sleeping cars are possibly one of the things about railroading that the public at large has a general knowledge of, you may possibly grasp the somewhat hazy connection between them and my saying that the future development of this place reminds me of sleeping cars in that its necessary improvement will be continuous and practically never ending. Of course there are innumerable other railroad features of a physical nature that in development have undoubtedly been more wonderful, more far reaching in their importance and more radical than those of the sleeping car. In fact, the latter are small compared with the long list of mechanical devices that affect safety and cost of operation. But the sleeping car comes closer into the traveling public's ken than the most of such items, and furthermore they are better understood. What I had in mind about them, however, is not so much the cars in themselves as that they illustrate a watchfulness and never ceasing care for added comforts, convenience and greater safety of the public just as in the case of this farm every stroke and bit of added thought should count for the increased comfort, convenience and profit of its owner." The Rambler was evidently still embarrassed, an unusual state for him to be in, and we had to urge him to continue, which he did in rather a hurried manner, saying: "What I had in mind was practically this. None of us remember when the upper berth was added but it was a progressive step when it was introduced. Some of us however, recall the

long brass rails extending through the entire length of the car on both sides and on which the curtains were hung. These rails in time entirely disappeared by being made in berth length sections and shut up in the upper berths when not in use. Perhaps some have seen the first old fashioned lamps that illuminated the cars, and recall the worried look on the porter's face when a smoked chimney occurred, for too many such meant censure for him. In time the improved lamp of the sleeping car was developed to such a degree of perfection as to become practically a standard in many directions besides in sleeping cars. This in turn gave way to gas illumination, to be followed by the electric light; a detail of the latter being its extension into the berths. After the upper berth was introduced all may remember when the occasional unpremeditated closing of said 'upper' was obviated by the cable attachment between the upper and lower berths. This in turn is now giving way to rigid rods, hinged to the curtain poles, that anchors the upper berth from above instead of by the cable. In this connection it may be noted in passing that the curtains have developed into an ingenious form by which the porter in making up the berths handles but the usual two pieces, but with the result that the upper and lower berths have individual and separate curtains. It should not be forgotten, of course, that back of these curtains is the relatively recent innovation of the coat hanger as well as the individual berth light. In our travels we all have been interested from time to time in the water and soap problems of the wash rooms in a sleeping car; the former starting with the hand pump and the latter with the cake of soap that did service for all as long as it lasted. The pump long since disappeared, being followed by various systems akin to 'pressing the button,' its latest development being in the throwing over of little levers by which 'hot' or 'cold' water is easily commanded, and 'waste' is quickly disposed of. The cakes of soap have given way to

soap lozenges for individual use by pulling a lever, or it is individually obtained in liquid form by the pushing the button system. Naturally," the Rambler concluded, "I have not begun to give all interesting details in the matter that might be cited. Neither have I attempted to touch on structural features and the divisions of the cars so as include drawing rooms, state-rooms, observation parlors and platforms, as well as many other features. I have simply illustrated what in a hazy manner was running through my head suggested by the probabilities that you see around us. The comparison undoubtedly is far fetched, but as has been intimated, my head is so full of railroads and anything pertaining thereto, from the most incidental to its traffic, that like the episodes of a dream one thing leads to another without apparent rhyme or reason. Hence in the present case the mental flight turned in the direction of sleeping cars."

"It's all right," broke in Tyro, "even if you didn't say only about half of what might have been said in that direction. Still, I will have to admit with our friend here that it was a little bit 'shoppy.'" "That's true," interrupted the Trunk Lady, with what I thought a mischievous twinkle of the eye, "and I am a little surprised that our picnic failed to interest the Rambler to the extent of utterly obliterating anything professional. There is no doubt Tyro will find a little peg in our day's experience on which to hang a future editorial, but he at least has saved us by giving no sign in the matter. Really, Mr. Rambler, it seems to me that by your absorption and its consequent explanation you have broken the charm of our picnic thoughts. I know of no way by which you can redeem yourself but to tell us one of your always interesting stories; remembering, that was not a story you just told but a technical lecture." The Rambler was puzzled to know whether she was just teasing or half meant what she said, but he accepted her challenge good naturedly by saying, "Well, if a

short story will redeem me I will tell you of an incident that occurred only a few days ago in connection with the solicitation of business on the part of one of our men. It certainly ought to appeal to you ladies," and he looked significantly at the Trunk Lady and Miss Ouri. "It was this way," he began. "The representative met a man in one of the towns on our line who advised that he would be in a neighboring town on a certain day and would like to then talk business pertaining to a trip to the coast. Of course our man made it a point to be in the town mentioned at the appointed time, the result being that two tickets were sold through one of our gateways to a principal city of the Pacific coast. In the course of the negotiation for those tickets it developed that the purchaser was going to elope with a certain charming young lady and naturally did not want the fact known. Hence the purchase of the tickets in a town other than the one in which he lived. As he grew confidential enough to impart this information to our representative, he went a step further and advised that his sister and her beau were also going to elope. He suggested that our man go to the town where they both lived, and, on going to a certain store he would see the eloper's sister who went there every Saturday to sell farm products. You may be sure that our man followed out the suggestion of going to the town and store mentioned on the very next Saturday. When the girl appeared he introduced himself and told her what he had arranged for her brother, with the result that two more tickets were eventually sold via our gateway to the Pacific coast." "Very good," said Tyro, laughing and clapping his hands; "that amends for past offenses," to which the Trunk Lady smilingly nodded her approval.

Shortly afterwards the dishes were packed again and our little party of picnickers set out on their last tramp—to the crossing where we were to take the trolley for home. The sun had disappeared below the horizon but was still shedding its glorious light above in

colors of brilliant hue when, as we sat on a bank watching the softened landscape, and the sunset effects on the clouds, I said to Tyro, "well, I have certainly had a most enjoyable day and pronounce this a first class picnic. Wherein, however, have we done anything which, compared with my picnic at the coast, would still cause you to think that on the latter we missed what you consider a picnic in distinction to an outing?" Tyro was thoughtful for a moment and then slowly said, as if analyzing and comparing the two, "There does not appear on the surface to be such a great difference. You had a day of perfect enjoyment in both cases. Probably in the nature of surroundings your sea coast picnic gave opportunities for greater variety than has been experienced here. But did you take advantage of all that the place offered? We have incidentally made this more or less of a nature study day. Had you done the same on the coast would you not have added to the interest, and acquired an additional something that is now lacking by which to more keenly remember the place and occasion? I do not count that however, as necessarily to the disadvantage of that particular day, for as far as I know what you talked about and enjoyed then may more than have compensated for what is interesting from my point of view. But you took on

that occasion the easy way, which in itself is not to be criticised. That is, you stayed practically in one spot, while we today have enjoyed varying aspects of an entire region. You were a bit lazy at the seashore, confining your exertions within the narrow confines of a single point of rocks. We have made ourselves healthfully tired by the long tramps that we have had. You carried your coffee in a thermos bottle and undoubtedly had coffee that, when you drank it, was as hot as that we boiled over the fire. But you missed the fun of brewing it, and the incidental exercise and occupation attendant thereon. What you saw was practically the same set, or class, of objects. You failed to add to your enjoyment the delights that were evidently at hand by a short tramp away from those rocks into the woods. You missed some of the lure of being in the glorious out-of-doors when you ate your lunch in the protecting shade but narrow confines of a cavern instead of being on the top of that ledge getting a broad outlook over the sea and feeling its spirit and perchance its breezes. You—"Never mind about the rest!" I exclaimed, "I see your point. As long as you do not disparage my seashore picnic I am willing to grant that there were elements in today's experience that made it far more like a picnic than was our outing on the rocks."

Service Notes of Interest

According to the Bureau of Railway News statistics more than three times as many people, in proportion to the population, were killed on the streets of Chicago, Ill., during 1915 than were killed by all the railroads of the United States, including passengers, employes, trespassers and others in all classes of accidents.

"In a population of approximately 100,000,000," the statement says, "there were killed in all classes of accidents on the railways 10,550 persons, of whom 5,558 were trespassers and only 759 accidents on trains.

"Records of the coroner's office show a total of 802 persons killed on the streets of Chicago during the 12 months of 1915. With a population only approximately one-fortieth as great there were 321 fatalities per 1,000,000 inhabitants on the streets of Chicago against only 105 per 1,000,000 inhabitants, due to railway operation, more than one-half of which were trespassers.

"During the year there were 136 persons killed on Chicago streets by automobiles alone, or within 5 of the num-

ber of passengers killed by all the railroads in the accident to trains.

"In other accidents on the streets there were killed 584 persons, the causes being such as bicycles, elevated railways, street and steam railways and motorcycles. How serious the question of automobile accidents alone has become is shown by the fact that there was an increase of fatalities from this cause from 98 in 1912 to 126 in 1915, or 38.8 per cent. In New York there was a simultaneous increase from 226 to 302 or 33.6 per cent.—Exchange.

The Florida East Coast Hotel Company announces the following period of operation of the hotels of the system during the season of 1916-17. They are all operated on the American plan, but in addition the equipment of each one includes an up-to-date Grill Room with service equal to any demand.

Ponce de Leon, St. Augustine; opens, Saturday, Jan. 6, 1917; closes, Saturday, April 7, 1917.

Alcazar, St. Augustine; opens, Monday, Dec. 11, 1916; closes, Friday, April 20, 1917.

Ormond, Ormond-on-the-Halifax; opens, Monday, Jan. 8, 1917; closes, Tuesday, April 3, 1917.

The Breakers, Palm Beach; opens, Saturday, Dec. 23, 1916; closes, Saturday, April 7, 1917.

Royal Poinciana, Palm Beach; opens, Monday, Jan. 15, 1917; closes, Monday, March 26, 1917.

Royal Palm, Miami; opens, Monday, Jan. 1, 1917; closes, Sunday, April 1, 1917.

The Colonial, Nassau (Bahama Islands); opens, Tuesday, Jan. 9, 1917; closes, Friday, April 6, 1917.

Royal Victoria, Nassau (Bahama Islands); opens, Saturday, Dec. 9, 1916; closes, Friday, March 30, 1917.

Long Key Fishing Camp, Long Key; opens, Monday, Jan. 1, 1917; closes, Saturday, April 14, 1917.

Information relative to other hotels along the East Coast of Florida and at Nassau, Bahamas, and on the Island of Cuba can be obtained from the Information Booklet of the Florida East Coast

Railway which will be available after October 1, 1916.

In a recent issue of "The Right Way," published by the Central of Georgia, a writer touched on the subject of "The Diffident Ticket Salesman." "A want of confidence in one's self or lack of trust in one's own knowledge" was the application given to the term diffidence, the possession of which on the part of a ticket agent sometimes makes itself manifest to a would-be purchaser and results in the loss of sales, it was claimed. As an encouragement to ticket salesmen who realize their ability is lessened by lack of confidence he recommended that they study the methods of successful agents, illustrating his point as follows:

"It is interesting to watch a ticket agent of known ability discuss with an undecided inquirer the details of the prospective passenger's trip; how confidently the agent furnishes information as to the fares, schedules, etc., via his line; how clear and concise is the information he furnishes. If he cannot answer "off-hand" the questions asked he knows exactly where to find the desired information and does so without hesitation. (The next best thing to knowing the answer, is knowing where to find the answer.) The agent's air of confidence so impresses the prospective passenger that he decides to "shop" no further and the sale of transportation is easily made."

THE ENGINE'S SONG

Through city and forest and field and glen

I rush with the roaring train;
My strength is the strength of a thousand men,

My brain is my master's brain.

I borrow the senses of him within
Who watches the gleaming line;
His pulses I feel through my frame of steel,

His courage and will are mine.

I hear as I swerve on the upland curve,
The echoing hills rejoice
To answer the knell of my brazen bell,

The laugh of my giant voice.

And white in the glare of the golden ray,

Or red in the furnace-light,
My smoke is a pillar of cloud by day,
A pillar of flame by night.

—Clipped.

Does not the following poem from "The Right Way" rather appeal when it is recalled how many of our successful railroad men have risen from insignificance simply because they could not be kept down?

A little cork fell in the path of a whale,
Who lashed it down with his angry tail.

But in spite of his blows
It quickly arose
And floated serenely before his nose.

Said the cork, "You may flap and sputter and rap

But you can never keep me down.

For I'm made of the stuff
That is buoyant enough
To float instead of to drown."

The Alaska Steamship Co. announces that it expects to establish service between Seattle and the Atlantic Coast via its fast passenger steamer "Alaska" on the route via the Panama Canal, the first sailings from Seattle to be about November 15, 1916,

and January 15, 1917; and westbound from New York or Philadelphia leaving about December 15th and February 15th. Voyages to be in the nature of tours, with calls at San Francisco, Los Angeles, Panama, Colon, and one or more West Indian ports, at each of which passengers will be given a day ashore.

Among the future events scheduled for the Exposition grounds at the San Diego Exposition, are the following:

September 20, Italian Day; September 24-30, Norwegian week; September 27, Alameda County Manufacturers' Day. Brazil Day; September 9, Admission Day celebration and excursion of Native Sons and Daughters; September 20, Italian Day; September 24-30, Norwegian week; September 27, Alameda County Manufacturers' Day.

MR. JOSEPH RICHARDSON, Chairman Southeastern Passenger Association, died suddenly at his home in Atlanta, Ga., on the morning of Sept. 3rd.

"Many a man's ship never came in because it was submarined by an overlooked opportunity."—St. Louis Post-Dispatch.

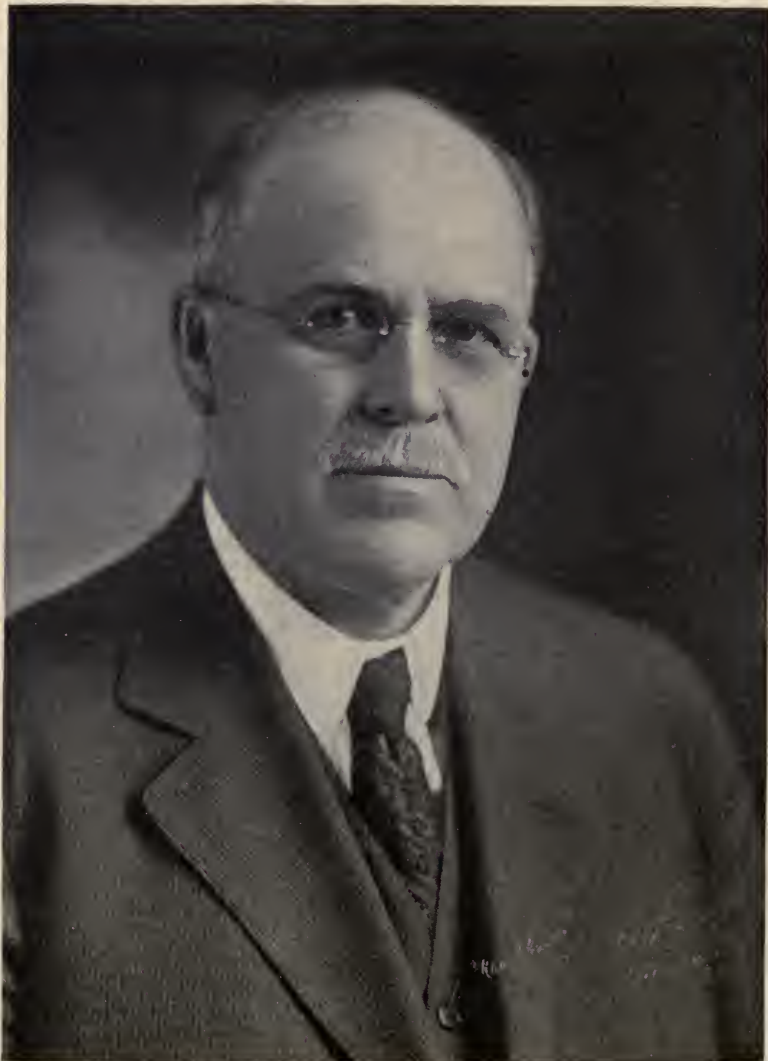


Paducah Shop Baseball Team

FROM THE LAW DEPARTMENT



Biographical Sketch No. 26



HON. GEORGE A. DUPUY.

Hon. George A. Dupuy

Special Attorney, Chicago, Ill.

MR. GEORGE A. DUPUY, Special Attorney, a member of the legal force of the Company at Chicago, was born in St. Clair County, Illinois, in 1858. Here his family, originally southerners from Georgia and Kentucky, had settled in 1816. His great grandfather was a soldier on the side of the Colonies in the American Revolution. Mr. Dupuy was born and brought up on the farm. His first ride on a railway train was on the Illinois Central in 1865 from Ashley to Pana. He was educated in the public schools, in the Illinois Wesleyan University at Bloomington, and in the Union College of Law in Chicago, from which last named school he was graduated in 1882. He at once began the practice of law in Chicago, where he has lived and labored ever since 1881. He was Chief Assistant Corporation Counsel of Chicago when Mr. Wm. G. Beale was the Cor-

poration Counsel; and was also assistant in the same office under Mr. John S. Miller. Later, he was the law partner of Judge E. H. Gary and afterwards of Mr. Harry Rubens.

In 1904 Mr. Dupuy was elected Judge of the Superior Court of Cook County. Two years of his term he served as chancellor, and in 1909 he was selected as Chief Justice of that Court. At the Bar Primary in 1910 he twice received more votes than any of his sixteen competitors.

Upon his retirement from the bench in 1911 the Illinois Central offered him the position of Special Attorney to assist in the charter tax litigation with the state, then and still pending in the courts. This position he accepted and since that date has been in the service of the Company. Lately, he has been assisting in the general legal work of the Company.

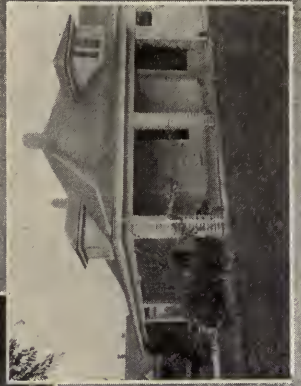
Value of Live Stock for Rate-Making Purposes

Concerning Also Uniformity of Ratings on LCL Shipments of Live Stock

In *National Society of Record Associations vs. A. & R. R. Co. et. al.*, 40 I. C. C. 356, decided by the Interstate Commerce Commission on June 29, 1916, opinion by Mr. Commissioner Clements, the breeders of pedigreed live stock complained that the classification rules and regulations relating to the transporting of live stock in less than carload quantities were unlawful, especially because of their non-uniformity in the three classification territories, western, official and southern, the case as stated by the Commission is as follows:

The particular description of the classifications, regulations, rules, rates, and practices which are alleged to be unjust,

unreasonable, unjustly discriminatory, unduly and unreasonably prejudicial and disadvantageous and unlawful, in violation of sections 1, 2, 3, and 6 of the act to regulate commerce, may be stated briefly as follows: (1) That the *minimum weights* upon which charges are assessed on shipments of live stock are too high; (2) the *standard or basic values* above which the rates are increased are too low; (3) the *percentage* by which rates increase as values increase above the basic values is too great; (4) requirement that *attendants* employed and paid by the shippers shall accompany shipments constitutes an unnecessary and unlawful burden; (5) rates on *small*



stock in crates are unjust and unreasonable; (6) certain provisions of the *contract of shipment* are unlawful.

Minimum Weights—The minimum weights provided for by the Western Classification were adopted for use in the other classifications; and the Commission held that crated animals should move at the same minimum weights as uncrated, and that young hogs, sheep, and goats should take the same weight as the grown animal.

Standard or Basic Values—In the *Croninger case*, 226 U. S., 491, the Supreme Court held on January 6, 1913, that carriers might legally limit by contract, fixing an agreed value, their liability for loss and damage to shipments. By the Cummins amendment to section 20 of the act to regulate commerce, approved March 4, 1915, carriers are prohibited from limiting the right of the shipper because of loss, damage, or injury caused by the carrier, to recover the full value of the property transported, except where goods are hidden from view and the carrier is not advised as to their character. Since the Cummins amendment requiring carriers to assume full liability on interstate shipments, they insist on their right to increase charges when the value is higher than the average value. So that this standard value is of greater importance now than heretofore. It is also of importance that such values should not differ in different sections of the country, so that the owner of property transported from one to another classification territory may not be subjected to diverse regulations. The value of a particular animal is not affected by crossing the line from one to another classification territory and such animals of a value above the standard or basic value should have a uniform rating commensurate with the excess value.

The question of the standard value at and below which all live stock take the same rates for the same movement involves the fact that such value should be applied to all live stock whether the shipment be in carloads or in less than carloads. The benefits of uniformity, and in order that the average animal shall

not be required to pay transportation rates based upon values in excess of the actual value of such animals, present reasons why the higher valued blooded animals should not fix the standard. In *Iowa Railroad Commissioners v. A., T. & S. F. Ry. Co.*, 36 I. C. C., 79, 85, we prescribed minimum values on carload shipments. The value of an animal is not affected by the number of animals shipped in a car. Uniformity is desirable, and the evidence on this record justifies a finding that the minimum values prescribed by us in that case are reasonable. Upon the facts we find that the standard or basic values shown in the following table are reasonable: Each horse or pony (gelding, mare, or stallion), mule, jack, or jenny, \$150; each colt under 1 year old, \$75; each ox, bull, or steer, \$75; each cow, \$50; each calf, \$20; each hog, \$15; each sheep, \$5; each goat, \$5. (40 ICC 353)

Percentage Increase in Rates for Animals of a Value Greater Than the Standard—To not correctly declare the value of an animal shipped in interstate transportation, when valuation affects the rate, is a violation of the act to regulate commerce. Registered pedigreed animals have a widely differing market value, which in most cases exceeds the value of an ordinary animal of the same kind.

The Commission found that the rates for the transportation of any of the animals named in the foregoing table, which are increased for additions above the standard values applicable in connection with the basic rates by more than 2 per cent for each 50 per cent, or fraction thereof, of additional value, are and will for the future be unreasonable. Concerning the rates the Commission says that reasonable classifications and rules should be established independent of the rates; that when reasonable and uniform classifications with reference to basic values and minimum rates are in force and have been tested, it can then be determined whether the rates are properly adjusted.

Attendants for LCL Shipments of Live Stock—We find and conclude that

provisions compelling shippers to provide attendants for less-than-carload shipments of live stock are and will for the future be unreasonable, and will order the defendants to cancel all such provisions. The record shows no shipments of vicious animals, but such may be shipped. At times a shipper may desire to accompany a very valuable animal. For these reasons there are no objections to uniform provisions in the classifications and tariffs providing in unambiguous language that shippers may at their option and expense furnish attendants who, upon paying full fare in both directions, shall be permitted to accompany shipments of live stock in less than carloads. The shipper's interest

will, if an attendant be necessary, induce him to provide one and a tariff merely permissive will be all that is required to protect both shipper and carrier.

Crated Live Stock—The carriers may properly provide for minimum weights and standard values the same as hereinbefore found reasonable, but we are of the opinion and find that rates on crated animals in excess of rates now and contemporaneously maintained on animals shipped uncrated are and for the future will be unjust and unreasonable. An order to that effect will be entered. A tariff requirement that small animals must be crated for shipment is not unreasonable, but defendants should make such requirement uniform.

CUMMINS AMENDMENT AS AMENDED AUGUST 9, 1916, RELATING TO THE LIMITATION OF LIABILITY FOR LOSS, DAMAGE OR INJURY TO PROPERTY, AND RELATING TO THE MATTER OF RATES DEPENDENT UPON VALUE DECLARED IN WRITING BY SHIPPER.

By the Act of Congress approved August 9, 1916, the so-called Cummins Amendment was further amended. The Act is known as Public Act No. 183, 64th Congress, S. 3069; its official title is, "An Act to amend an Act entitled 'An Act to amend an Act entitled 'An Act to amend an Act entitled 'An Act to regulate commerce,' approved February 4th, 1887, and all Acts amendatory thereof, and to enlarge the powers of the Interstate Commerce Commission,' approved March 4, 1915," As now amended, the law reads as follows:

"That any common carrier, railroad, or transportation company subject to the provisions of this Act receiving property for transportation from a point in one State or Territory or the District of Columbia to a point in another State, Territory, District of Columbia, or from any point in the United States to a point in an adjacent foreign country shall issue a receipt or bill of lading therefor, and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass within the United States or within an adjacent foreign country when transported on a through bill of lading, and no contract, receipt, rule, regulation, or other limitation of any character whatsoever, shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed; and any such common carrier, railroad, or transportation company so receiving property for transportation from a point in one State, Territory, or the District of Columbia to a point in another State or Territory, or from a point in a State or Territory to a point in the District of Columbia, or from any point in the United States to a point in an adjacent foreign country, or for transportation wholly within a Territory shall be liable to the lawful holder of said receipt or bill of lading or to any party entitled to recover thereon, whether such receipt or bill of lading has been issued or not, for the *full actual loss, damage, or injury to such property* caused by it or by any such common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass within the United States or within an adjacent foreign country when transported on a through bill of lading, notwithstanding any limitation of liability or limitation of the amount of recovery or representation or agreement as to value in any such receipt or bill of lading, or in any contract, rule, regulation, or in any tariff filed with the Interstate Commerce Commission; and any such limitation, without respect to the manner or form in which it is sought to be made is hereby declared to be unlawful and void:

"Provided, However, That the provisions hereof respecting liability for full actual loss,

damage, or injury, notwithstanding any limitation of liability or recovery or representation or agreement or release as to value, and declaring any such limitation to be unlawful and void, shall not apply, first, to baggage carried on passenger trains or boats, or trains or boats carrying passengers; second, to property, except ordinary live stock, received for transportation concerning which the carrier shall have been or shall hereafter be expressly authorized or required by order of the Interstate Commerce Commission to establish and maintain rates dependent upon the value declared in writing by the shipper or agreed upon in writing as the released value of the property, in which case such declaration or agreement shall have no other effect than to limit liability and recovery to an amount not exceeding the value so declared or released, and shall not, so far as relates to values, be held to be a violation of section ten of this Act to regulate commerce, as amended; and any tariff schedule which may be filed with the commission pursuant to such order shall contain specific reference thereto and may establish rates varying with the value so declared or agreed upon; and the commission is hereby 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. The term 'ordinary live stock' shall include all cattle, swine, sheep, goats, horses, and mules, except such as are chiefly valuable for breeding, racing, show purposes, or other special uses.

"Provided Further, That nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under the existing law:

"Provided Further, That it shall be unlawful for any such common carrier to provide by rule, contract, regulation, or otherwise a shorter period for giving notice of claims than ninety days and for the filing of claims for a shorter period than four months, and for the institution of suits than two years:

"Provided, However, That if the loss, damage, or injury complained of was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claim shall be required as a condition precedent to recovery."



FORD'S MINERAL WELLS, NEAR WATER VALLEY, MISS.

The Illinois Central Railroad Band of Chicago

ALL the activities of railway men outside of the regular line of their daily employment which center about and serve in a measure to exalt the fact of that employment, are important, because they make for loyalty to and solidarity of the main organization—the railway. A very interesting and successful example of such an enterprise on the part of employes is found in

has been leader of this band for twenty years without a break. Signor V. Morrie is Assistant Director and Robert E. Stripp is Drum Major.

This is the only railroad band and orchestra in Chicago. This band is uniformed and the repertoire of music cannot be surpassed; in fact it is up to date with everything in band and orchestra work.



the Illinois Central Band and Orchestra, an organization which has an enviable record.

The Illinois Central Band was organized in 1896 and its first engagement was that of heading the railroad men at Canton, Ohio, during the campaign of President McKinley. The organization is composed entirely of employes of the Illinois Central Railroad and most of the members are employed in the shops at Burnside, all members of the A. I. M. & T. U. of New York.

The officers of this organization are: President, W. A. Summerhays, General Storekeeper; Vice-President, J. H. Nash, Superintendent Motive Power; Vice-President, H. C. Eich, Master Mechanic; Band Manager, W. H. Quirk, Chief Smoke Inspector; Band Director, G. F. Fraser, who served a number of years in the British Army as Band Sergeant, and is one of the survivors of the terrible massacre at Cawnpore, India. He organized the Grand Trunk Band of Canada, the Roanoke Machine Works Band and Orchestra now the Norfolk & Western at Roanoke, Va., and the Illinois Central Band of Chicago, an organization which he is very proud of. He

This band is open for engagement in all lines of music, such as picnics, balls, conventions, social functions of all kinds and funerals. The soloists of the band are: B. Vidale, Clarinet; M. Morrie, Cornet; Signor V. Morrie, Baritone; C. Costa, Saxophone; I. Shickley, Alto.

The band is assisted by the following officers and employes: W. Davidson, Assistant General Storekeeper; L. A. North, Shop Superintendent; J. Miller and H. J. Quinnell, General Foremen; H. Seiman, C. Nylander, G. H. Judey, H. J. Rapps, W. J. Ormsby, W. Murray, A. Paulus, W. C. Scofield, G. Nylanders, W. H. Mullendorf, Charles Brandt, Shop Foremen.

This is the band that was selected by Capt. C. L. Bent, Passenger Train Inspector, and J. C. Clair, Industrial and Immigration Commissioner, to head the Railroad division of 7,000 railroad men in the Preparedness Parade of June 3, 1916, the largest parade ever held in Chicago.

Whenever this band is engaged, they always bring back a good report, as satisfaction to the officials and the public is Mr. Fraser's hobby.



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 ▲ ▲ ▲ ▲

Physiological Eating—How to be Plump

WE HAVE had several requests for an article on this subject, and we consider it of sufficient importance to give it consideration as a preventive measure. Just as excessive fat may be a great detriment in cases of sickness so may an excessively gaunt person be in poor condition to withstand the onslaught of disease. It is, however, impossible to say where the weight by excess commences. It is, therefore, only in the extremes of weight that we can positively say that

there is excess or deficiency. But it is with these that we are concerned, for it is in extremes only that disease consists, and with the slight variations from what as physiologists we lay down as the normal condition our interference is not required. It is unnecessary to dwell upon the fact that, of all causes of disease, irregularity of diet is the most common, and the sequence is, that of all means of cure at our disposal, attention to the quantity of food is by far the most powerful.

We hear much today about our Coast defenses and the urgent need of strengthening and fortifying them. Now the defenses of the body need fortifying and if proper attention was given to this less sickness would abound in the land; less sorrow prevail and infinitely fewer deaths in the community. They can be fortified by proper care and proper food at the proper time.

Now the exciting causes of leanness may be under the heads of climate or locality, and diet and exercise. The inhabitants of mountainous and barren sandy regions are naturally disposed to be lean. Leanness, more than from any other cause, results from deficient or innutritious diet; from excessive bodily and mental activity, and from a variety of affections capable of deranging or suspending the primary assimilating processes and thus cutting off the supplies, the *modus operandi* of all which, is sufficiently obvious. Another cause of leanness may consist in some persons in a natural imperfection of the faculty of assimilating fats. This incapacity shows itself in a variety of ways. Thus there are some individuals whose stomachs will not tolerate the least proportion of fatty matters; others who never fail to suffer from its use by what is called bilious derangement. Such individuals are usually lean. On the other hand there are individuals whose stomachs will bear any quantity of fat with impunity and yet remain lean. These three conditions of the system undoubtedly depend on very different causes. The two first conditions usually occur in individuals of an anxious and nervous character; of great mental susceptibility and activity, and who, moreover, have suffered much mental affliction, real or imaginary. In spare individuals who take fat with impunity it is either not assimilated at all and passes through the bowels unchanged, or if the fat be taken up, it is disposed of as fast as it is deposited so as to prevent its accumulation.

Another cause of leanness is the

LACK OF WATER. It is a strange fact that as a rule lean persons drink LITTLE or NO WATER. They say they do not crave it, therefore, do not drink it. There is a restless anxiety about lean people that is often distressing. They look hungry, sad and irritable. As children they whine and cry and put all creation out of joint. "The very thin must certainly, so to speak, live from hand to mouth, and have little for emergencies."

You ask a very practical question "How much should a person of a given height weigh—is there a standard between height and weight?" The following figures show the relative height and weight of individuals measuring FIVE FEET and upwards:

Feet	Inches		Weight
5	1	should be	120 pounds
5	2	should be	126 pounds
5	3	should be	133 pounds
5	4	should be	136 pounds
5	5	should be	142 pounds
5	6	should be	145 pounds
5	7	should be	148 pounds
5	8	should be	155 pounds
5	9	should be	162 pounds
5	10	should be	169 pounds
5	11	should be	174 pounds
6	0	should be	178 pounds

"It is impossible," as Dr. Hutchinson remarks, "To say where the deficient weight commences." It is only when there are extremes of weight that we can positively say that there is excess or deficiency. Insurance companies as a rule reject an applicant who is 20% below weight; an applicant 5 feet 10 inches, weighing but 135 pounds, is rejected as an undesirable risk. The insurance company reckons that such a decrease of weight shows latent disease somewhere in the system. It is, therefore, a good rule to go by and every lean person should watch their weight with that in view.

Now to build up the system certain rules should be followed. First eat carbonaceous food, potatoes, meat, milk, cream, butter and most of all WATER. Over-feeding will induce fat and so will the habit of taking too



Residences of



Water Valley, Miss.



much fluids. The obese—very fat—are not always great eaters, but they invariably drink a great deal even though it be only water. If the writer was asked how best to increase the weight he would advise the following:

Let your breakfast be cereals with cream, soft boiled eggs, bread, coffee with cream. About ten or eleven o'clock take a glass of cream with a few crackers, then a solid dinner of meat, potatoes, and drink plenty of milk or water. About one hour after take a short nap with all windows open. About 3 or 3:30 P. M. drink another glass of cream and graham crackers, a very light supper and an eggnog at bedtime. Upon rising a glass of water (not too cold) and water drank several times through the day. This should increase the weight fully 20 pounds in four weeks. If the system tires of cream Maltine can be taken with advantage after meals.

Make a rule to drink at least four glasses of water each day. One writer says: "When the appetite is good and the person eats well and lives moderately, I have found that a pint of water, taken in four doses, will often be all that is needed to insure a constant and prompt increase of fat. If the eggnog at night disagrees a half glass of water should be drank. This often insures quiet and refreshing rest.

Now marked leanness is a symptom of DISEASE. It can be relieved and the body wonderfully strengthened by the FREE use of FATS, STARCHY FOODS, SWEETS and water. REST in the AFTERNOON is absolutely necessary. In addition to the ordinary meals which should include the above, if MALT is taken after each meal it will re-inforce so to speak the value and nutritive value of the food taken. An eggnog at night will add to the strength and vigor of many people in a remarkable manner.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Illinois Central Magazine,
Chicago, Illinois.

Evansville, Ind., May 23rd, 1916.

Gentlemen:

I should be very much pleased if you would publish a part if not all of the following letter:

"To the Contributors of the Hospital Fund:

Out of my deep gratitude and feeling I am endeavoring through the columns of the Illinois Central Magazine to express my appreciation and thanks for the fine treatment accorded me while a patient at the Illinois Central Hospital in Chicago. I wish to thank my fellow employes through whose monthly contributions to such a cause makes it a God-send for all who need medical attention without the majority of contributors could not touch such efficient care as is given in the Illinois Central Hospital by their Staff or skilled physicians and nurses.

Having shot a nail into my eye from the accidental discharge of a toy pistol, the services of the best eye specialist were required. Through the efforts of the officials I was immediately rushed to the Chicago Hospital. Letters, passes, etc., were wired through and all was in readiness for me upon my arrival. I left Evansville at 6:15 A. M., and 6:00 P. M. found me under the care of the best eye specialist obtainable. During the entire four weeks I received such good attention words fail to express my everlasting gratitude to those who made it possible. After my unfortunate accident and seeing so many others whose only help comes from that worthy institution, I shall always consider the fifty cents given monthly as doing the greatest amount of good to the greatest number possible.

I hope that none shall ever have cause to need such services, nevertheless as sickness will continue to be, I trust the Hospital continues to be the Mother's hand and ever faithful servant of the Company's faithful and deserving employes.

Sincerely,

(Signed)

JOHN W. M'COY,
Section Foreman,
Evansville, Ind.

Water Valley, Miss., May 23rd, 1916.

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

Dear Doctor:

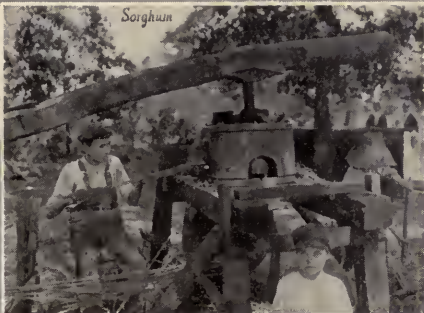
On the 16th day of March, 1916, at noon, I was taken suddenly ill and called Dr. J. C. Armstrong, our District Surgeon at this point, to my assistance and he responded promptly and was most attentive to me during my sickness. Due to the nature of my illness, the Doctor advised me to go to the Illinois Central Hospital in Chicago and made arrangements accordingly, and I went, and while there received every possible attention that a sick man could have, and cannot speak too highly of this institution. The hospital building is situated in a beautiful location near the Lake and every comfort is provided for the patients and the physicians, surgeons and internes are a fine set of gentlemen and certainly know their profession. The nurses are especially attentive, and while I did not require so much attention, I could observe others who were there for all kinds of operations, etc., and all patients received the same good attention regardless of where he was from or who he was.

I just want you to know what a service the Railroad Company is doing for their hundreds of employes in furnishing this up-to-date hospital, and to assure you that we employes appreciate more than we can express this act on the part of the Company.

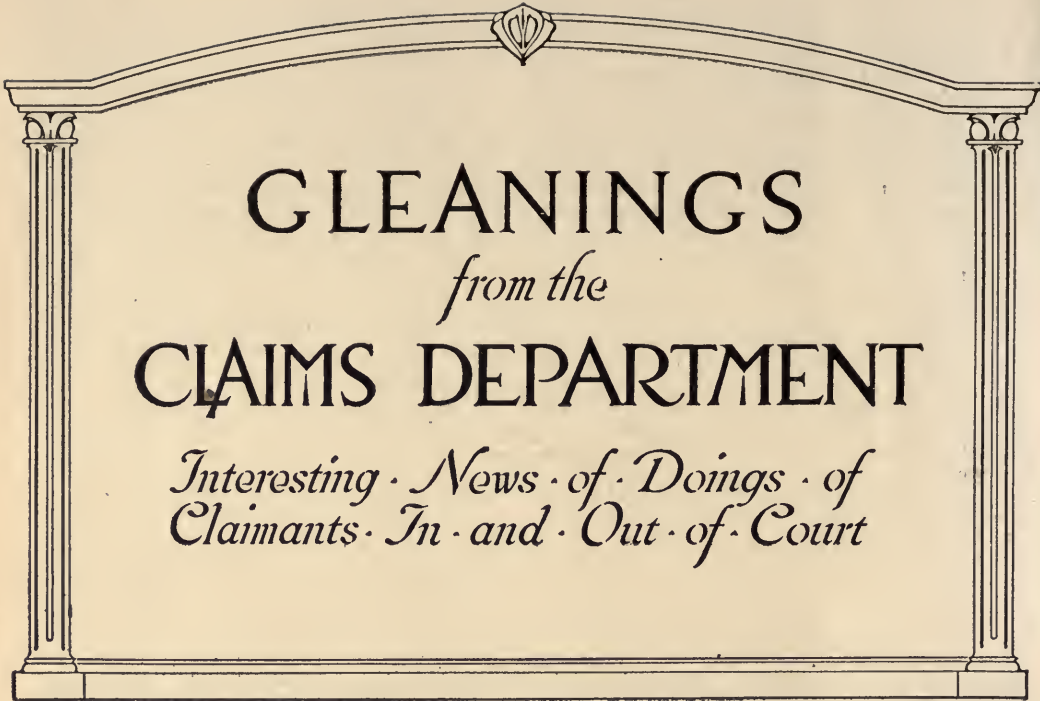
Again thanking you for the good attention shown me while in the hospital, and with best wishes,

Yours very truly,

W. J. KING,
Foreman Blacksmith, I. C. R. R. Co.



WATER VALLEY, MISS.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

ONE KILLED, ONE HURT WHEN TRAIN HITS COW

**Iron Mountain Locomotive and 16 Cars
Derailed—Wreckers Rush to Scene
—Engineer R. L. Green of Memphis
Dies Under Engine and Fireman
J. P. Bickford Is Injured Near
Wynne, Ark.**

R. L. Green, engineer, was killed instantly; J. P. Bickford, fireman, was injured; the engine was overturned and 16 cars were derailed when Iron Mountain manifest train No. 254, Memphis bound, struck a cow six miles east of Wynne, Ark., at 6:10 o'clock last evening.

Green was pinioned under his engine and his body has not been recovered. He lived at 2110 Evelyn Avenue. Bickford, who lives at 299 Iowa Avenue, sustained injuries which are reported to be not serious. Conductor Poe escaped unhurt.

Freight cars are said to be piled in the ditch. Wreckers were summoned from Argenta, Ark., and expected to have the track clear some time this morning.

The freight train was traveling at fair speed over a steep grade when the engine struck the cow. Engineer Green had applied the air, but the force of the impact was so great that the big locomotive toppled over on its side, pulling 16 cars after it.

It was reported by long distance telephone that Bickford would be taken to Wynne for medical attention. The extent of his injuries was not known definitely.

Green's body will be brought to Memphis as soon as it can be recovered from under the engine.

Iron Mountain passenger trains out of Memphis last night were detoured over the Rock Island tracks. A special train was dispatched to Wynne to handle passengers between that junction and Memphis.

Green was 50 years old. He is survived by his widow, who resides at the Evelyn Avenue address, and one son, John Chester Green, who lives in Kentucky.—Memphis (Tenn.) Commercial Appeal, Aug. 4, 1916.

The foregoing account tells the whole story of why the Illinois Central

management has been waging such unrelenting war against live stock on the track. It is trying to safeguard its employes and the traveling public, instead of trying to save the money it is required to pay out on account of striking the stock. The system that has grown up of requiring railroads, to pay for stock struck on the track is one of the most pernicious in existence and has, of itself, resulted in the killing and maiming of many human beings. If railroads were not required to pay for stock struck by locomotives, there would be none struck. The live stock would be protected and human beings would be protected, and the prevention of accidents in the operation of railroads would receive a boost. Simply because railroads are required to pay for stock struck by locomotives, the stock is allowed to infest the waylands and get in the way of trains. Some of these days, the people will become aroused to the true situation and laws will be enacted which will protect live stock, railway employes and the traveling public.

STOP, LOOK AND LISTEN

On the night of August, 15th, four traveling salesmen and one merchant went for an automobile drive in the city of Jackson, Miss. The automobile was owned and driven by H. L. Harris, a prominent resident of the Capital city. This party had left the Edwards Hotel after supper and at the time of the accident were going north along Gallatin Street which the Illinois Central tracks cross.

Eye witnesses say that the car did not stop at the crossing nor was any effort made to ascertain if a train was approaching. Others say that the driver saw the approaching train and attempted to beat it across. Train No. 6 in charge of Engineer Ellsworth approached this crossing at the usual speed, the regular station whistle was blown some 2,000 feet below the crossing and was followed by the road crossing signal. When within 150 feet of this cross-

ing, the engineer saw the automobile coming toward the tracks. He applied his brakes in emergency and at the same time sounded the distress alarm. It was of no avail. The driver of the car did not slacken speed. The car was struck, throwing all five occupants out; three were instantly killed, one died of his injuries later and the other sustaining serious injuries.

Could this awful accident have been avoided? Had the driver of the car slowed down within 100 feet of the crossing he would have had an unobstructed view down the tracks of over half a mile. Did the engineer do all in his power to avert the accident when he saw the danger? Eye witnesses have settled this proposition by saying that the proper road crossing signals were given and that the alarm whistle was sounded constantly when within 150 feet of the crossing. That the engineer was not able to stop his train is to be regretted, but we must, in justice to him, say that he made an honest effort, using every means at his command.

A remedy that will prevent accidents of this kind must be discovered. In Louisiana the law has imposed the duty upon travelers when approaching railroad crossings to STOP, LOOK and LISTEN. In Indiana the same kind of a law has been in effect for many years. In those States automobile accidents at grade crossings are comparatively few as compared with the States where no restrictions are placed upon the occupants of automobiles. It is not practicable to stop railway traffic at every grade crossing, but it is practicable to require automobiles to stop, and until this is done, the great loss of human life in automobile accidents at grade crossings will continue. It ought not to require much courage to legislate in favor of the people who ride in automobiles, for if there ever was a class of people who needed protection, it is certainly these very same people.

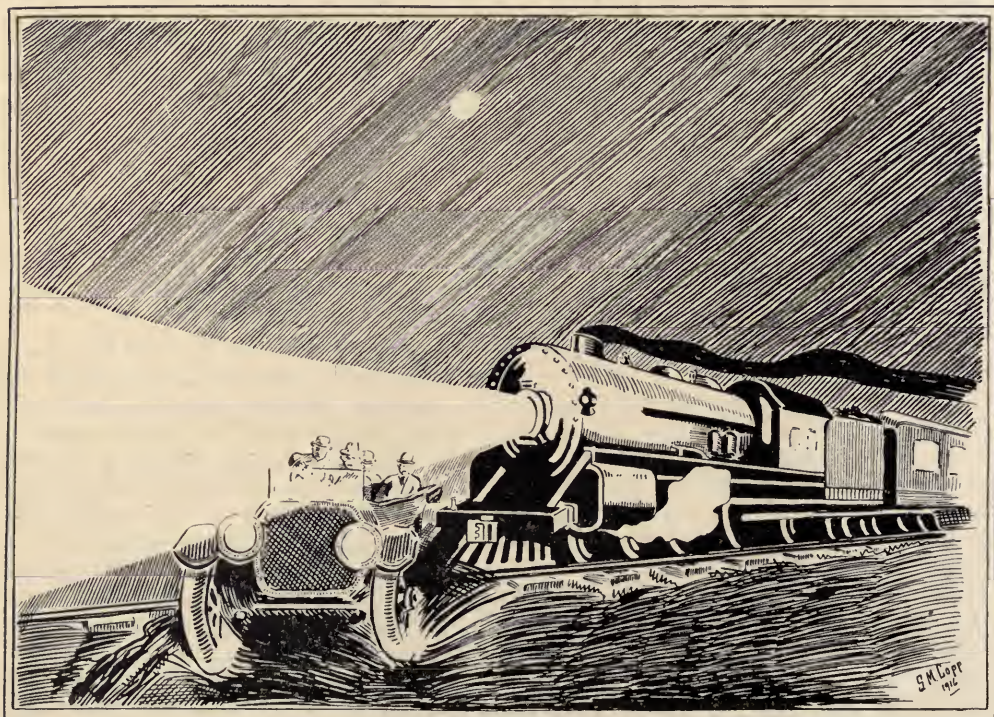
The accompanying picture is a very

good illustration of what happened at Jackson, Miss., and of what is happening daily at hundreds and thousands of other places throughout the country.

Mr. Justice Steere of the Michigan Supreme Court, commenting upon reckless drivers of automobiles in a recent decision, said:

"In the light of common knowledge, courts can well take judicial notice of the automobile, not only as a most useful and pleasing means of swiftly transporting persons and property for pleasure or business, when properly controlled and cautiously driven, but as a vehicle in its

the cab," said the locomotive engineer the other day to an auto driver, "when you dash up toward a crossing just ahead of his train. There he is in his cab and he knows that he cannot stop his engine. There you are in your automobile speeding toward the crossing just ahead. You probably know that you are going to stop just at the edge of the track and look up and laugh at him. He doesn't know but what you are going to try to dash across ahead of him. It's a joke maybe to you. To him, it is a few seconds of the most intense agony. Why do you do it? When you see a train coming and know



possibilities so destructive, when in the hands of careless and reckless drivers, as to spread over the land the maimed and dead until it has belittled the cruelties of the car of Juggernaut."

CONSIDER THE ENGINEER

This is worth serious thought: "You don't realize what a serious strain you are putting on the man in

that you can't make the crossing and don't even try to make it—why don't you slow down and give the engineer the assurance that his train is not about to hurl you into eternity?"

THINKING

(By Walter D. Wintle)

If you think you are beaten, you are,
If you think you dare not, you don't.

If you'd like to win, but you think you can't

It's almost a cinch you won't.

If you think you'll lose, you're lost,

For out of the world we find

Success begins with a fellow's will—

It's all in the state of mind.

If you think you're outclassed, you are;

You've got to think high to rise,

You've got to be sure of yourself before

You can win a prize.

Life's battles don't always go

To the stronger or faster man;

But soon or late the man who wins,

Is the one who thinks he can.

A LOST TICKET PUNCH CAUSES TROUBLE

Charley Hutchinson is an old negro who has spent 65 years as an humble servant of the white people on a plantation about six miles from the sound of a locomotive. Charlie decided to see a little of the outside world, so putting a slice of sow belly and a square of corn pone in his carpet bag, bid his wife good-bye and started on his journey. It was on the return of his trip that something occurred which he will long remember.

Charlie was sitting on the long bench of a local freight near the rear end of the caboose. There were several white passengers including two ladies in the coach. The train stopped at a little town and another negro boarded and sat near Charlie. The Conductor came through, collected the ticket of the new passenger and then noticed that his ticket punch was missing; he searched through his pockets and it could not be found and at last seeing Charlie sitting in the corner looking rather guilty, asked him the question, "Old nigger, have you got my ticket punch?" Charlie was sitting nearest the place where it had been left. He rose to his feet, held up his hands and in a quaking voice, said: "No, sah, boss, ye can search me." The conductor felt of his clothes but the punch could not be found. Charlie sat shivering in his seat

expecting every minute to be thrown out of the car window. Experience had taught him that a nigger caught stealing would do well to escape with his life. It happened that there was a white man in the coach whom Charlie knew and a short time after the matter had been forgotten by the conductor a notice was served on the Railroad Company of a suit for \$1,000 for alleged humiliation of the feelings of one Charlie Hutchinson.

CONVICTED OF PERJURY

The following is quoted from a recent issue of the Memphis (Tenn.) Commercial Appeal.

The opinion session of the supreme court today was largely taken up with criminal cases.

J. J. Cannon, a negro, "active in getting up evidence in certain damage suits" in Memphis, was sentenced to the penitentiary in two cases for the offense of subordination of perjury. The proof showed that Cannon procured the execution of two false affidavits to be used as evidence for the plaintiff in the case of Virginia Hunt vs. the Illinois Central Railroad.

KODAKING IS EFFECTIVE

We are constantly receiving striking examples of the value of a kodak when properly used by our men in the field. One of these was recently brought to our attention by one of the claim agents whose territory furnishes a great many stock claims.

While in a certain town his attention was directed to a horse grazing on one of the streets near the track. The animal plainly showed it had seen better days and had previously had several narrow escapes from passing trains. The claim agent took a photograph of the horse, there being a large number of citizens present. They were much interested in the proceeding and were informed of the object in making the photograph. The owner of the animal soon heard of the claim agent's action and became much incensed. However, he forthwith removed the horse from

the street and he has not been seen on or about our waylands since.

This same claim agent advises us that while at another station and while preparing to photograph a small pony grazing near the track, the owner ran the pony home and has been keeping it in his pasture since that time.

AN ENERGETIC CLAIMANT

We have all heard about the chronic claimant, but so far as we know, the champion of them all resides at Jackson, Miss. Claim agent H. G. Mackey stands ready to match him against all comers in any section of the country.

This particular individual is a descendant of Ham, answers to the name of Wm. Thomas, is about thirty-two years old, and what little spare time he has while not working up a case against railroads or other corporations, pursues the humble calling of a day laborer.

Mr. Mackey has a distinct recollection of the following claims and suits filed by William, and states that with but little effort he could show almost this many more claims and suits filed by this same man:

William purchased a ticket via the New Orleans & Great Northern Railroad for Elton, Miss., a flag stop. He was carried by his destination.

He walked along the tracks of the Gulf and Ship Island Railroad and a lump of coal fell from the tender, striking his person.

He boarded the Alabama & Vicksburg Railroad passenger train and the porter closed the door on one of his fingers.

He claimed that he was injured in the same manner while on an Illinois Central train.

He insists that while standing near a crossing in Jackson, a switch engine slipped up behind him and that when he "came to" he was lying between the tracks.

He thrice propounded claims for having been blocked at a street crossing and having to stand in the rain.

He was one of the many claimants

on the memorable Mound Bayou excursion.

He stepped on a banana peel and after making one of the famous Kelly slides, came in contact with one of the iron spikes used as a step on one of the poles belonging to the Jackson Light & Traction Company.

He sued the City of Jackson because he fell in a hole in the street.

Last, but by no means least, he has now propounded a claim against the Yazoo & Mississippi Valley Railroad Company for alleged injuries sustained while standing at a crossing and waiting for a passenger train to pass, a lump of coal fell from the tender, striking his much abused body. Can anybody beat it?

"Killed at a Grade Crossing," these big headlines with substantially the following sub heads, "Auto struck by train, two passengers killed and three seriously hurt as result of accident," furnish the caption of many newspaper articles telling of the tragedies of travel. Some precaution is needed to protect human life from death by auto accident.—The Uniontown (Ky.) Telegram, August 4, 1916.

THE CONTINGENT FEE

Lawyers and their operations are so closely connected with welfare questions that regulation of the profession is entirely warranted—much more so than in some lines where working restrictions now are imposed. If the regulations applied to law practice are to give any general public relief they need to come from the outside, and there is some difficulty in bringing this about. The lawyers, quite naturally, view themselves as authority on law—applying to themselves and to others.

One especially vicious and unnecessary element in law practice is the contingent fee. This is the basis for a large amount of "shyshtering"—the ambulance chaser, the blackmailer, the alimony promoter and other similar characters who make use of a weak

jury system to feather their nests on bogus and exaggerated claims.

Nine posted people out of ten will concede the evils of the contingent system, but they just take it for granted that the conditions must be tolerated. This view should be changed. Lawyers no longer dominate the legislatures in the agricultural states and the proper amount of agitation would, in time, secure some regulations on this important subject.

In Omaha the contingent lawyers have become such a nuisance to general business interests that the newspapers of that city do not hesitate to brand them as they deserve to be branded. The Omaha Bee says:

We believe it is not far from the truth when we say that nine out of ten of the "alienation-of-affection" suits, the "breach-of-promise" suits, the "saloon-damage" suits, and the "personal assault" suits, to say nothing of the libel and slander suits, are instituted for shake-down purposes, in the hope of forcing a "settlement" for a small fraction of the amount asked as letting the defendants out for less than it would cost them to fight for their rights.

This rotten system stands upon the two legs of the contingent fee and downright perjury, and could not stand a moment if these props were knocked from under it. The lawyers who take these cases on a fifty-fifty split have everything to gain and nothing to lose, and so long as they can retain their standing at the bar, despite their disreputable practices, will continue in the shake-down business.

The law profession, as a whole, maintains a good standard. There are some lawyers, even, who make use of the contingent system without special abuses. As a matter of common sense, however, the lawyer is merely "worthy of his hire." His compensation should relate to the services rendered, based upon his established legal standing, and not upon the credulity

of jurors, leniency of courts, or the needs of a client.

Whatever its legitimate application may be, the contingent fee is an encourager of blackmail, fraud and graft. —Editorial from Sioux City (Ia.) Tribune.

EFFICIENT SUPERVISION NECESSARY TO ELIMINATE ACCIDENTS

The following sound doctrine is taken from the report of the Springfield Division "Safety Meeting" held at Clinton, Ill., July 15, 1916.

So much has been said about employes taking serious hazards, such as pushing draw-bars with foot, riding brake-beams while holding to safety irons, etc., that the observation of such practice by any of the division officers should result in promptly taking such employe out of the service for formal investigation, so as to determine whether he should be permitted to remain in the service. One of the important things which will tend to reduce personal injury is the elimination from the body of employes those who are chance-takers and careless of their own personal safety. There may be a question as to whether all division officers are prompt in taking immediate action when any dangerous practice is noticed. It is the duty of each division officer to stop any dangerous practice coming under his observation, and if not connected with his immediate department, the matter should be at once brought to the attention of the proper official, in order that positive steps may be taken to avoid any recurrence. Each and every official, as well as employe, on this division has been given to understand that he is a committee of one to correct all dangerous practices, and when we have been able to get each and every one thoroughly imbued with the "Safety First" idea, personal injuries and other accidents are going to decrease.

A Young Mississippian's Cartoon

The line of thought of outsiders, concerning the manner in which unjust litigation has been heaped upon the railroads in Mississippi in the past, is very well illustrated by the cartoon which appears above. A young man operating a printing press is shown looking out of his window at a passing train, one of the magnificent solid steel trains which daily run through the town of Brookhaven, Miss., and negligently gets his hand caught in the printing press. Later on, he finds his way to a lawyer's office, where he is

his own observations. He lives in a county where hostility against the railroads was once very pronounced, but that is not true now.

THE COW AND THE LOCOMOTIVE

There are several ways to profitably dispose of a cow, but most of them consume much time and argument. The only absolutely instantaneous method is to tether her adjacent to a railroad right of way. Along comes the local. The cow begins her time-worn attempt to let the locomotive pass her while she stands

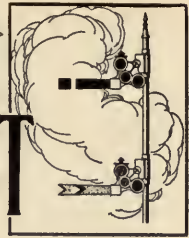
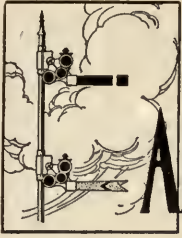


advised to bring suit against the railroad.

This cartoon was prepared by Mr. Arthur Magee, a bright young printer employed on the Brookhaven Semi-Weekly Leader, which is one of the prominent and influential newspapers of Mississippi. Mr. Magee was born and reared in Lincoln County and is a young man of probity, who has evidently been impressed with the unjust burdens which the railroads of Mississippi have borne in the past, but which yoke, happily, has been lifted from them to some extent by the people of the State, who are more inclined now than ever before to give the railroads a square deal. It used to be that the railroads dreaded a trial of a case before a Mississippi jury. Now they would just as soon try a case before a Mississippi jury as before a jury of any other State. However, Mr. Magee's effort is none the less appreciated. His viewpoint, so well illustrated by his cartoon, is the result of

in the middle of the track; "biff"—and the company has purchased and slaughtered, all at one time, several hundred pounds of fresh but emaciated meat.

The oft-repeated drama of the cow and the oncoming train has received new and original luster, however, as witness the recent experience of Henry Baldwin, division superintendent, Central of Georgia Railway at Columbus. The other day Mr. Baldwin was making an inspection trip over his Alabama lines in a motor car. Upon rounding a curve in a lonesome stretch of country he espied a cow nibbling choice bits of nourishment between the cross ties. As the cow did not apparently acknowledge the rights of the car, Mr. Baldwin alighted and found that her tether rope was firmly tied around the rail. A passenger train was due in a half hour. Which premises being stated, there was but one the animal and broke up a trade.—The logical conclusion. Mr. Baldwin loosed Railroad Herald.



ALWAYS SAFETY FIRST

Safety Meeting, Jackson Shop, July 26, 1916

Present:

L. Grimes, Master Mechanic,
E. E. King, District Foreman,
W. H. Wright, General Foreman,
A. M. Holder, Carpenter,
W. Wilcox, Machinist,

C. E. Martin, Machinist,
T. F. Hayes, Boilermaker,
E. N. Scarborough,
Car Inspector,
M. V. Hood, Hostler.

The Master Mechanic told the Committee he had recently attended a meeting in the office of the General Manager at Chicago, where the principal subject of discussion was that of "SAFETY FIRST." He also stated there would be another meeting in Chicago the latter part of the month when this subject and various other questions would be discussed, among them being the question of fuel economy, economy in the shops and in operating trains along the line of road.

It is the conclusion of the Committee the most effective way to prevent personal injury to employers is to inculcate the idea among them that it is strictly a personal proposition, that a personal injury carries upon its face, the presumption of carelessness, because the investigation of all cases has shown that approximately 82 per cent of the personal injuries is due to carelessness, either on the part of the injured, or his fellow workmen, and it follows that a careless man is an undesirable man. Experience has shown that if a man is anxious to hold his position he will do good and accurate workmanship because he realizes that failure to do this will eventually result in dismissal, and not only is dismissed from the service of the Company he is working for, but in some instances making it difficult for him to secure work with other companies, and

it is our duty to educate the men in the same line of thought in regard to safety of life and limb.

Up to a few years ago it was assumed that a majority of personal injuries were unavoidable because it did not seem reasonable that any man would suffer physical pain or possible disability when he could avoid it by reasonable care, but there is no one that knows the fallacy of this idea better than the members of the Safety Committee. From an analysis of the reports of this Committee for the past two years it appears that it has been actuated with the sole idea of telling the truth and that investigations have been conducted with the intention of determining the cause of these injuries, knowing that if the cases were not carefully investigated and conscientiously reported, the purpose and object of the Committee would be defeated as the work was done with the expectation of preventing injuries in the future and that unless the causes were known, no adequate remedy could be applied.

The personal injuries that have occurred since the last meeting of the Safety Committee were read and discussed, the cause of the injury being determined and what was and should be done to prevent similar accidents in the future.

There is only one safe way to prevent injuries to the eye while working around metal that is being chipped and that is to wear goggles. Goggles are placed in the tool room and the Company has said to the men who are engaged on work where there is flying metal, they should wear them. It was stated by the Committee they had discussed the wearing of goggles with the men, the principle objection to their use being a tendency to cause excessive perspiration to the eye and possible injury from heat; also some of the men felt that an indiscriminate use might convey disease. It was suggested that goggles

be placed conveniently where men could get them without the delay in going to the tool room as it was felt that the delay frequently prevented the men from using them.

Attention was called to the practice of employes when passing others engaged in chipping would often stop and look at the work. The committee decided to prevail upon employes to discontinue the practice, as it was a loss of time, unnecessary and dangerous.

It was stated some of the wrenches in the tool room had spread in the jaw making it likely the tool would slip off of nuts and cause injury.

Safety First

"Nevers" for Children

Never cross the tracks by night or by day,

Without stopping to listen and look each way.

Never walk along the railroad ties—

You can't always trust your ears and eyes.

Never hop a freight, for nothing quite heals

The wound received under grinding wheels.

Never, on a hot or sunny day,

Sit beneath a boxcar to rest or play.

Never crawl under a car of freight,

When the crossing's blocked—play safe and wait.

Never board, or alight from, a train that is moving,

Accidents daily its dangers are proving.
Never play games 'round the tracks at the station—

There are much safer places to seek recreation.

Never leave on the rail any spikes or bars,

Because, in this way, you may wreck the cars.

Never a railroad bridge should you cross,

A train may come and result in your loss.

Never pick up coal 'round the railroad yard,

A train may catch you off your guard.

—Edw. L. Tinker, in Leslie's.



FREIGHT TRAFFIC

DEPARTMENT



The Local Agent—His Opportunities

By an Ex-Agent, Now One of Our Commercial Agents

HAVE you ever noticed the difference in the status of a railroad in different communities toward these communities? In one community the railroad is well spoken of, its service is satisfactory, its patrons, as a rule, are well pleased.

The relations of the railroad to this community are ideal. When there is a cause for complaint the matter is taken up with the proper official of the proper department; the trouble is promptly investigated and corrected; the parties having the grievance are fully advised how and why the trouble occurred and that steps have been taken to prevent a recurrence. They are assured the company much regrets its failure to render satisfactory service in this instance and appreciates their attention having been called to this failure as it gives the company an opportunity to correct this fault. The result: The patron having the grievance is grateful to the company for the interest manifested in his complaint. He tells his experience to his neighbors.

There is a genuine feeling of reciprocity and good will established in that community between the railroad and its patrons. No one can speak ill of the railroad company in that community without substantiating his statements. When this is done he is assured by these satisfied patrons it is only necessary for him to call the company's attention to his grievance—they will be delighted to have opportunity to correct the trouble.

Who is responsible for this happy condition of affairs in this community—the local agent. This agent is honest with the company, honest with its patrons, honest with himself. He is a good sport. He has the smile that won't come off. He is ready at any time and under any conditions to courteously answer questions, being careful to give correct information. Whether

his station is local or competitive he is the same kind, obliging gentleman. Does he want a favor? It is never refused except for the best of reasons. "Say, Mr. Smith, can't you route your business our way?" "Bet your life, old man," comes the quick reply.

The antithesis of this condition may be found less than one hundred miles away on the same railroad. Dissatisfied patrons, complaints and expressions of ill will toward the railroad company. When you analyze the situation you find the failures on the part of the railroad have not been promptly investigated, and if investigated at all the patron has not been carefully advised of the result of the investigation. There is a sore spot and if you refer to the railroad in a patron's presence he will make an ugly reference to this "soulless corporation." He tells his grievance to his neighbors and the next time the neighbors are compelled to do business with this railroad they are looking for trouble and they generally find it. If it is a competitive point, that railroad stands a poor chance of securing competitive traffic unless the competing railroad has a "poor" agent, in which case there is no choice for the unfortunate patron.

You see in each of these cases the railroad is a hazy, distant something, called a corporation, through which it comes in contact with these different communities through the local agents of the corporation. In the first case the contact is made through a live, active, courteous, attentive, attractive personality; in the second case the contact is made through an indifferent, discourteous, inattentive, unattractive personality. The personality of the local agent, to a great extent, moulds the character of the relations existing between the railroad and the different communities located along its line.

"What has all this to do with the agent and his opportunities?" you inquire. Your inquiry indicates you, like many an agent, are looking only at the present. "What is there in it for me?" they argue, and if they don't see an increase in salary or a chance for promotion they are willing to move along in the old groove, performing each day's duty along the lines of least resistance, each new day being a duplicate of its yesterdays, no effort made to grow, to expand, to see new visions, to secure that indescribable feeling of satisfaction in having put into the lives of those with whom they come in contact something of good will, of good cheer, to put into these lives the feeling they were glad to have had the opportunity of doing business with the railroad agent.

It is exactly here, at this point of contact, the agent has his opportunities and they come up constantly. It is up to the agent to decide how he shall use them.

Does it pay to make the best of these opportunities? Of course it does. It pays if for no other reason the agent is on good terms with himself. It pays because the agent is cultivating the good will of the best people of the community. It pays because the agent is building on a sure foundation that cannot be destroyed. Misfortune may come to this agent, but these friends come to his assistance. The eyes of the railroad officials have been watching this agent and on a day he is offered a nice promotion. The friends rally about him, tears are shed, all wish him the greatest success, and in announcing this agent's promotion the local papers have much to say of his kindness, courtesy, attention, promptness and zeal (this agent's well used opportunities) and add, "*His removal will be a distinct loss to our community.*"

You say to me this picture is over drawn, railroad companies do not recognize merit in station agents. Permit me to assure you the above statements are absolutely true in every particular.

As to the railroads recognizing merit and energy in their agents, let me tell you the story of an Illinois Central agent:

He was a common everyday scrub agent. For some reason, unknown to him, he was promoted from a small station to a more important station on one of the new branches. When he reached his new field of labor he found the new branch line out

of commission and it would be about three months after he assumed charge of his new station before the first train would arrive. The company paid him his salary—what could he do in return. He tried fishing. The fishing was good, but it did not satisfy. He was being paid to act as an agent, not as a fisherman. He thought it over carefully and concluded that as agent for a railroad that was not running at that time any trains to his station there was but one thing he could do, namely: Get ready for the time when trains would be operated to his station. He, therefore, set about cultivating the good will of every business man in that community, including the agent of the competing railroad. In time he was successful. He then placed an order with the local printers for one thousand blanks of the following form:

(Date)18.....
.....(address shipper).....

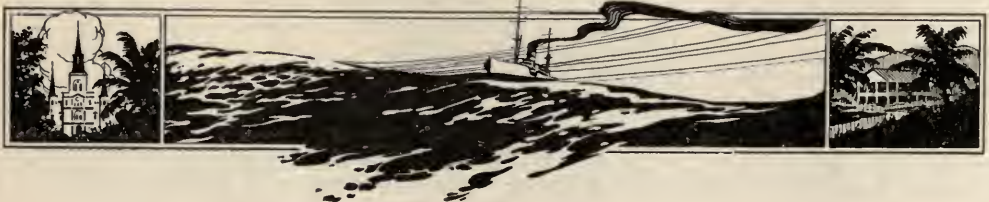
Please ship all my goods via Illinois Central Railroad.

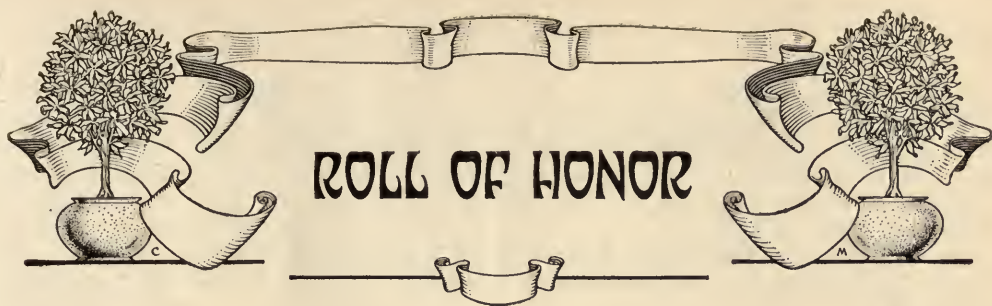
Your truly,

.....(Consignee).....

Each of his new friends were called upon and the merits of the Illinois Central as against its competitor were made clear. Without exception, each business man in that community signed one of these blanks addressed to each of his correspondents. Something more than seven hundred of these routing orders were secured by the new agent and, I am assured, he greatly enjoyed this work. These routing orders were held until the new agent was sure the new branch line was in fair condition, when he forwarded them in one package to his General Freight Agent. Three days after these routing orders were forwarded, the new agent received a telegram from his General Freight Agent offering him the position of Traveling Freight Agent at a salary twice as large as the salary he was receiving as station agent. This agent used his opportunities—did the Illinois Central Railroad notice this?

The Illinois Central's vision is as clear today as when they saw that agent using his opportunities. The opportunities press upon the local agent as persistently today as in any period of the Illinois Central's history. Go to it boys—make good use of them.





ROLL OF HONOR



JOHN HOWARD.

MR. JOHN HOWARD was born November 1, 1828. He entered the service of the Illinois Central Railroad Company September 9, 1870, in the capacity of clerk at South Water Street; for eighteen years in the In-Freight House, and for twelve years and ten months in the Out-Freight House and up to the time of his retirement in the Yard.

Mr. Howard, during his entire service, was never reprimanded for failure to perform his duties.

He is now the third oldest pensioner of the Illinois Central Railroad Company.



JAMES FARNUM.

From Photograph Made Sixteen Years Ago.

MR. JAMES FARNUM was born October 12, 1830, in Duleek, County Meath, Ireland. Left Ireland October, 1851, and landed in Philadelphia, Pa., December 1, 1851. In 1852 he went west by way of Chicago. Left Chicago over the Galena & Chicago Union Railroad, now the Chicago & North Western Railroad, and got as far as Belvidere, the end of that road at the time. From Belvidere he went to Freeport by wagon. The Illinois Central was under construction at the time and he started to work. Worked

until October, 1853, at which time he went back east. Returned to Freeport in May, 1865, and re-entered the employ of the Illinois Central Railroad, working continuously until retired on a pension in July, 1901.

Mr. Farnum is sixth oldest pensioner on the Illinois Central Railroad Company.

where he remained up to the time of his retirement.

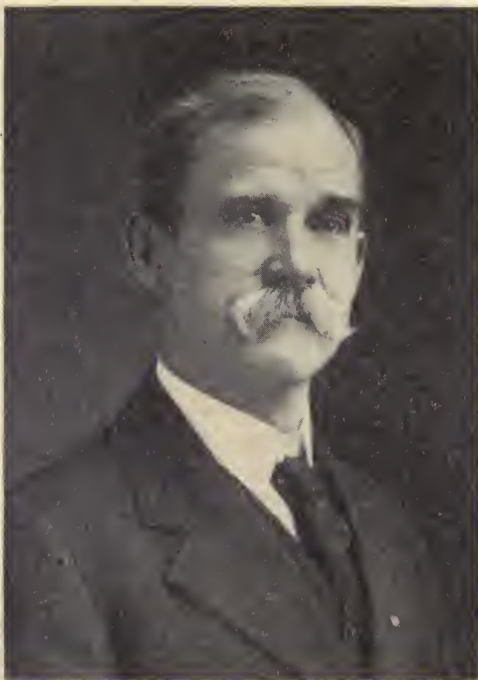
In Mr. McMillan the Illinois Central has always had a competent and loyal employe.

ISAAC R. SWEETS

MR. ISAAC R. SWEETS was born in Bardstown, Nelson County,



DANIEL W. McMILLAN.



ISAAC R. SWEETS.

MR. DANIEL W. McMILLAN, after a steady, faithful service of fifty-one years in the employ of the Illinois Central Railroad Company was retired on a pension December 31, 1915, on account of age limit.

He was born in Oxford, Miss., December 20, 1845, and moved to Water Valley in the year 1865, where he began his railroad service with the Mississippi Central Railroad, which is now a part of the Illinois Central Railroad Company; and, after working several years in the different departments of the shops at Water Valley, he entered the blacksmith shop in the year 1869,

Ky., May 9, 1853, later on moving to Elizabethtown, Ky., and learned the blacksmith trade. In 1878 accepted position as fireman on the Missouri Pacific Railroad, running from Sedalia to Kansas City, and in 1880 went to the Wabash at Decatur, Ill., and was promoted to engineer. In 1883 he began running on the T. C. & St. L., narrow gauge, now the Clover Leaf. In May, 1886, he went to work for the old Cairo Short Line, now the Illinois Central Railroad Company, and after thirty years of continual service was placed on the retired list February 1, 1916.

Contributions from Employees

Concerning Loyalty

By V. R. Byrd, Conductor Memphis Division, Y. & M. V. R. R.

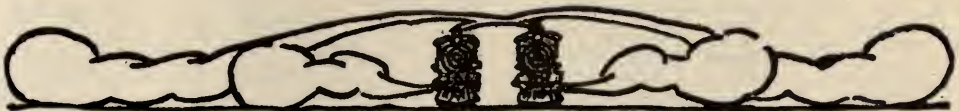
SOME time early in April a business meeting of A1 Chymia Temple of Nobles of the Mystic Shrine was held in Memphis for the purpose of selecting an official route and making preparations for a special train for the members of the Temple, the band and patrol, to the meeting of the Imperial Council to be held in Buffalo in May. There were many bidders for the train and it was generally conceded that on account of the prominence of Noble, Frank N. Fisher, the efficient Superintendent of the L. & N. R. R., and who, by the way, is the president of the Business Men's Club, that the plum would go to the "Ellen N." However, it was determined by some of the Nobles of the "Old Reliable" I. C. and its auxiliary line, the Y. & M. V. R. R., that our line should be the successful contestant and so our Nobles, who are conductors, engineers, flagmen and firemen, determined to put it up to a vote and see where we stood. I would not detract one iota of praise from any one, but being on the ground and knowing the odds against us, it is only fair and just to say that in a large measure the credit due for securing this valuable patronage was through the earnest efforts of Conductor A. C. Henry of the Y. & M. V. R. R., and Brother J. B. Wilson, an engineer on the same line. They personally went out among the faithful and made such a clean fight and appealed to the pride and patriotism of the members who work for the I. C. and Y. & M. V. that when the ballots were called in and counted, the "Old Reliable" I. C. again was in the walk. The company provided the Temple the swellest train that ever went out of Memphis and how well the road kept their end we leave it to the three or four hundred delighted Nobles and their families who took the trip and who are still making the welkin

ring with unstinted and deserved praise and telling their neighbors and friends to patronize our lines if they want "Safety First, courtesy and efficient service always."

The Memphis Division officials from Superintendents, master mechanics, traveling engineers, train masters, all the way down vied with each other in their efforts to provide the swellest coach train that ever pulled out of the "Bluff City" and as a member of A1 Chymia Temple I want personally to thank Traveling Engineer B. J. Feeny for the active interest he took in giving us an engine that was a dream. Space will not permit me to give due credit to each and every one who participated in the preparation of the train; there is sufficient glory to go around for all. The train was manned by a full crew from engineer and fireman to train porter by members of the Shrine and Noble Melton, who was the train conductor on this occasion, would not have traded jobs with Governor Bilbo.

The loyalty and affection our railroad men have for the officials from General Manager T. J. Foley down to Train Masters A. M. Umshler and J. W. Rea, was brought manfully to the front on this occasion whereby one Brother Noble of the Y. & M. V. showed the "Doubting Thomas's" from Missouri the pride and love they have for their lines.

I have headed this article "Loyalty," for while it concerns a fraternal aggregation largely, loyalty to Mr. Foley and the rest of our officers was the slogan that won the prize in the battle of ballots, and it was as it should be, and I only trust and hope that this era of good feeling and will may long continue between employe and employer and more closely bind and weld the links that make a perfect man.



Meritorious Service

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

Illinois Division

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

A. D. Purner,
J. H. Quinlan,
Thos. C. White.

Suburban Conductor J. P. Lennon on train No. 242, July 12th, lifted employe's suburban pass account being in improper hands and collected cash fare.

Conductor H. B. Jacks on train No. 23, July 7th, and No. 34, July 27th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor E. M. Winslow on train No. 3, July 10th, lifted employe's trip pass account having expired. Passenger presented other transportation to cover trip.

Wisconsin Division

Conductor J. B. Stewart on train No. 124, July 15th, lifted going portion of card ticket account returning portion being missing and collected cash fare.

Minnesota Division

Conductor J. J. Wheelan, train No. 37, July 11th, lifted going portion of employe's trip pass account returning portion being missing and collected cash fare.

Iowa Division

Conductor J. A. McGonagle on train No. 12, July 14th, lifted identification slip calling for transportation of seven passengers account being presented with pass good for one passenger, and collected cash fares.

On train No. 15, July 24th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. B. Johnson on train No. 831, July 31st, declined to honor card ticket account having expired and collected cash fare.

Kentucky Division

Conductor C. O. Sims on train No. 302, July 11th, declined to honor mileage book account having expired and collected cash fare.

Conductor W. Y. Hansbrough on train No.

103, July 22nd, lifted trip pass restricted to intrastate travel account being presented in connection with an interstate trip and collected cash fare.

Tennessee Division

Conductor J. W. Robertson on train No. 122, July 31st, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. E. Nelson on train No. 207, July 10th, declined to honor card ticket account having expired and collected cash fare.

Mississippi Division

Conductor C. M. Anderson on train No. 6, July 4th, and No. 23, July 11th 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. 6, July 24th, he lifted employe's term pass account passenger not being provided with identification slip Form 1572 and collected cash fare.

Conductor F. J. Hines on train No. 23, July 5th, declined to honor trip pass account having expired and collected cash fare.

Conductor O. A. Harrison on train No. 33, July 17th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 34, July 20th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. H. Ranson on train No. 24, July 25th, declined to honor card ticket account having expired and collected cash fare.

Louisiana Division

Conductor L. E. Barnes on train No. 34, July 2nd, lifted employe's term pass account having expired and collected cash fare.

On train No. 34, July 6th, he lifted identification slip Form 1572 account having expired. Passengers refused to pay fare and were required to leave the train.

On same train and date he also declined to honor local ticket account having expired and collected cash fare.

On train No. 34, July 16th and 30th, he declined to honor Sunday excursion tickets account being in improper hands and presented for passage from station intermediate to selling station. Passengers refused to pay fare and were required to leave the train.

On train No. 1, July 17th, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor W. H. Moales on train No. 2,

July 29th, declined to honor mileage book account having expired. Passenger presented other mileage to cover trip.

Conductor E. S. Sharp on train No. 33, July 6th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 33, July 13th, he declined to honor mileage book account having expired and collected cash fare.

On train No. 31, July 24th, he lifted 30 trip family ticket account being in improper hands and collected cash fare.

Conductor R. E. McInturff on train No. 24, July 6th, declined to honor returning portion of summer tourist ticket account not being validated and collected cash fare.

On train No. 24, July 10th, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. Ashton on train No. 31, July 14th, lifted 30 trip family ticket account having expired and collected cash fare.

Conductor M. Kennedy on train No. 331, July 17th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 331, July 20th, he declined to honor mileage book account having expired and collected cash fare.

On train No. 332, July 31st, he declined to honor mileage book containing coupons which did not correspond with number of book cover and collected cash fare.

Memphis Division

Conductor J. M. Carter on train No. 114, July 1st, declined to honor card ticket account having expired and collected cash fare.

Conductor F. B. Bell on train No. 40, July 8th, and No. 114, July 26th, declined to honor mileage books account having expired and collected cash fares.

Conductor A. A. Everenden on train No. 8, July 9th, lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor J. S. Lee on train No. 403, July 14th, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Henry on train No. 114, July 15th, declined to honor card ticket account having expired. Passenger refused to pay fare and was required to leave the train.

Conductor J. W. Chambers on train No. 521, July 29th, lifted mileage book account being in improper hands and collected cash fare.

New Orleans Division

Conductor S. K. White on train No. 12, July 11th, lifted trip pass restricted to intrastate travel account being presented with local tickets for an interstate trip, and collected cash fares.

Conductor R. E. Cook on train No. 21, July

16th, lifted going portion of trip pass account returning portion being missing and collected cash fare.

Illinois Division

Brakeman Leo Madix has been commended for discovering and reporting six inches of flange missing from wheel on I. C. 124865, south at Hospital, Aug. 14. This action undoubtedly prevented possible accident.

Station Helper Trimble has been commended for discovering and reporting brake beam down on I. C. 25088 in train 92 at Clifton, Aug. 10, thereby preventing possible accident.

Operator R. C. Balfe of Gilman and Engineer L. P. Kurt, have been commended for discovering and extinguishing fire on bridge south of the depot, thereby possibly preventing the destruction of the depot.

Conductor Frank Ennis, in charge of train No. 24, July 24, has been commended for inducing three passengers who boarded his train at Tuscola, en route to Minneapolis, to use our lines between Chicago and destination; and on the same train Aug. 1, he induced three and one-half fares destined to St. Paul to use our lines to destination from Chicago rather than a competing road.

Conductor J. A. Cavanaugh, in charge of train No. 24, has been commended for securing two passengers via our route to St. Paul, although they had contemplated making trip by another road.

Conductor Lindsey has been commended for discovering and reporting I. C. 105658 improperly stenciled, which moved into Champaign on Extra 1754, Aug. 4. Arrangements were made to have car restencilled.

Section Foreman Edward Walsh, Macon, Ill., has been commended for discovering brake beam down and dragging under car in train 152, Aug. 21, one mile south of Walker. Train was stopped and brake beam was removed, thereby preventing possible accident.

Springfield Division

Section Foreman Calvin Johnson, Pana, Ill., has been commended for discovering and assisting in removing brake rod down on rear truck on coach in train No. 123 at Dunkel, Ill. This action undoubtedly prevented possible accident.

Brakeman J. Lamon, Clinton, Ill., has been commended for firing engine 1718, from Ramsey to Clinton on 1st 156, Aug.

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.

20, when regular fireman became sick. This action prevented delay.

Warehouse Foreman Otto Franz, Springfield, Ill., has been commended for discovering and reporting I. C. 23931 at Springfield with imperfect stencil on one side. Arrangements were made to have same corrected.

Operator A. Meliza, Decatur, Ill., has been commended for discovering brake beam down on car moving in Extra 1536 about 5:45 p. m., Aug. 17. Train was stopped in order that necessary repairs could be made, thereby removing possible cause of an accident.

Brakeman C. L. Gilliland, Clinton, Ill., has been commended for discovering and extinguishing fire in oats stubble between Barclay and Buffalo Hart, thereby preventing considerable loss.

Engineer E. C. Donoghue, Fireman B. I. Wilson, Brakeman A. E. Johnson, all of Rantoul, Ill., have been commended for discovering and extinguishing fire on waylands at Armstrong, Aug. 2, thereby preventing loss.

Brakeman H. I. Murray, Clinton, Ill., has been commended for discovering and reporting broken rail at point about one rail length north of switch at the south end of north passing track at Pana while on train No. 126, Aug. 7. Necessary repairs were made, which undoubtedly prevented possible accident.

Indiana Division

Operator W. E. Moore has been commended for discovering brake beam down on C. M. & St. P. 65632, train No. 274, June



**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 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Edward Gibson, Porter
B. F. Hanley, Asst City Ticket Agent
P. W. Bell, Asst City Ticket Agent
J. F. Yates, City Ticket Agent
W. N. Moore, Passenger Agent

Illinois Central City Ticket Office Memphis

27. Brake beam was removed, thereby preventing possible accident.

Switchman C. C. Sellars has been commended for discovering and reporting I. C. 33316 with eight inches of flange broken off wheel, while delivering cut to the Belt Railway, July 20.

Yard Clerk A. W. Gustafson has been commended for discovering I. C. 47328, car of hay for Mounds, without light weight stencilled on same, Aug. 10. Arrangements were made to have car stencilled.

Brakeman L. Alsop has been commended for discovering and reporting I. C. 142103 improperly stencilled, Aug. 5. Arrangements were made to have car restencilled.

Memphis Division

Flagman M. F. Owens has been commended for discovering broken rail north of gin house crossing at Lambert on July 27. After reporting same, repairs were made, thereby removing possible cause of an accident.

Division News

INDIANA DIVISION

Special carrying the Traffic Department people went over Indiana Division August 4th and 5th, accompanied by the Division Officers—they made 600 miles on Indiana Division.

Superintendent L. E. McCabe and wife are on a western trip. They will tour Yellowstone and Glacier National Parks before returning.

Miss Helen Lee Brooks, of the Superintendent's Office has returned to her duties after a sojourn in Texas.

Mr. J. W. Bledsoe, who was on the sick list for several days, is back again.

Dispatcher P. G. Evans spent a vacation in Indianapolis; Dispatcher N. W. Storm is spending his vacation in Chicago "sight seeing."

The movement of coal through Peoria has begun—36 per cent increase in business the first twenty-five days of August. The melon season is about over—the crop was fair; smaller acreage than usual.

Time Keeper C. W. Stephenson and wife are visiting in Salt Lake City, Utah, and Glenwood Springs, Colo.

Miss Florence McShane of the Superintendent's Office is taking a vacation.

Miss Victoria Gustafson, Clerk to the Train Master, has returned from a visit in Peoria, Ill.

What has become of the fishing parties that were so numerous?

Mr. A. F. Buckton and family, Chief Clerk to the Master Mechanic, have returned from a delightful vacation spent near Cincinnati, Ohio.

Miss Flora Adrian, Stenographer in Master Machanic Bell's Office, will leave soon to spend her vacation visiting relatives near Springfield, Ill., and Peoria, Ill.

Mr. C. R. Plummer, Assistant Accountant

in Master Mechanic's Office, is spending his vacation camping with a party at Rock Valley Springs, Ill.

Mr. C. C. Powers, General Car Foreman, Mattoon, who has been absent from duty on account of ill health, is convalescent and indications are that he will soon be able to resume active duties.

Mr. M. B. Rardin, Gang Foreman, at Mattoon, and family, are enjoying their vacation near Toledo, Ill.

VICKSBURG DIVISION

Special Agent J. O. Austin has been ill at the King's Daughters' Hospital, but is now able to be up and perform his official duties.

Mr. W. D. Jamison, who has been serving this Company in the capacity of Section Foreman at Hollandale for the past 14 years, has been promoted to Supervisor, to fill the place made vacant by Mr. H. Maynor, Mr. Maynor being promoted to Supervisor in charge of raising track between Vicksburg and Yazoo River Bridge.

It is with much regret we learned of the death of Mrs. W. J. Cowart, wife of our efficient agent at Holly Bluff, Miss.

Division Claim Clerk J. M. Simmons has returned from his vacation, which was spent with his sister at Denver, Colo. His wife and little son, Jake, Jr., accompanied him home, they having preceded him on the trip to Denver.

Mr. E. L. Pentecost, Jr., has been appointed Chairman on the Vicksburg Division, relieving Mr. K. H. Siecke.

Road Master J. W. Welling and Train Master H. Fletcher attended monthly expense meeting at Chicago, July 27 and 28.

Dispatcher C. N. Campbell is away on his annual vacation, which time is being spent with his friends and relatives at Bardwell, Ky. Mr. Campbell was relieved by Extra Dispatcher R. H. Moyer.

Mr. J. W. Gray, Instrumentman with the Valuation Party, has been ill at Kings Daughters' Hospital, with typhoid fever, but is now able to be up. Mr. Gray will work as office man in Assistant Engineer

No More Desire for Tobacco

Arthur Krouse is a locomotive fireman who had been using tobacco since he was a boy. About two years ago he began to have spells of illness. His memory was getting very bad and his eyes bothered him a good deal. He had tried in vain to conquer the habit until he got a certain book and now he is freed from the thralldom of tobacco and his health is wonderfully improved. Anyone who desires to read the book can obtain it absolutely free by writing to Edward J. Woods, 189 T. Station E, New York City. It tells how the habit of smoking, chewing or snuff taking can be conquered in three days.

Black's office, in connection with raising track north of Vicksburg.

Assistant Accountant B. F. Simmons and Time Keeper N. T. Buck attended the Accountants' Meeting at Memphis, July 20. They report an interesting meeting.

Agent E. P. Thompson, Helm, Miss., is spending his annual vacation with friends in Florida.

Agent C. B. Rhodes of Rena Lara, Miss., is on his annual vacation, which time is being spent with relatives in Kentucky.

Agent T. J. Burke, Shaw, Miss., has just returned to his post of duty, after spending a month's vacation with friends and relatives in Kentucky.

Assistant Accountant Wright Chenault spent Sunday, July 30, with friends at Vicksburg. Reports a good time.

Road Master J. W. Wellings, his Chief Clerk, Miss Mattie Roach, Chief Clerk to Superintendent S. Simmons, Division Accountant M. P. Massey and Assistant Accountant B. F. Simmons are attending Meeting at Vicksburg, July 31, for purpose of discussing Accounting matters, as well as other matters of importance in connection with raising track between Vicksburg and Yazoo River Bridge.

Effective August 1, Mr. W. A. Harvey has been appointed Claim Agent, with headquarters at Greenville, Vicksburg Division territory, vice Mr. G. L. Darden, who has resigned to engage in other business. While all the many friends of Mr. Harvey were glad to learn of his promotion, we regret to lose such a genial and capable Claim Agent as Mr. Darden. We wish them both success in their new undertakings.

Effective August 1, Mr. C. L. Jamison has been promoted to position as Gravel Inspector, at the Greenville Gravel Plant. Mr. Jamison has been serving this Company as Clerk in Supervisor Bishop's office at Rolling Fork. Mr. Jamison succeeds Mr. Harvey.

Dispatcher R. H. Mays left July 30 for Chicago, where he will spend his annual vacation.

Mrs. D. H. Smith, the efficient stenographer in Superintendent's office, has just returned from a delightful vacation of two weeks.

Mr. L. H. Michaux, Accountant in Local Freight Office, Greenville, has just returned to work, after a ten-day vacation, which time was spent with friends and relatives at Orange, Beaumont and Houston, Tex.

Miss Zetta Beuhler, File Clerk in Superintendent's office, left August 1 on her vacation, to be absent thirty days, time to be spent in Chicago, and St. Paul, Minn.

Crop conditions on the Vicksburg Division are reported to be the best in years, and with continued good weather conditions we will have a banner crop to handle this Fall.

LOUISIANA DIVISION

Mr. W. A. Wallace, Assistant Accountant

in office of Superintendent, has been promoted to position of Accountant under Superintendent V. V. Boatner at Vicksburg, effective August 15th. Mr. Wallace was held in high esteem by his office associates, which was demonstrated by presenting him with a beautiful umbrella and box of cigars, and wishing him every success in his new position.

On Friday evening Mrs. G. O. Peters tendered her husband quite a surprise party, the occasion of the event being Mr. Peters' 31st birthday. Invitations had been extended to about 20 of the boys whom he is associated with in the office each day, and who were on hand promptly at eight o'clock to participate in an evening of surprise to Mr. Peters.

The boys all assembled at Mr. Peters' home about eight o'clock (he being down town, which had been carefully planned by Mrs. Peters), turning out all the lights, and when Mr. Peters arrived, to his great surprise he found his home full of young men.

Shortly afterwards six tables were put in readiness for "Rook," which was enjoyed while Mrs. Peters, Mrs. Ellzey and Mrs. Barr dispensed punch, together with cigars. Mrs. Peters and Mrs. Barr rendered a few special selections on the piano, while the game was in progress, which was especially enjoyed.

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Mr. Ellzey was the "lucky man" at Rook, winning a beautiful tie clasp. After the game, ice cream and cake were served.

Mr. McGuire, having been appointed Toast Master, gave a toast selected for the occasion; then called on Messrs. Morehead, Lynch and Martin, who responded by telling of their long friendship and the reputation they knew him to bear, together with the sporting end; namely baseball, which is his favorite pastime. Mr. Morehead then presented him with a remembrance from the boys in the shape of a beautiful stickpin and cuff buttons.

Mr. Peters was called upon for a little talk, and expressed himself as most highly pleased at having the boys with him, and that he hoped each succeeding birthday would bring the same pleasant surprise.

After a most pleasant evening spent, everybody went home hoping that somebody else would have a birthday soon.

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Dial down
Pendant up
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W. S. WILLIAMS, SUPERINTENDENT, ST. LOUIS DIVISION.

THE subject of this sketch entered the service of the Illinois Central Railroad Company, as Brakeman, October, 1888, subsequently filling position of Switchman, Yard Master, Freight and Passenger Conductor, Train Master and Superintendent of the Springfield and Minnesota Divisions, until appointed Superintendent of the St. Louis Division, July 15, 1913.

In addition to handling a very busy division, Mr. Williams is also active in Railway Organizations, having been elected President of the American Association of Railroad Superintendents at the Annual Convention, held at Memphis, Tenn., August 16, 17 and 18. He is also Second Vice President of the St. Louis Railway Club.

ILLINOIS CENTRAL Magazine

Vol. 5

OCTOBER, 1916

No. 4

The Age of Experiment in the Mississippi Valley 1825 to 1845

By C. R. Calvert, Traveling Freight Agent

IN previous articles covering the Ponchartrain Railroad and the West Feliciana Road, we have seen the beginning of railroad building in Louisiana and in Mississippi.

The subsequent development in the Mississippi Valley is marked by four, or possibly five, well defined periods or epochs, each having its controlling ideas and general conditions differing entirely from those of any other period. The first of these periods, extending broadly from 1825 to 1845, may be designated as the Age of Experiment.

To understand the trend of the public thinking that inspired building of the railroads of this period, it is necessary that we first have in our minds a clear conception of the geography of the section in which these roads were built. Map No. 1 shows, geographically, the gathering of the population in the southwestern part of Mississippi and in Louisiana, east of the river; while the northern part of Mississippi, together with the western parts of Kentucky and Tennessee, were occupied by the Indians and were known as "the wilderness." The only communication between these settled parts and the other inhabited parts of the country was over the government post roads and Indian trails, or by river,

The character of the country was such, having no rock foundation, that,

during a greater part of the winter season, it was almost impossible to transport merchandise or passengers between points in the interior or from the interior to the rivers; and our study of the history of the Ponchartrain Road and West Feliciana Road has shown that the early builders were concerned solely with the idea of supplying a means of carrying to the steamboats the products of the interior.

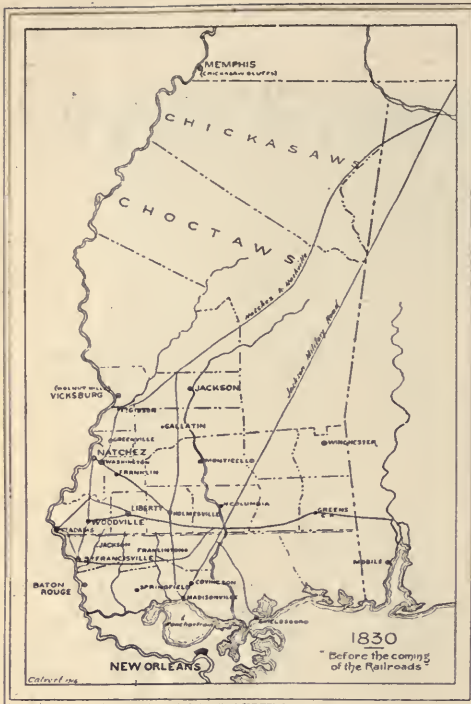
Thus, in the first years, beginning with 1830, we had charters issued as follows:

January 20, 1830, to the Ponchartrain Railroad Company, to build from Lake Ponchartrain to the Mississippi River at New Orleans, four and a half miles. This road was opened for traffic April 24, 1831.

March 25, 1831, in Louisiana, to the West Feliciana Railroad Company to build from St. Francisville, in Louisiana to Woodville, in Mississippi. The first section of this road was probably operated in 1837 or 1838 but the road was not completed until 1843.

December 19, 1831, to the Clinton and Vicksburg Railroad Company, "to make a road from the town of Clinton, in Hinds County, to Vicksburg, in Warren County, the particular route to be selected by the company herein incorporated."

February 9, 1833, to the New Orleans



MAP NO. 1

and Carrollton Railroad Company, to build from New Orleans—this was amended in 1835, authorizing the company to extend its lines to Bayou Sara.

Part of the line was operated with horse cars September 26, 1835, but the line was never extended to Bayou Sara.

February 9, 1833, to the Grand Gulf and Port Gibson Railroad Company, to build from Port Gibson to Grand Gulf, eight miles.

Work on this road was, apparently, begun at once from both ends; but one J. W. Thompson, who owned property to be crossed by the new road, had a toll bridge across the Bayou Pierre, about two miles from Port Gibson, and, as the railroad would destroy his income from the toll bridge, he refused to permit the road to cross his property. He succeeded in tying the matter up in the courts for a number of years—in fact, it was not until 1855, twenty years after, that the road was finally operated,

February 9, 1833, to the Clinton and

Port Hudson Railroad Company, to build from Clinton, La., to Port Hudson, La., on the Mississippi River. On March 26th, of the same year the charter was amended authorizing the State of Louisiana to subscribe for two hundred shares of the stock, but nothing was done for two or three years except to sell the stock and float the bonds; and, on January 11, 1836, the legislature passed a bill providing an annual tax of ten thousand dollars until the road should be completed.

On ——— 1835, to the Memphis and LaGrange Railroad Company, to build from Memphis to LaGrange, in Tennessee, by way of Whites, Germantown and Moscow. By the latter part of 1836 the right of way had been secured and sufficient money raised to justify beginning the work. The charter provided that when two-thirds of the stock had been subscribed, the governor should take up the remaining one-third in the name of the state. The grading was completed as far as LaGrange in the year 1837. On April 1, 1842, trains were run over four and a half miles of the track on a trial trip.

The greater number of these earlier railroads were bona fide undertakings and their struggles and difficulties differed from those of the Ponchartrain Railroad or the West Feliciana Railroad only in the local environment. Map No. 2 shows the location and extent of the railroads projected before January 1, 1835; and it will be seen that they were confined to the "steamboat feeders," or short roads to the navigable streams.

* * * * *

The Choctaw Indians, in 1830, and the Chickasaws, in 1832, gave their consent to the final treaty by which they ceded their lands east of the Mississippi River to the United States Government and agreed to move westward. Great stretches of undeveloped territory were thus opened to settlement—and exploitation—and this caused an influx of adventurers from all of the older settlements. The spirit of adventure, speculation and gambling had already begun to run riot through the whole commun-

ity and this was encouraged by the new element of the population; funds for educational purposes, road building and similar objects were raised by lotteries legalized by the state; and no project was too extravagant to find backers. The steam carriage had been successfully operated on some of the short roads, and, because of the above unstable conditions, this produced an effect upon the public mind that was, apparently, out of all proportion to the results obtained.

The "iron horse" was heralded as the forerunner of an era of hitherto undreamed prosperity; distance was to be annihilated; the great undeveloped country from the Atlantic to the Pacific was to be within a few hours' ride from any given point; transportation was to be merely an incident in the gathering of wealth; and the general public prepared to enter Utopia over the new railroad.

This state of mind was immediately reflected in the plans submitted to the

public for new railroads. Instead of the short railroads to the rivers with a definite territory to be served, we find railroads from one hundred to one thousand miles in length, without any definite route or point of destination and with little idea of the traffic to be secured.

The Louisiana Advertiser, of January 10, 1834, contained the following editorial:

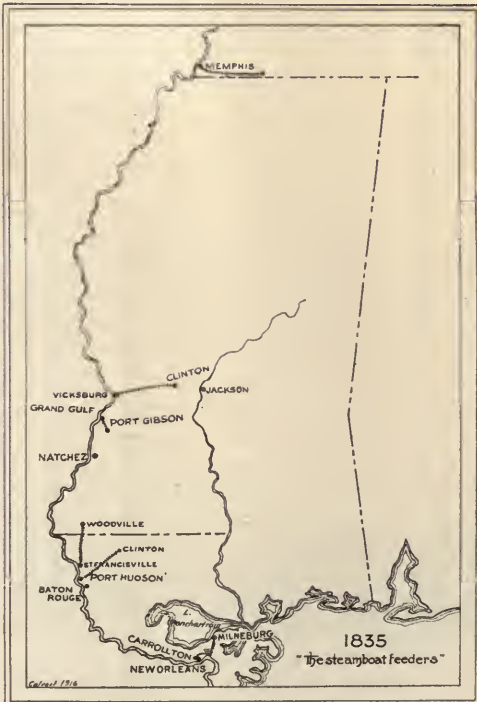
The project of a great national highway between New Orleans and Washington, so often discussed in our public journals for the last fifteen years, is about to be realized. Companies have been incorporated by all of the states lying between those two cities, for the purpose of constructing railroads across their respective territories. Louisiana, alone, has not legislated on the subject.

And, at the February term of the legislature, we find a bill under discussion to

"authorize and provide for the necessary survey and estimates with a view of constructing a railroad from New Orleans toward Washington City and providing the funds thereof."

This bill provided for three routes: one from Baton Rouge; one from Madisonville, on the north bank of Lake Ponchartrain, and a third from Pearl-ington, at the mouth of the Pearl River; all routes to proceed by the most direct route to Montgomery, in Alabama. It was, apparently, understood that they would all touch Mobile. Senator Burthé of Louisiana, suggested a route from New Orleans to Baton Rouge and from thence eastward, but the editor of the Advertiser called attention to the fact that the only possible advantage from such a route would be to pass through as many parishes of Louisiana as possible and that this result could be better obtained by running in concentric circles ending at New Orleans.

In January, 1835, Mr. M. W. Hoffman and the Hon. Clark Woodruff made application to the Louisiana Legislature for a charter for a railroad from New Orleans, through Tennessee, 563 miles,



MAP No. 2

with laterals of 500 miles additional, or a total mileage of over one thousand miles through some of the roughest country south of the Ohio River. Mr. Hoffman's experience in building and operating railroads had been confined to the Ponchartrain Railroad, four and a half miles in length, over perfectly level ground, and with a five horsepower steam carriage, and this was the only railroad in operation in the territory at the time.

A public meeting was held in Natchez on October 10, 1834, to take into consideration a railroad from this city to Jackson, *or some other point*, to be decided upon hereafter.

The call for the meeting stated:

It is supposed that a railroad one hundred miles long with double track upon which locomotives can ply at high speed, could be made for a half a million dollars and that payable in annual instalments.

Here it was proposed to build a double track, high speed railroad for \$5,000 per mile, route and destination to be determined at some future time. Nothing was done, in a practical way, on this project until the following October (1835), when another meeting was held to hear the reports of the committee appointed to canvass the matter. This report was made by the Hon. John A. Quitman and recommended that the road be built "from Natchez to the northern confines of the state, passing through the towns of Gallatin and Jackson. The committee recommended further that the work be commenced at once upon the assumption that there would be no difficulty in securing a charter from the legislature at its next session. A new committee was appointed and the task of raising the money for the preliminary work was begun. At this meeting Col. Jas. C. Wilkins, the chairman, said:

"The preliminary surveys have made and a route indicated exhibiting no formidable obstacles.

"I am persuaded that it requires no glowing appeal, no exaggerated estimate, to produce the conviction that the

projected scheme is easy of accomplishment.

"Already the City of Natchez feels the awakening impulse; the recent sales of real estate are but the imperfect prelude to what may be anticipated of a full completion of the work.

"The city, alone, will be benefited to the whole amount of the cost of the road and it is almost impossible for the most excited imagination to form an adequate conception of the bright and cheering prospect which will expand to the view of our fellow citizens of the country."

In February, 1836, the Clinton and Vicksburg Railroad Company was authorized to subscribe for fifteen hundred shares of the stock of the Tombigbee Railroad Company, and to build a branch to the northern boundary of Madison County to connect with that road, which was to build to Columbus, Miss.

At the January term of the Mississippi Legislature, charters were granted to the Jackson and Brandon Railroad and Bridge Company, to construct a road from Jackson to Brandon, twelve miles; and to the Mississippi and Alabama Railroad Company, to build from Jackson to Mobile, in Alabama. In 1838, these two companies were consolidated, and the southern terminus changed to Mississippi City.

In February, 1836, charter was also issued to the Lake Washington and Deer Creek Railroad Company to build a railroad "from Princeton to any point on Lake Washington, and from thence to any point on Deer Creek, in the County of Washington." Princeton was, at that time, the county seat, and was located on the Mississippi River a short distance south of Leota Landing. There were considerable settlements on Lake Washington and, further back, on Deer Creek, composed of wealthy and educated people, and this road was to give them access to the river.

In addition to these more ambitious projects, the Mississippi Legislature, at its session of January-February, 1836, issued charters to railroads in the new

counties in the Indian Cessions as follows:

"Tombigbee Railroad, to build from the west end of Main Street, Columbus, to connect with the Vicksburg Railroad near the northern boundary of Madison County.

"Aberdeen and Pontotoc Railroad, to build from Aberdeen to Pontotoc.

"Yazoo Railroad, to build from Le-Flore, in Carroll County, to the most eligible point on the Yazoo River.

"Tallahatchie Railroad, to build from Tillatoba to the most eligible point on the Tallahatchie River.

"Narkeetah Railroad, to build from Gainsville, Alabama, to Narkeetah, in Kemper County.

"Northern Bank of Mississippi, to build from Holly Springs to a point in section 13, Township 5, Range 13 West, on the Mississippi River."

The session of 1837 added

"The Pontotoc, Oxford and Delta Railroad, to build from the town of Pontotoc, by Oxford, in LaFayette County, by the seat of Justice in Panola County, through Tunica County to Delta, on the Mississippi River.

"The Hernando Railroad, to build from Hernando to Peyton, in Tunica County, on the banks of the Mississippi River."

The full significance of these charters will be realized when we remember that this whole territory, only two or three years before, was in the undisputed possession of the Indians and that the points from which the railroads were to be built were little more than

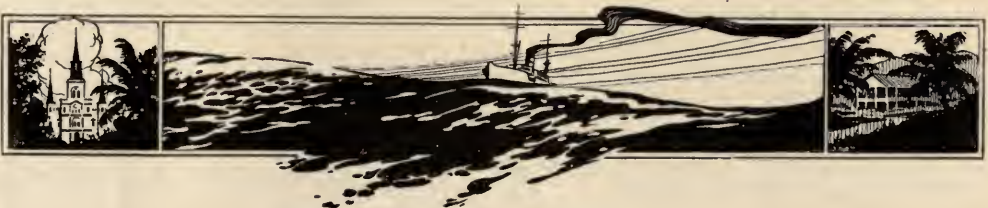
hamlets of a few hundred inhabitants, while the entire country through which the roads were to be built was undeveloped and practically unsettled.

The session of 1836 also chartered the Benton and Manchester Railroad, to build from Benton, in Yazoo County, to Manchester, where Yazoo City now stands; thus covering the route of a part of the proposed Yazoo South Western Railroad, for which charter has now been asked.

* * * * *

The New Orleans and Nashville Railroad, projected by Messrs. Hoffman and Woodruff, apparently had better organization and backing than the other projects; and, despite its ambitious program, soon began to assume definite shape. Charter was obtained in Louisiana, in February, 1835, and the same year, charter was granted in Tennessee; but, when application was made to the Mississippi Legislature for charter, opposition sprang up from an unexpected source and a political fight was precipitated that has not yet, after eighty years, disappeared from the civic affairs of the state. The towns of Natchez, Vicksburg and Grand Gulf on the Mississippi River, were promoting railroads to the interior for purpose of making those towns the markets for the produce of the state; it would be highly improper, therefore, according to the opposition, for the legislature to charter a railroad whose purpose would be to build up the markets of another state at the expense of those of Mississippi.

(To be Continued.)



Illinois Central Railroad Company The Yazoo & Mississippi Valley Railroad Co.

OFFICE OF THE GENERAL MANAGER

CHICAGO, September 26, 1916.

To the Editor:

We are much concerned about the safety of those who drive and ride in automobiles at railway grade crossings. During the last ninety days, eighteen persons have been killed and thirty-six persons injured in automobile grade crossing accidents on the Illinois Central. Other railways have had similar experience.

I am attaching a little notice to automobile users, which we are distributing along our lines, and which may save one or more lives in your community if given wide publicity, and I will very greatly appreciate any assistance which you may render in this respect. If you print the notice in your paper, or comment upon it, will thank you to send me a marked copy.

Many people are prone to consider the railway grade crossings in their own communities as especially dangerous, but that is not true. All railway grade crossings are dangerous. However, statistics prove that crossings which are used extensively, and, therefore, considered the most dangerous, are really the safest. The great majority of accidents occur at outlying crossings, which are the least used.

I direct your special attention to the fact that there are eight thousand grade crossings on the Illinois Central System. To separate the grade at these crossings would cost \$215,408,020.00. or nearly twice as much as the capital stock of the Company.

The only immediate solution of the problem is to educate the users of automobiles to STOP, LOOK and LISTEN before crossing railway tracks at grade.

T. J. FOLEY,
General Manager

Illinois Central Railroad Company
The Yazoo & Mississippi Valley Railroad Company

Office of the General Manager

Chicago, September 10, 1916.

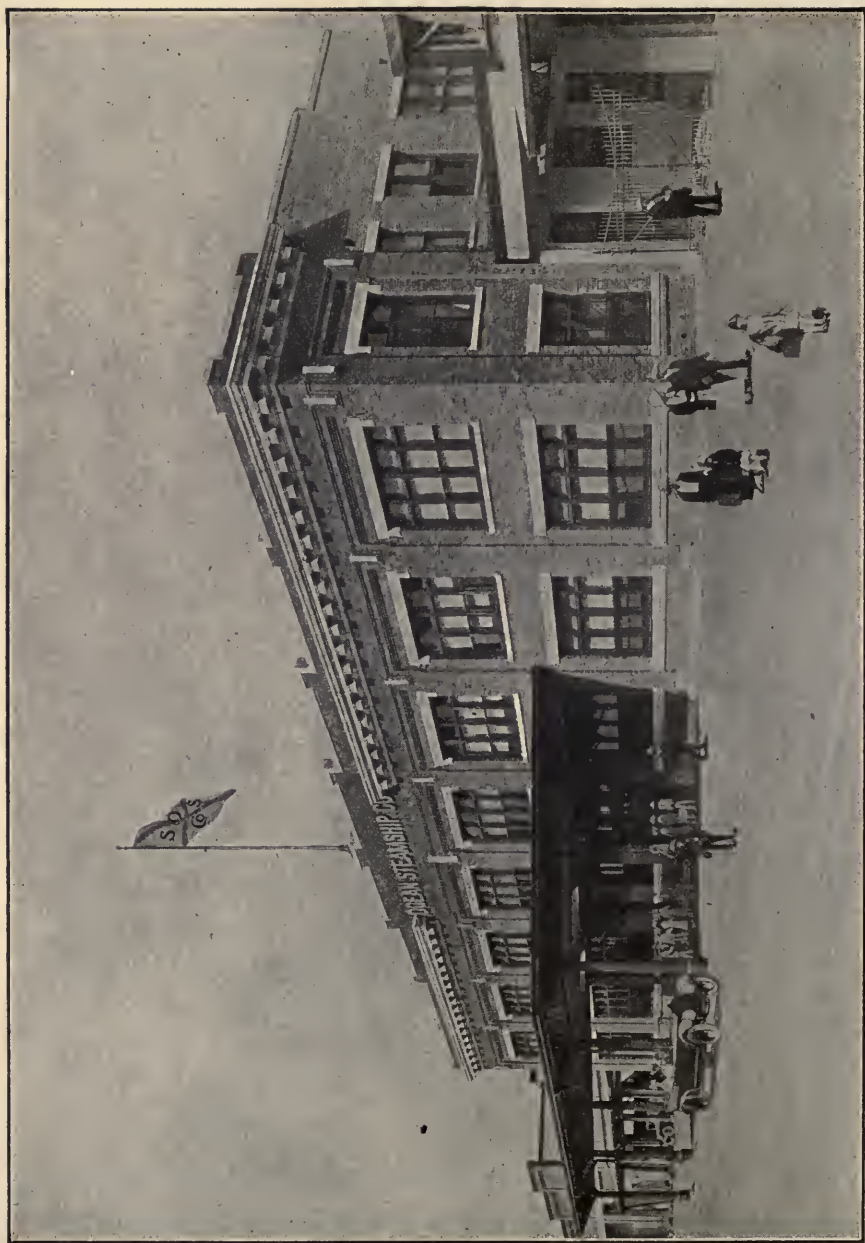
TO THOSE WHO DRIVE OR
RIDE IN AUTOMOBILES:

The constantly increasing number of automobile accidents at grade crossings prompts the issuance of this warning to all who own, drive or ride in automobiles to STOP, LOOK and LISTEN before passing over any railway grade crossing.

Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are unavailing.

I will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will STOP, LOOK and LISTEN at grade crossings, the danger will be entirely eliminated.

T. J. FOLEY,
General Manager.



OFFICE BUILDING AND PASSENGER ENTRANCE

Savannah Terminal

SAVANNAH is the first name that appears on the records of trans-atlantic navigation. It was just twelve years after the "Clermont" had demonstrated the value of steam as a means of propelling vessels on inland waters that the floating of the "Savannah" was made possible by wealthy citizens of the city whose name she bore. She was the first steam craft to cross the Atlantic, and made the trip from Savannah to Liverpool in twenty days. Many years slipped by before any of the great packet lines had their beginnings.

Savannah Line, that is The Ocean Steamship Company of Savannah, had its beginning in 1872, when Mr. William M. Wadley, President of the Central Railroad and Banking Company of Georgia, in his report to the stockholders suggested a connection by water between the port of Savannah and New York, and recommended the purchase of ships when a favorable opportunity was presented. In March of that year, through negotiations with Mr. William R. Garrison of New York, six steamships were acquired.

"General Barnes"	1,254 Gross Tons
"Herman Livingston"	943 Gross Tons
"Magnolia"	1,215 Gross Tons
"San Salvador"	971 Gross Tons
"San Jacinto"	1,312 Gross Tons
"Rapidan"	868 Gross Tons

Total Gross Tonnage 6,563

These ships cost \$600,000. In August, 1872, the Board of Directors of the Railroad Company procured a charter from the State of Georgia authorizing the formation of a steamship company. The Ocean Steamship Company was organized, its stock offered for public subscription, but only Mr. Wadley and his associates believed in the success of the enterprise, and the Central Railroad and Banking Company of Georgia subscribed for the entire issue.

The policy of the Steamship Company has been always to maintain the prestige of Savannah as one of the great maritime ports of the world, and as the city has grown in prominence as the chief outlet for the activities of the Southland, just so has the Ocean Steamship Company grown and prospered, adding to its fleet of ships in number and gross tonnage and increasing its terminal facilities in the extension of its wharves, piers and docks.

Savannah is the most important port on the Atlantic seaboard for the transshipment of the products of the North and South, and the Ocean Steamship Company forms the connecting link between the railroads initial at this port—Central of Georgia, Atlantic Coast Line, Seaboard Air Line and Southern Railway—and the Steamship Lines and railroad systems radiating from its northern termini—the great seaports of the North—New York and Boston.

The Savannah Line Fleet. The ever-increasing trade and travel between the North and South made necessary increased facilities on land and on the sea. Of the nine vessels which now comprise the Company's fleet, with the exception of the "City of Augusta" and the "Nacoochee," anyone will measure in cubic feet of freight room a greater capacity than all of the ships of 1872. The names of the ships now in commission follow:

"City of St. Louis"	6,200 Gross Tons
"City of Montgomery"	6,200 Gross Tons



STEAMSHIPS "SAN JACINTO" AND "SAN SALVADOR."



STEAMSHIP "CITY OF BOSTON" (under construction.)

"City of Savannah"	5,900	Gross Tons
"City of Atlanta"	5,433	Gross Tons
"City of Columbus"	5,433	Gross Tons
"City of Macon"	5,252	Gross Tons
"City of Memphis"	5,252	Gross Tons
"City of Augusta"	2,870	Gross Tons
"Nacoochee"	2,680	Gross Tons

It will be noted that the class adopted with the building of the "City of Memphis" in 1902, and in so far as freight space is concerned, followed in all the ships that have been built since, each one has doubled the carrying capacity of the ship which it replaced—the "Kansas City," "Tallahassee," "Chattahoochee," etc., and of the fleet of which they were popular members there is now left only the "Nacoochee" and "City of Augusta." It is interesting to compare the freight room of twenty-five years ago, 1,310,527 feet, with the present 2,661,867 feet, and yet in the number of ships there is no difference—nine in 1890 and nine in 1915.

There is now in process of building at the Harlan and Hollingsworth Corporation, Wilmington, Delaware, to be delivered in the spring and summer of 1917, two steamships, each in dimensions and carrying capacity, both freight and passenger, twenty-five per cent greater than the largest ship now in the service of the Ocean Steamship Company. While these ships are to be employed in its coastwise service every requirement for over-seas trade has been met. The demand for American ships, which has kept the "City of Memphis," "City of Macon," "City of Savannah" and "City of Columbus" constantly employed in the transportation of cotton and general merchandise between the Atlantic Seaboard and the European and Asiatic ports, has demonstrated the wisdom of being always prepared, and keeping just a little ahead of present demands.

Terminals. An authority on water transportation once said, "To build a profitable steamship line, build your terminals first." The property of the Ocean Steamship Company, ashore and afloat, has been built at the same time and always ahead of present needs.

At New York. A comparison between the old "San Jacinto" and "San Salvador" of 1872 and the "City of St. Louis" and "City of Montgomery" of 1915 is no more striking than is the New York pier of the older year and the present terminal, Pier 35, North River, located at the junction of Spring and Canal and West streets, the great shipping center of the North River.

At Boston. "Lewis Wharf" so long used has but recently been vacated, and the ships now occupy the commodious Hoosac Tunnel Docks of the Boston & Maine Railroad. Through this terminal the Ocean Steamship Company is connecting a railroad upon which there is a greater number of cotton spindles than on any other railroad in New England with the Central of Georgia Railway, upon which line there is grown more cotton than upon any other single railroad in the South.

At Savannah. "The River Front" and the "Philadelphia Slip" for so many years the wharves of the Company located in Savannah had reached a point where further extensions were no longer practicable. In January, 1914, the Directors determined that the annual charges for additions, betterments and maintenance was out of proportion to the advantages derived from the expenditures, and that it would be more economical to utilize these facilities for other purposes, and to construct at another point on the Vale Royal tract, which it owns, a terminal which would meet all of the present requirements, and provide for a material expansion and growth in its trade.



OLD SAVANNAH DOCKS.

THE purpose of this article is to describe the new terminal, and it is done in detail with the hope that it will be read by all who may be interested in shipping and the development of the South.

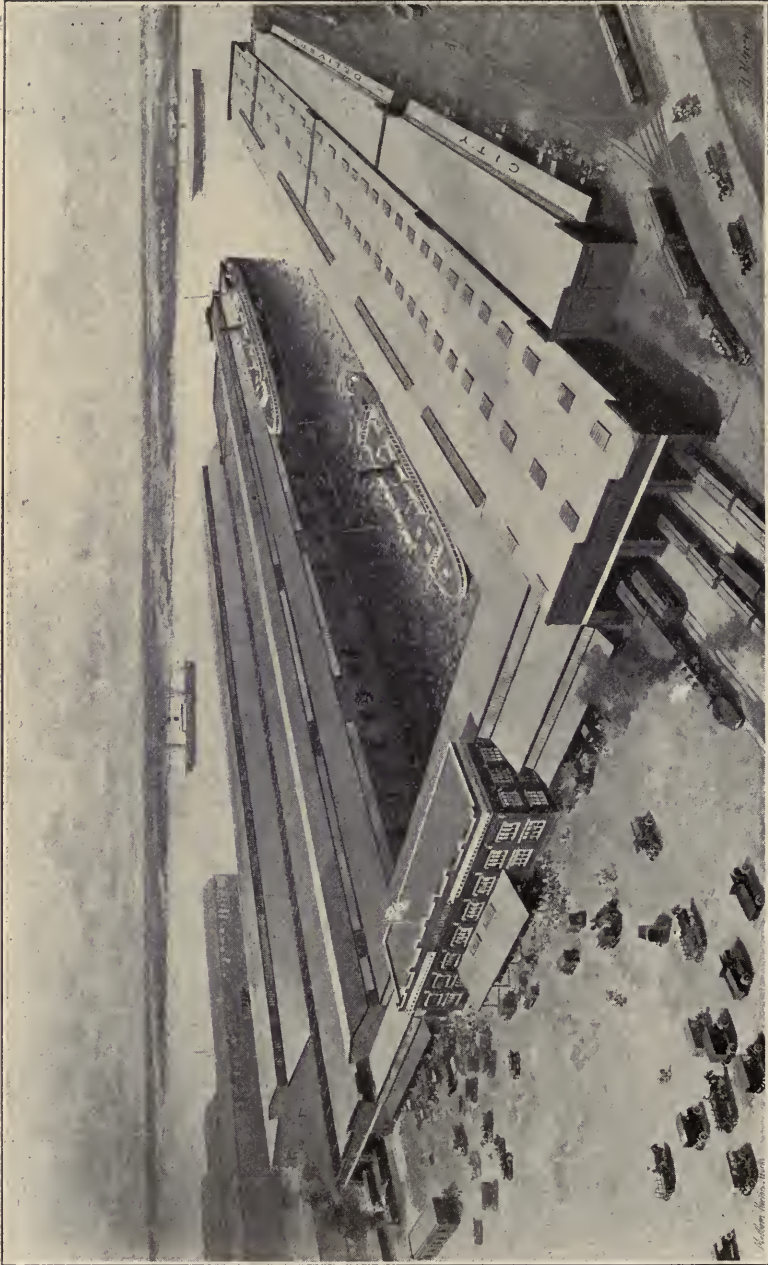
The general scheme followed in the plan consists of a central slip at right angles to the river, on three sides of which and extending along the river in both directions are concrete bulkheads and terminal buildings, the whole forming an immense "U." The terminal buildings consist of steel frame freight sheds, designated respectively North Bound Freight Shed, South Bound Freight Shed, City Delivery Shed and Head House. An office building of brick and steel construction, is located at the head of the slip. A small brick building for the storage of combustibles and for use as a carpenter shop, has been constructed at a safe distance from the terminal proper. Under freight sheds a system of seventeen railroad tracks, having a total length of two miles, serve commodious freight platforms, level with the car floors. Two hundred and twenty-five freight cars may be placed along side the platform, all loading and unloading at the same time without any confusion.

The plan of the terminal made necessary the filling of the bed of Musgrove Creek and the diversion of the waters into Ogeechee Canal at a point about one mile above the mouth of the creek. A change was also made necessary in the location of River Street, which is the thoroughfare by which all street traffic reaches the terminal, giving an opportunity for wide driveways extending along the City Delivery Shed and the Head House. The easy grades, smooth pavements and ample sidewalks of these driveways facilitate traffic and add greatly to the convenience, economy and attractiveness of the terminal.

The entire improvement covers an area of twenty acres, which is equal to about fourteen Savannah City blocks.

The central slip has a width of 225 feet and a length of 1,020 feet, with a depth at mean low water of 26 feet. A possible future depth at mean low water of 35 feet has been provided, in the design of the bulkheads, to allow for docking larger ships in the future.

The construction of the slip involved the excavation and removal of 355,000 cubic yards of material and was completed in two operations; the first operation being the removal of sufficient material from the slip prism to permit of the construction of the bulkheads and to secure depth of water to float vessels and barges bearing contractor's plant and material. Dipper dredges were employed and the excavated material, amounting to 272,000 cubic yards, was loaded on scows, towed to sea and wasted. The balance of material in slip was retained for filling operations ashore. The second operation, which



BIRD'S-EYE VIEW OF NEW SAVANNAH TERMINAL.

was contingent upon the completion of the bulkheads, included the dredging of the slip to the final depth of twenty-six feet below mean low water, and the placing ashore of the dredged material to fill low lying lands adjacent to the terminal. Most of the material, consisting of mud, clay and river sand, was removed by a hydraulic dredge and pumped from the slip through a pipe line for a distance as far as 4,800 feet. Before reaching final depth, hard material was encountered in the slip which could not be handled by the hydraulic plant, and this material was removed by a dipper dredge and towed to sea in scows.

The bulkhead platforms, track platforms and building foundations are of concrete supported on wood piles. The foundation piles of the bulkhead platforms are cut off 2 ft. 3 in. above mean low water and encased in reinforced concrete pile caps; the heads extending one foot into the cap. The reinforced concrete deck is supported on concrete columns resting on the pile cap, and is made up of longitudinal and transverse beams laid out in rectangles 10 ft. 10 in. square, supporting a deck slab 9½ in. thick. The surface of the deck is placed 12 ft. 9 in. above mean low water, and the face of the bulkhead platform is protected by a system of yellow pine fenders so constructed as to permit of easy replacement when made necessary by wear or accidental damage. All exposed corners and edges of the bulkhead and track platforms subject to damage from the ordinary wear and tear in the operations of handling freight, are protected by structural steel angles and channels firmly anchored to the concrete. The two outer corners of the bulkhead platform at the entrance to the slip are rounded off to a radius of fifty feet to facilitate the docking of the ships. A reinforced concrete bulkhead platform extends along the bank of the Savannah River and around three sides of the slip, or a distance of 2,590 feet. The slip affords berths for four steamers docking at the same time, two on each side of the slip. The berths are so arranged that the lower decks of the ships will come opposite the wharf drops, which are cut in the bulkhead platforms and are raised and lowered by means of hand chains and worm gearing, which are adapted to the stage of tide or draft of ship.

The construction of the bulkheads and foundations involved the driving of over 8,500 yellow pine piles of an average length of thirty-nine feet below the cut-off, the removal of 12,000 cubic yards of earth and the placing of 21,000 cubic yards of concrete, imbedded in which are over a million and one-half pounds of reinforcing steel. Over 29,000 barrels of Portland cement and 18,000 cubic yards of crushed stone were used in this work. The crushed stone is Hudson River trap rock and was shipped by barge direct from the quarries to the site of the work.

The freight sheds are single story steel frame structures covering an area of 11½ acres. Over 3,000 tons of structural steel entered into the construction of the sheds, which, considering the area covered, represents a very economical design. The sides of the sheds bordering the slip and along the river front, with the exception mentioned below, are of steel framing covered with corrugated galvanized iron. All other walls and return walls along the river front are of brick, 17 inches thick, with a parapet 13 inches thick, extending 4 feet above the roof. The roof of the sheds is supported by steel columns carrying the roof trusses and purlins and 2 inch yellow pine sheathing. The entire roof area is covered by five-ply felt and slag built-up roofing. The sheds receive light and ventilation by means of continuous line of top hung, pivoted, steel-frame sash, glazed with ¼ inch thick, factory-ribbed, wired glass, windows, operated in long sections from the deck level by means of hand chains and worm gearing.

Continuous lines of ventilators extend along the ridges of the sheds and ample skylights installed in the roof afford air and light to all portions of the buildings.

Fire stops, formed by encasing the roof trusses in cement partitions, divide the freight sheds into twelve sections; the City Delivery Shed being divided into two sections by a transverse brick fire wall. The fire mains are suspended from the underside of the roof trusses and frequent drops are run to hose reels located on the shed columns. The fire lines are supplied and pressure maintained by a 150,000-gallon-capacity concrete reservoir located on the terminal property.

Every accommodation known for the pleasant environment, comfort and convenience of the passenger has had the most thoughtful consideration and been incorporated in the working out of the plan. On entering the terminal from the land end the ticket office is located on one side and on the other is the baggage room, it being necessary for the traveler to pass each of these departments before arriving at the staircase leading to the second floor waiting room. Separate waiting rooms are provided for white and colored passengers.

The division of freight and passenger service is very often overlooked in the planning of terminals. In this terminal the traveler does not come in contact with the freight unless it should be his particular desire to do so.

Elevated walks or galleries suspended from the roof trusses lead from the waiting room to the landing stages at the steamer's berth, thus relieving the passengers from dodging around wagons or becoming lost in the hustle that is usual just before a ship's departure, and which is necessary because of the intricate mass of freight being loaded at the last minute.

At the end of the elevated galleries, right on the river, is a special platform, commodiously arranged for the friends of arriving or departing passengers.

The ships of the Company, on arriving at Savannah, will dock at the South Bound Freight Shed and the cargo unloaded directly into cars, standing alongside the platforms, or placed in the City Delivery Shed for local delivery. Space is provided for 125 cars standing alongside the bulkhead platform and two intertrack platforms; the intertrack platforms and City Delivery Shed being reached by steel bridges spanning the track pits. These bridges are counter-weighted and pivoted on a horizontal shaft at pits formed in the intertrack platforms and raised or lowered by a hand wheel and worm gearing. When the cars are placed they are "spotted" to allow the bridges to be lowered in place. The South Bound Shed covers an area of 166,898 square feet. The City Delivery Shed covers an area of 49,266 square feet. It is 782 feet long and 63 feet wide. Three 10-ton capacity triplex blocks operating on I beam trolley tracks convey heavy freight directly from the ships to waiting cars. Electrically-operated cargo hoists are placed on the bulkhead platform opposite the wharf drops to facilitate unloading operations. The freight is handled on electric trucks and hand trucks from the holds of the ships to the shore.

Outgoing ships are loaded alongside the North Bound Freight Shed, the freight being received from cars placed alongside the track platforms, which are arranged in "saw-tooth" fashion, space being provided for 100 cars. The concrete floors are slightly declined in the direction the goods are to move from train to ship or vice versa, thus taking advantage of gravitation wherever possible. The saving in time and energy by using gravity is of the utmost importance when millions of tons of freight are to be moved. Two ten-ton-capacity hoists and trolleys transfer heavy pieces of freight from cars to ship. This shed covers an area of 249,733 square feet.

Ample floor space is provided for the storage of all classes of freight and the possibility of damage to goods reduced to a minimum.

The local offices of the Company are located in a building which measures 175 feet in length and 52 feet in width, two stories high. Special facilities for the convenience and comfort of the employes have been provided in the form of rest and recreation rooms, shower baths, etc.

Car Efficiency

Memphis, August 29, 1916.

Mr. L. T. Webb Co.,
Memphis, Tenn.
Gentlemen:—

I would appreciate your furnishing me with advance orders on your cars, where possible, and thus prevent cars going to the Hold Track and delaying the equipment. The entire country faces a rather serious car shortage, and I am soliciting your co-operation as above, in order to help, as far as possible, this situation.

Yours truly,
B. HERRING,
Agent.

L. T. Webb & Co., Manufacturers' Agents,
Memphis, Tenn.

August 30, 1916.

Mr. B. Herring, Agent,
Y. & M. V. R. R. Co., City.
Dear Sir:—

You have the nerve of a Government mule! For the last four or five years we have been giving you advanced disposition on all cars coming to us. The only exceptions have been when your miserable freight trains have brought our goods in faster than the mail trains bring the papers. Last Saturday we had three cars of sugar shipped to us from New Orleans. On Monday morning at 5 o'clock these cars were on the Hold Track, and then you write us and want to know why we did not furnish you with advanced information! How could we do it?

Very truly yours,
L. T. WEBB & COMPANY,
Per L. T. Webb.





ASK U. S. RAIL CONTROL

Bankers in Session at Kansas City See Harm in Conflicting Rules by States.

TAKE JAUNT TO COUNTRY

(Associated Press Dispatch.)

Kansas City, Mo., Sept. 27.—Congressional legislation in regard to railroads, which would make federal control superior to that of the states, was asked in resolutions adopted and announced today by the savings bank section of the American Bankers' Association, in annual convention here.

The resolutions declared that railroad improvements had been arrested because of the "costly conflicts" arising between the various state and congressional rulings in the supervision of the railroads.

Little New Mileage Built

Less new mileage was built last year than in one-half a century with more lines in bankruptcy than at any time in the history of the country, the resolutions set forth. This was said to be due "in a large measure to the impairment of railroad growth, because of investment hesitancy, which has arisen in consequence of the confusion, waste and inefficiency of railroad supervision by Congress and at the same time by forty-eight states."

Congress is asked in the resolutions to hear the committee from the savings banks sections before adopting any railroad legislation.

Officers' election by the state secre-

tary's section were: Major S. B. Rankin, Columbus, Ohio, president; F. H. Colburn, San Francisco, first vice-president; George D. Bartlet, Milwaukee, second vice-president, and E. A. Philpot, Dallas, secretary and treasurer.

Other Legal Changes Asked

Other national legislation was asked for the resolutions adopted by the national bank section. It included the passage of laws retiring greenbacks and national bank currency and making burglaries against national banks a federal offense. The officers named by this section were Joseph F. Calfee, St. Louis, president; J. Elwood Cox, High Point, N. C., vice-president, and Jerome Thralls, New York, secretary.

The section meetings were the only business before the bankers today and following the morning meetings, many of the visitors were taken to the country home of R. A. Long, wealthy lumberman. Others went to the City Country Club, where a bankers' golf tournament was being held.

Delegates to the convention continued to arrive here in large numbers today and the registration passed the 4,000 mark. Among those arriving were W. P. Harding, governor of the federal reserve board, and Frank A. Vanderlip of New York.

It is estimated by an authority well-informed on such matters that the net car shortage on Oct. 1, including all classes, will be about 30,000, or more than double the shortage revealed Sept. 1. A large part of this emanates in the

West and South. Who is to blame for this condition?

Considerable has been heard of late regarding the continued failure on the part of the railroads to furnish cars for the movement of commodities from one section to another. Cries have been heard from various classes of shippers all over the country. From the continued denunciations on the part of the shippers the impression is gained that the railroads are at fault because they have not made any attempt to explain this to the public.

Railroads Not Wholly to Blame.

This is not wholly the case, however. The railroads are doing all in their power to alleviate this trouble. The equipment is at a high state of efficiency. Shippers are not co-operating with the railroads as they should. The West is unable to get cars returned from the East. The entire movement is toward the East and the return flow is insignificant when considered proportionately. The result is that the West is at loss to get cars.

Box cars are at a premium. One reason for this is that elevator facilities are wholly inadequate. On the tracks outside of Chicago there are 5,000 cars, while in eastern territory there are 15,000 cars, all loaded with grain awaiting storage space. The elevators are full and are unable to take care of this movement.

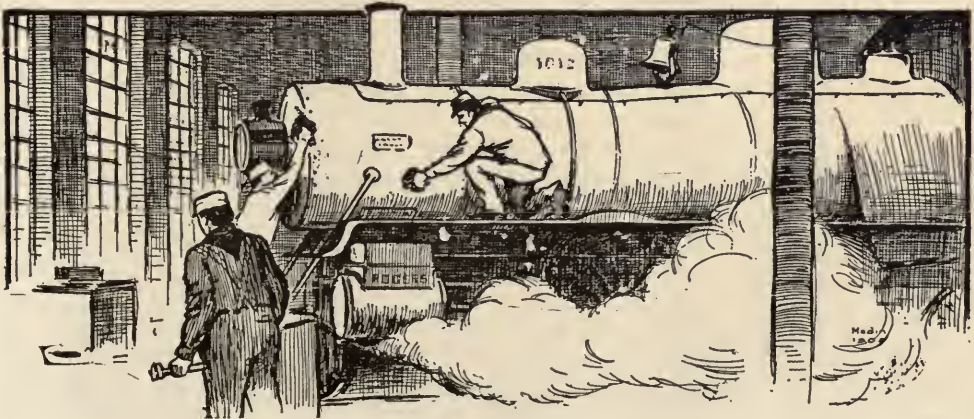
Shippers Oppose Increased Charges.

It has been suggested to shippers that the charges for holding cars be increased. Under this plan the shipper would have to pay a rising scale for every day he held a car pending its unloading. Under the demurrage rules a shipper is allowed two days free for this matter. The railroads suggested that the first day after that he be forced to pay \$1, the second \$2 and so on, the price increasing 100 per cent each day. An instant clamor was the result. The shippers bitterly opposed any such action.

Such a plan, however, would aid greatly the alleviation of the car congestion trouble. A car would be instantly unloaded and returned.

More Co-operation Needed.

Thus it should be remembered that the railroads, while being denounced continually, are seeking to relieve the shortage of transportation facilities. This subject is being threshed out continually. Every feasible plan is given a trial. The shippers are the only opponents of a great many good schemes suggested by the carriers. If a little more co-operation between the two elements could be arranged a great step would be taken toward the entire wiping out of the car shortage.—Chicago Post, September 27th, 1916.





OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employee, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employee authorizes the Local-Treasurer in Chicago, or the Local-Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employee for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employees who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employee desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau.

Date.....

Local Treasurer,

Chicago Ill.

Will you please send me an application blank for the purchase of I.C. Stock on the installment plan.

Signed.....

Employed as.....

At Station.....



Marion, Illinois,

"The Opportunity City,"
The Hub of Egypt.

By FREDERICK J. McINTOSH, City Editor, Marion Evening Post

WHEN drought brought threatened famine to Central and Northern Illinois, the early settlers of those Sections in pioneer days journeyed forth in quest of grain. In Southern Illinois they found an abundance to meet their needs, and, happy-hearted, they journeyed back with caravans of corn. From those days has Southern Illinois been known as "Egypt," a land of plenty.

And sitting in the middle of this fertile Egypt is Marion, the Opportunity city, the Hub.

Marion, a modern city of twelve thousand people, grew, as many others have grown, from a corn field. It was in 1826, so history tells, that William Benson, great-grand-sire of persons now living here, laid out a corn field and built for himself and little family, a log cabin. This cabin stood on ground that is now a part of the public square.

Other settlers came and by 1839 quite a community had been established here. In that year the village of Marion was formed. A public square was laid out and surrounding lots were sold at auction at prices ranging from \$50.00 to \$113.00. This sale brought an aggregate of \$2,409.50, and this money was used in erecting a county building, Williamson County's first court house. The first term of county court was held in this building in 1840. One year later the Village was incorporated. In 1843 Marion's first church was built. It was of the Christian denomination and Elder John Bristow preached the first sermon in the building.

During the passing of the next few years Marion acquired another church, several stores, some saloons, a tannery, a cooper's shop, a newspaper, the Marion Intelligencer, and a district school. By 1871 Marion had grown to a large village, and it was surrounded by many tillable farms. It was in this year that prosperity struck Marion a broadside through the building of the Carbondale and Shawneetown railroad, now a part of the St. Louis-Paducah branch of the Illinois Central Railroad system.

This road terminated at Marion. But

fourteen years later it was extended to Metropolis on the Ohio River. Later it became known as the Cairo Short Line. It gave Marion passenger and freight service and became a great factor in making the town one amongst the chief shipping points of Southern Illinois. In those days tobacco was grown here extensively. This was an industry of large proportions. Great tobacco houses were established and here the plant was pressed into large hogsheads and shipped away, much of it going to Europe. A number of men made fortunes in the business and, sad to relate, some lost vast sums by slumps in the market.

As the country grew in population, and agriculture increased, Marion became a great market for the export of wheat, corn, fruit and other farm products, shipping more wheat and corn than perhaps any other point in Egypt. However, the farmers in later years have turned their attention to stock raising and much of the grain grown here is used to supply the local demand.

Until in 1895 Marion enjoyed only a moderate growth. Until that time there were no industries here and but the one railroad. Better business structures and homes had been erected, but the number had not been great. Marion was only a small county-seat town. But prosperity again came and like magic Marion grew from the small town into a modern city. This growth was due to the development of the coal industry, many deep-vein and larger-capacity mines being sunk in the vicinity. It was during this era that the Chicago, Paducah & Memphis railroad was built from St. Elmo to Marion. This road was later purchased by the Chicago & Eastern Illinois, extended to the Mississippi river at Thebes, and converted into one of the heaviest traffic lines of the section.

Mine companies from the East invaded the county, bringing vast wealth with them and developing unlimited reserves that lay hidden beneath the ground. In a remarkably short time Marion became a thriving, hust-



Business Section,
Marion Ill.



ling, bustling city. Strangers came in from all sections of the country, many immigrants pouring in from Europe. Few nationalities other than English, Scotch, French and German were, however, represented in the influx. For the most part these people settled here, built homes and still live here. They are among the substantial labor element of the city.

Marion, located in the center of Williamson County, is in the center of the great Southern Illinois coal field. Williamson County ranks first of all the counties of the great state of Illinois in increase in population. The county ranks first in the production and shipping of coal in Illinois. Its total annual output is from 7,000,000 to 8,000,000 tons.

Marion today has, in addition to its great coal industry, a number of enterprising concerns, among the largest of which are: The American Creosoting Company's plant, the largest plant of its kind in Illinois; the sum of \$1,500,000 is invested in this plant, and many men are given employment. An ice plant, owned by the Central Illinois Public Service Company, which is one of the largest refrigerating plants within a radius of one hundred and fifty miles, and from which ice is shipped to sections throughout Southern Illinois. The Marion Pressed Brick Plant which ships high grade brick into several states. The Egyptian Powder Plant; located sufficiently far from the city to insure safety for the community but still in close proximity to Marion, and which ships its product throughout the Middle West. The Herald Piano Company of St. Louis, is now locating here in a mammoth building being erected by that Company at Marion Heights. The Inskeep Glove Factory, a new industry brought here through the efforts of the Board of Trade, now is employing more than one hundred persons. There are many other enterprises such as concrete factories, flouring mills, wholesale grocery houses, a wholesale flour and grain establishment, a wholesale miners' supply house and a number of branch houses of various kinds.

In turning your eyes towards Marion you today see a rapidly growing and substantial city which is destined to become not only the Hub of Egypt, but the metropolis of all of that territory lying within a radius of a hundred miles or more. Its geographical location is particularly advantageous. It is psychologically placed. Occupying ground of such elevation as to insure it against floods such as have swept some cities of our great country, so situated as to have never been "Struck" by any of the thousands of east-going storms which have spread death and ruin over many tracks through the Middle West, and entirely remote from earthquake or volcanic re-

gions, nature smiled with approval when she saw Marion building.

The rapid growth in population and wealth has its foundation in the great natural resources that need development and which will give remunerative employment to a vast army of wage earners, who, in turn, will distribute their wages into regular channels of trade and industry. The factors that create a safe and profitable investment for capital are: central location, rapidly increasing values, growth of industries and substantial financial institutions. The nearest large city, St. Louis, is distant more than a hundred miles, while Evansville, Terre Haute, Paducah and Cairo, its nearest neighbors of secondary importance, are too far away to dwarf the growth of a city at this point.

Reference to state and national statistics clearly demonstrates that the growth of Marion in material wealth and population is striking, while the impetus of recent undertakings give promise of still greater advancement in values.

Marion has four railroads: The Illinois Central, the Chicago & Eastern Illinois, The Missouri-Pacific and Iron Mountain, and the Chicago, Burlington & Quincy. The New York Central is also building toward Marion and it is probable that in time this road will have connection here. Marion is on the Coal Belt Electric Railroad a splendid interurban line connecting Marion, Carterville and Herrin.

And only last week assurance was given of the building of the Schott System, contemplated for two years but delayed during that time by the effects the European war has had on the source of financial backing.

With a party of associates, W. H. Schott of the banking firm of Kennedy, Mitchell & Co. of New York, made a final inspection tour and while here gave out the good word that work of constructing the line would begin in November. This line will connect Marion with Harrisburg, Johnston City, Herrin, West Frankfort, Benton, Eldorado, Pittsburg and numerous small places. Marion is designated as the proposed home of the head office.

Besides its fine geographical location and its splendid railroad facilities, Marion has other inducements to offer the man who is seeking manufacturing or business opportunity. Marion offers to manufacturers an inexhaustible supply of fuel at minimum prices, an industrious labor element, and enterprising citizens who by their helpful association and appreciations of the necessary requirements of the manufacturer, will assist him in every way in forming the right conditions essential in transportation, location, publicity and labor.

Marion has a first-class electric light system, a good water system, a large and per-



High School



Public Schools, Marion, Ill.,



fect sewer system, and a gas lighting and heating system is now in process of building. To care for its sewage the city had built, without sparing expense, a giant sewage disposal plant, at a point remote from the city. The water furnished by the utilities company is deep well water, being drawn from white rock fourteen hundred feet beneath the surface. It is free from germs, has medicinal properties that are highly recommended for many ills and ailments, and is sweet and wholesome. With its splendid water supply and its superb sewage disposal system, together with strict city regulations by which all waste matter is removed from the city limits nightly and destroyed in a municipal incinerator, Marion is known far and wide for

its sanitation and as a remarkably healthful city.

The public square and the main streets are paved with brick and many residence streets are paved with asphalt, brick and macadam. Just now Marion is in the midst of another paving period in which about eight miles more of pavement is being put down. All paving has been and is being done on the special assessment plan as was also the building of the fine system of permanent walks which now are to be found along every street in the city.

The spirit of permanent thorofares has invaded the rural sections surrounding Marion, as well as the city itself, and while Marion is perfecting its paving system, the townships in which it is situated, as well

as other townships of the county, are working out comprehensive hard road systems. In the vicinity of Marion there have been built about five miles of high-grade concrete hard road and now the work of constructing more than twenty-one miles of such road is in progress. When the present work is completed Marion will be connected by hard road with the three other principal towns of the county, Herrin, Johnston City and Cartersville, as well as with many other points both within and without this county. All of the roads built and being built are done by Township bonds and with State Aid help. Located here is a branch of the Illinois State Highway Commissioner's office with two state men in charge.

The spirit of better roads caused the formation of plans for the establishment of a north-and-south route through Egypt, and in Marion two years ago was held a meeting at which was planned the great Logan-Lee Highway, a trail connecting with other trails on a course from Jacksonville, Florida, to St. Paul, Minn., and running through Illinois from Metropolis to Rock Island. This highway has become popular and is receiving much attention from the State. It is destined to become one of the most, if not indeed the very most, heavily travelled north-and-south route in the State. A Marion man, George H. Goodall, one of the early fathers of the movement, was honored by being elected president of the Logan-Lee Highway Association. Only recently, in Springfield, he was re-elected to head the organization for another year, so efficient has been his work along this line.

The development of the "Better Roads" spirit here is credited in a great measure to the increase of automobiles in the city and community, just as has been the cause of the same thing in almost every community of the country today. Marion perhaps has more automobiles than any other town of its size in the State. The city clerk's record shows that there are over five hundred "machines" owned in Marion and used for pleasure alone; and the number of commercial cars of various kinds will reach the two hundred mark. Many automobiles are owned by persons living in the rural sections, the farming element of this community being able to afford this splendid luxury. Located in the city is today the largest garage in Southern Illinois. This building covers one and one-eighth acres of ground. In it is a first-class auto repair shop, while a portion of the building is used for storage. This storage department has a capacity for two hundred automobiles. There are, besides this mammoth structure, which, with its equipment represents an investment of more than \$30,000.00, a number of other auto machine shops, auto storage houses and auto sales rooms. The

largest sales room here is owned and maintained by the Motor Sales Company, doing a wholesale business throughout Southern Illinois and Kentucky.

Financially, Marion has much of which to be proud. Three banks, with a combined capital, surplus and profits of over \$450,000.00; deposits of over \$1,500,000.00 and combined assets of over \$2,000,000.00; these, and two building and loan associations, with combined authorized capital of \$3,000,000.00 and about 10,000 shares of stock in force, give Marion an enviable standing in the financial world and furnish a strong and secure foundation for the business expansion and great growth that are so evident in this community. The First National Bank of Marion was organized in January, 1891; the Marion State & Savings Bank was organized in 1890, and the Citizen's Trust and Banking Company was organized in 1907. The Marion Building & Loan Association was organized in 1887 and the Williamson County Loan and Improvement Association was organized in 1906. Both of these building and loan associations are backed by Marion's best people financially, and have been of great value in the upbuilding of the community. All three banks have ample capital and have been in existence long enough to prove that they are conducted by bankers of the best ability and men who keep up to the minute in the most efficient methods of modern banking. Each has a fire-proof and burglar-proof safe.

The Marion State and Savings Bank is located in its own home, a fine modern fire-proof and beautiful five-story office building, built of white Terra Cotta and glazed brick, a building which draws favorable comment from every stranger who comes into the city. The First National Bank, suffering the destruction of its building a few months ago by fire, is now having erected another very costly and beautiful building. This building, two stories in height, is of Bedford stone. It will be occupied within thirty days. A New York banker, a visitor in the city recently, said, when looking upon the new structure: "That building denotes that this city is just twice as large as you say it is." The Citizens Trust and Banking Company is now contemplating the erection of a modern fire-proof five-story hotel building on one of the city's choicest and most valuable lots located on the public square.

As the city has progressed commercially in the last few years, so has it gone forward in the matter of public buildings and institutions. In this regard Marion is unrivalled in this section of Illinois, its citizens being able to point with pride to the several magnificent structures whose building perfections from the architect's viewpoint



are equaled only by the purpose for which they are being used—the uplift of the city's people religiously, educationally and socially.

In the work of perfecting its educational system, Marion, during the last few years, has accomplished remarkable results. We now have the second finest Township High School in the State of Illinois. We also have six splendid city school buildings. The last one, voted by the people a year ago to meet the demand for more room, is just being completed. One of the six is for the colored pupils who are allowed to attend only this building.

The Williamson County court house occupies the center of the public square. It was erected thirty years ago. Plans for the building of a new court house have been under discussion by the County Board for some time and the time is not far distant when the present structure will be razed and a modern one built to fill the county's needs. This will be erected away from the public square, probably near the county's magnificent jail built two years ago on South Van Buren Street at a cost of more than \$66,000.00.

Among its twelve churches, the city has three fine modern brick and stone church

buildings, the First Methodist Episcopal, the First Baptist and the Christian church. The Methodist is located on West Main Street, the Baptist on North Monroe Street and the Christian on North Market Street. Besides the fine school buildings and church edifices the city has a number of other public buildings which it shows its visitors with pride. Among them is the Marion Carnegie Library, completed less than a year ago, the Elks Home, the Masonic-K. P., and Central Station, built by the Illinois Central Railroad Company seemingly without cost being considered. It is with pleasure Marion is able to boast of the best Railroad station in Southern Illinois.

Marion is soon to have another valuable building asset added to its list, a Federal or Post Office building. This will be located on East Main Street, one block from the public square, on a site which has already been purchased by the Government.

However, the building of expensive and beautiful church and school and other such buildings, carries a significance greater than the showing of a mere desire to erect pretty monuments and ornaments about over the city; it reflects the true character of the people, which is a substantial, Christian, educated, reading people; a people whose hearts are filled not only with civic pride but the desire to make and to keep the social atmosphere of Marion pure. Marion is a school and church town. Socially it is pure and wholesome. It is foremost in Southern Illinois as a lodge town and it is a town of good fellowship, where the stranger is welcomed with open arms and made to feel so at home that he soon becomes one amongst us.

During the last few years Marion also has made wonderful progress in the building of costly and pretty homes. No city the size of Marion anywhere is perhaps so well favored as is Marion with beautiful homes and well-kept lawns. While it is true that in some instances these better homes are grouped in a particular zone, for the most part they are scattered here and there about over the city, the home of the rich man and the home of the man of smaller means being found along the same street. This in a great measure denotes the democratic makeup of Marion's townspeople and is but an outward evidence towards showing why "a stranger always feels at home in Marion." Haughtiness is a human characteristic from which Marion is entirely free, and we are known as one of the most hospitable and Southern-like communities north of the Mason and Dixon Line.

We are at the same time a pleasure-loving people. We still have our surprise parties, our basket picnics and our old fashion quilting bees, but at the same time we have our formal social affairs and our people are cultured in the ways of the social whirl. Many

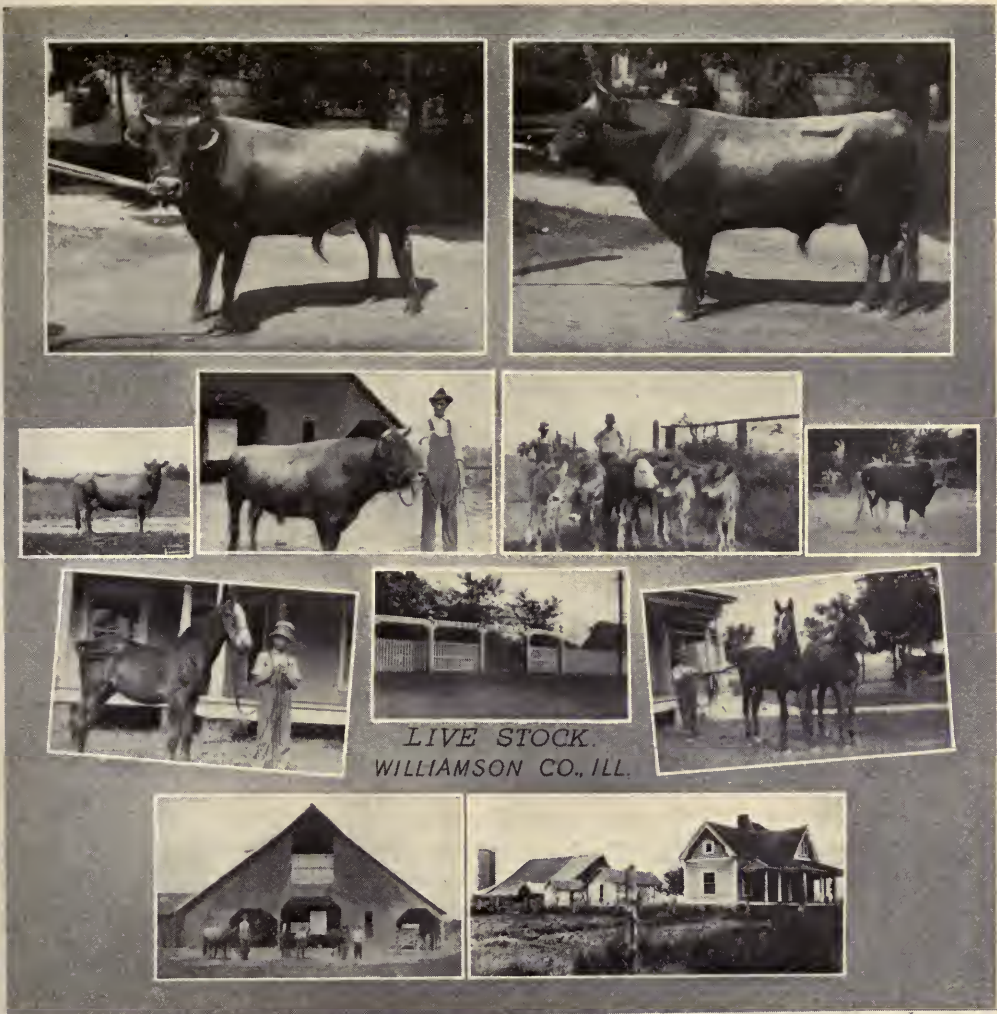
literary and social clubs are in existence here; our women have their civics, domestic science and kindred departments, together with their reading and home study circles, while the men maintain in various styles, many stag clubs in the city.

On of the newest clubs in the city is the Marion Country Club, incorporated, and containing fifty members. With a heavy outlay of money this club has purchased many acres of land six miles from the city and situated amongst the grand old hills of Southern Township, where, by the building of a dam, it now has a lake that is surpassed by none in Egypt. This lake, more than four miles in circumference, abounds in game fish. On one of the pretty shaded shores has been erected a large and beautiful club house, while elsewhere looking out upon the waters from shady nooks selected from amongst the hills are to be found pretty summer homes. Preparations are being made for golf links, tennis courts, and a natatorium. Other sportsmen's clubs of the city own and maintain similar preserves to be found in the section, chief among these being Round Lake, a huge natural body of water reached by a short overland trip from Grinnell.

Marion, for more than half a century—for just sixty years, to be exact—has been the home of Illinois' greatest county fair, styled everywhere as "Egypt's Greatest Fair." The Williamson County Agricultural Association has been a successful organization. Not a year has passed during the existence of the Association but that all premiums have been paid and a surplus has been realized. This surplus each year is used in improving the grounds, until today the Williamson County Fair Grounds are known far and near as the most beautiful to be found anywhere. Marion had its record-breaking fair crowd on Thursday of the four-day Fair last year. On that day sixty thousand people passed through the gates of the fair grounds. That record lacked but a few hundred of being equalled this year. All of the officers of the Association, with the exception of the secretary, serve without pay. The Williamson County Fair is not conducted for the monetary gain of any one or set of men. It is owned and conducted by the public of the county. Statistics compiled by the State Fair Board annually give the Marion Fair the distinction of being the leading county fair in the state.

Marion is a large and steadily growing stock-buying center. During the last year two dealers, Joab Goodall and Gray Brothers, have shipped more than \$160,000.00 worth of mules, besides hundreds of horses that have gone for European war purposes. Many cattle and hogs are also shipped from this point.

The business of dairying has also re-



ceived its share of attention from Marion and its community, and today many beautiful herds of blooded dairy cattle are to be found grazing the rolling hillsides throughout the country. Among the dairy organizations of the county that have made achievement in the furtherance of dairy interests, is the Carterville Jersey Breeders' Association. J. B. Venerable is president and C. O. Samuels is secretary. This association was organized for the purpose of improving the dairy stock by the importation of registered bulls. The association at the same time has purchased for its members many well-bred cows, while as a result of a campaign not long since conducted, there have been sold to other dairymen and farmers more than one hundred high-grade cows. These were brought in by the association and auctioned. The efforts of the

Carterville Jersey Breeders' Association have resulted in a large creamery company establishing a station at Carterville, from where almost \$1,000.00 a week is paid out for cream. There are many other such organizations in the county for the furtherance of the dairy business here. At the same time there are many high quality breeders in the section who put their attention solely to the breeding of beef cattle. There are to be found here some of the finest herds of Hereford and other beef cattle to be found anywhere in the Middle West.

Marion and its community offers splendid opportunity to the agriculturists. The location of the city, in the heart of the great coal field where live thousands of men and their families who must depend upon the farmer for that which they con-

sume at the table, causes all products, such as butter, eggs, meat and vegetables, to find ready sale. At the same time the character of the soil is admirably adapted to the cultivation of all kinds of vegetables, fruits, grains and hay, including alfalfa. Truck farming is being entered into with a vim, for the opportunity is here. Owing to the development of the mines, many persons have left the ranks of the producer to become part of the consuming force, and there are many opportunities offered for the man who wishes to farm and is looking for an opportunity to buy farming land. With hard roads and splendid district school facilities, for which Williamson County has for years been far-famed, the farmer of this county is a lucky man indeed.

Marion, the home of the late illustrious statesman and war hero, General John A. Logan, is today the home of a congressman, Hon. E. E. Denison, of the Twenty-fifth Illinois District; a supreme justice, Hon. W. W. Duncan; a circuit judge, Hon. D. T. Hartwell; and a state representative, Hon. James H. Felts. Other men of prominence during the present days and others having to do with the country's former history have claimed Marion as their home. It was here that that greatest orator of modern days, Robert G. Ingersoll, lived in his early years. It was here that he, as a boy of three years, learned his A. B. C.'s; where later he attended public school and where he began his law practice. A record

now in the circuit clerk's office here bears evidence of the American boy spirit that possessed Ingersoll and his boyhood friend, John A. Logan. This record is in the form of an old indictment. A young married man, vexed at being made the subject of a charivari, went before the grand jury and complained. As a result, these two young bloods were indicted for disturbance, but the case was dismissed and the boys were left unpunished for this most "heinous offense" against the quiet and peace of the newlyweds. It was this same mischievous "Johnny" Logan, who, later, at the outbreak of the great civil strife, left his seat in the congressional hall at Washington, came back to Marion and here, on the public square, recruited his famous 131st Illinois Regiment, which, in the battles that followed that time, gave such good account of itself.

Many of Marion's boys have gone out into the world and have made good in business and professional ways. In the great city of Chicago today are to be found four leading bankers who were Marion born boys and who began their careers in this city. Chief among them is the Hon. L. A. Goddard, president of the State Bank of Chicago. Second to him perhaps is John W. Washburn, vice-president of the Continental Commerce Bank. Likewise have others gone into other fields and into other lines, forging their way to the top and becoming examples to which Marion points with great pride.



I.C.R.R.
Station,
Marion
Illinois



ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 20

CAR SHORTAGE

Middle western and southern railroads are again confronted with a serious car shortage.

In order to increase the number of available cars the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies have, within the past five years, increased the average miles moved per car per day from 28 to 40 miles, or 43 per cent, which means that they have placed at the disposal of the shipping public some 1,325 additional cars per day.

Our patrons released 25 per cent of loaded cars within 24 hours after being placed; 38 per cent within 48 hours and 37 per cent within 72 hours or more.

If all cars on these lines were loaded and released the day placed, we would have for service about 1,000 additional cars per day. The conservation of equipment by confining it to the legitimate transportation activities would make a car shortage almost impossible.

The Interstate Commerce Commission through their experts is constantly analyzing car movements. Their conclusions as to the prospective shortage are embodied in a recent letter sent to the general public urging that the freight equipment of the railroads be used during the next few months in such a way as will permit the railroad companies to obtain therefrom its maximum efficiency.

Interstate Commerce Commission

GEORGE B. MCGINTY
SECRETARY

OFFICE OF THE SECRETARY
Washington

August 10, 1916

Reports are being received by the Commission indicating that a "car shortage" is again threatened, caused in part by the heavy movements of grain at this season of the year.

The Commission therefore takes this opportunity of again bringing to the attention of the carriers and shippers the necessity for close supervision of the methods of loading, unloading and moving of cars so as to secure the fullest possible use of available equipment.

Shippers should endeavor to secure the prompt and full loading of cars, and consignees their prompt unloading and release.

The Commission feels justified in urging upon shippers and consignees that they shall not use cars for storage purposes but should endeavor to release them as promptly as possible and not avail themselves of the full limit of free time provided by the tariffs.

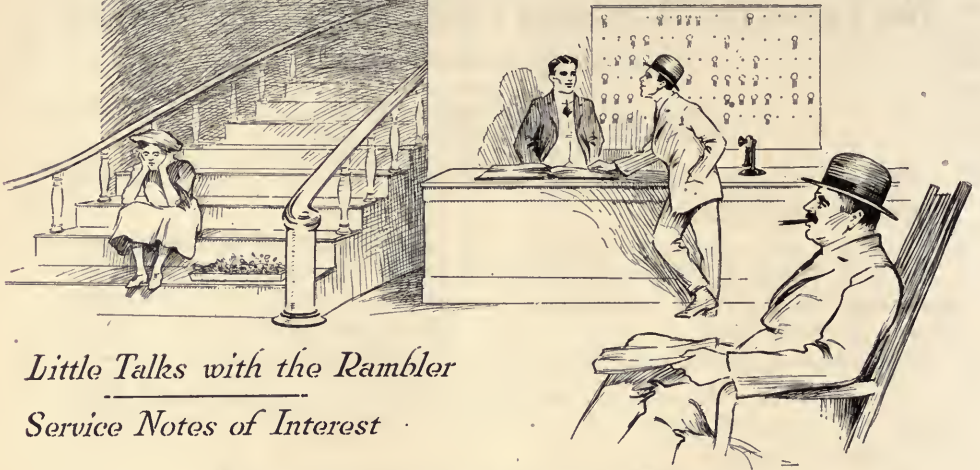
Carriers should also make every endeavor to eliminate delays and expedite the movement of shipments. Cars should be promptly returned to the home line, company material promptly unloaded, and close supervision given to operations at terminals.

Individual shippers and their associations and the carriers should co-operate in order that the delays and losses consequent to a shortage of cars may, so far as possible, be avoided.

By the Commission:

GEORGE B. MCGINTY, Secretary

Passenger Traffic Department



Little Talks with the Rambler

Service Notes of Interest

Bread Cast Upon the Waters

THE Agent was a busy man at all times, for his was considerable of a station; and although he had several helpers, between his passenger and freight business he was kept pretty well on the jump from morning until night. In fact, like a woman's, his work seemed never done; for in addition to his official status he was personally very popular and consequently much occupied in outside matters incidental to being one of the influential citizens of his town. He happened to be particularly busy on the day the Rambler dropped off of the down train to make him a visit. However, as has been noted by many an observer, the busy man is generally the one who finds the most time to look after some unexpected happening, or to attend to the unlooked for visitor. So on this occasion, the Rambler, who understood how matters were with the Agent, simply waited about with a word now and then to him until noon, at which time he had worked up to a chance to have a talk with him. Saying, "now let's go get a bite to eat and I will tell you about that matter that I asked you to come down and look into," the Agent instinctively started to cross the street

toward a restaurant through the open door and window of which could be seen a row of men sitting at a counter on the regulation lunch counter stools. On nearing it however, he stopped and said, "No, not there. That's where I generally go for just a bite at this hour of the day, but it won't do this time. In there I never get through even as much as a sandwich and a cup of coffee without being interrupted by anywhere from one to a half dozen people. Some want information and some only desire to be good fellows and bid me the time of day. Those having railroad business can see me, you notice, from the station opposite, and they never seem to think it necessary to let me alone until I go back. We will slip up to the hotel to-day, and if Boniface Goodfellow, the proprietor, will let us into that little room off the dining room which by courtesy he calls a breakfast room (but which I think is busier during the evening and small hours of the night than during the late morning hours), and if he will allow his best waitress, Kitty, serve us a lunch in there, we can be by ourselves and talk it over."

Boniface proved his last name was no

misnomer by acquiescing in the Agent's request. The two had gotten fairly started in discussing their business over savory bowls of soup when a third party opened the door, and, looking in, cheerfully addressed the Agent by exclaiming, "Hello, Horace, Goodfellow told me you were in here, and if you don't mind, I will be back in a minute. Want to see you about that little party I am going to carry to the Mardi Gras this winter." Leaving the door ajar he hurried away only to return again in a few minutes. The Agent smiled resignedly to the Rambler and remarked, "That's one of our prominent citizens and I suppose we will have to let him join us. As for that party, however, it is an excuse. He got sight of you somewhere and wants to look you over, or rather he possibly wants you to look him over. It's fifty fifty I guess. Strange," he mused, "what a fascination, outside of the large cities, railroad officials seem to have for the average business man." "That is because we are such a fine lot," laughed the Rambler. "That may have something to do with it," was the Agent's reply, "especially where *you* are concerned, but I have my suspicions, based on a daily experience, that too often such is not the only reason. I have already discussed his Mardi Gras party with him until there is nothing more to be said about it. It's now up to him to get busy. However, here he comes, and after all is said and done he is a good sort and gives us all the business he can." Hence the salutations of the Rambler and the Agent and the newcomer were cordial as the latter seated himself. While the proposed Mardi Gras party was mentioned it was but a small part of the general conversation that followed; in fact, it did not seem to rest very deeply on the visitor's mind. "By the way," said the latter, as Kitty removed the soup bowls, preparatory to bringing in the meat course, "what about that new train of the Central's to New Orleans that I have heard rumors concerning?"

"Ah," said the Rambler, "that is an

assured fact. A new "Panama Limited" train to be inaugurated on November 15th. It is to be an all steel, all sleeping car, buffet car, and dining car twenty-three hour train between Chicago and New Orleans, with a connection from St. Louis. And," he somewhat sententiously added, "it is to be put on as an aid in the development of commercial and social relations between those important cities and their tributary territory." The Prominent Citizen interrupted the Rambler with an ill-suppressed laugh as he said, "Excuse me, but between friends why did you add that last?" The Agent afterwards explained to the Rambler that this interruption was only the questioner's crafty way of bringing people out. "Because," retorted the Rambler with some dignity, "it is true. The train will be an important factor in the up-building of such relations." "Ah," broke in the business man good naturedly at this reply, "that is different. Of course it *will be* the factor you claim for it. No one can doubt that even our little city is helped by the addition of any train service that may be given us. But excuse me," he added with an engaging smile that quite won the Rambler's forgiveness for being challenged as he had been, "for asking the question. You see as a business man the thought involuntarily sprang to mind as you made your first statement that from my own point of view, where it is a business matter affecting my own interest, the additional question would probably arise as to what good a certain move was going to do me personally." "I see," said the Rambler falling into the other's mood, "You were simply drawing me out. Well," he laughed good naturedly, "I will accept your challenge, and say that except during the rush season of the year, lasting but a comparatively short time, our two other Chicago - St. Louis - New Orleans through trains are adequate for the business. But in putting on this third train is it not, as a general proposition, true that liberal facilities often help to create new business? That I think answers your

jocose insinuation. To go further, however, the train is to be inaugurated with a realizing sense of the growth and development of the territory along its route, of the growing importance of the South industrially and commercially, of the rapid increase in the flow of trade between the great central producing South and the great central markets of the North, and with an appreciation of the duty the Central owes these sections to provide a character of transportation commensurate with this era of rapid trade expansion." "There!" the Citizen exclaimed, "that is it! That is just what I wanted to hear you say, and Horace here knows that the general broad thought you have conveyed is in harmony with my own sentiment in regard to all business matters that come before me personally in my limited and necessarily confined environment."

"He's right," said Horace as he poured the gravy liberally over the potatoes that he had mashed on his plate, "Charley here is one of our broad-gauged business men. Unless all signs fail in dry times, I look to see him our next mayor. But that 'Panama Limited,' he added facetiously, "from the way you put it, it looks like it would be a case of casting bread on the waters." "In a measure, yes," the Rambler replied; "and that phrase reminds me of a story," he continued hastily as if desiring to change the drift of the conversation.

"A story of something that happened to one of our representatives many years ago when he was in the Southwestern territory. It was during the boom days of a certain state, but at a time when the boom was beginning to break. One Saturday night the representative went on a matter of business to a certain city that shall be unnamed as it long since has recovered and is now of flourishing importance. But at that time the boom had broken over it and for the time being it was practically dead. So dead was it that on Sunday morning for breakfast there was but one man beside himself in the dining room of the hotel, that man being a commercial traveler.

After breakfast, while our man was wondering what to do to kill time, he saw a little girl about ten or possibly more years of age, sitting on the stairs leading into the hotel office. She had a tray of button-hole bouquets, and was sobbing to herself in a heartbroken way. He was told by the clerk that in the prosperous days of the town she had been in the habit of going to the hotel every Sunday morning where she had done a profitable business with her bouquets. On our man speaking to her a long conversation ensued, from which it developed that the child was an orphan and had been sent out from somewhere in the East to be placed in a home in the West. To her lot had fallen an alleged home with a family which, as an incidental matter, raised flowers that they sold through her on the street and in the hotel. The woman with whom she lived was harsh and her life had been a hard one; particularly since business had fallen off, for she frequently was whipped for not being able to dispose of her wares. Our man tried to cheer her up, and as an earnest of his good heartedness bought all of her flowers that morning and sent them to be distributed among the waitresses in the dining room. Later in the day, in walking about the town, he fell in with the then so-called 'Commissioner' of the place, a public functionary whose duties were in looking after the poor and unfortunate, as well as sanitary matters and the like. He had heard of that official through a mutual friend, so that he was soon on a sufficient basis of acquaintanceship to talk freely with the official about the little flower girl. After leaving the town that evening the incident was forgotten for some ten or twelve years. At the end of that time, when located in another territory, our representative had occasion to go up into a lumber district of the North, his errand there being to possibly secure a number of people for our line who were contemplating making a considerable trip; the number amounting to what would warrant a special car. He was supposed to see in

connection with that business the so-called lumber king of the district, but on reaching the town where the latter lived, you can imagine his disappointment at receiving a message from him saying that he had been called to the camp but that if he, our representative, would see the wife she would transact for him the business in which they were mutually interested. With anxiety as to the outcome, the lady was sought, and imagine his surprise on meeting her to have her introduce herself as the little girl from whom, those many years ago, he purchased the flowers in the hotel. He of course had not recognized her, but she remembered him. She even brought out and showed to him his business card that he had given her on the occasion of his sympathetic act in connection with the flowers. The story was simple. The Commissioner had taken an interest in her and had sent her to the North to work in the household of the lumber king. In time she became his housekeeper and afterwards his wife. 'It is needless to say that I secured the car load of people,' is the way he always ends that story," concluded the Rambler as he nodded his head to Kitty that one lump of sugar would be sufficient in his second cup of coffee.

"That touches on the borders of Romance," said the Business Man with a nod of approval to the Rambler. "But," said the practical Agent, who after having looked at his watch was beginning to hurry the finishing of his lunch, "let's drop Romance and get down to real facts about that 'Panama Limited.' What are they, Rambler? Can you give me the details?"

"Well," said that individual as settling back in his chair he lighted a cigar preparatory to what he was about to say, "first of all I want to remind you of a fact which you know but which I doubt if you ever think of. That is, when you speak of a 'Panama Limited' train between Chicago, St. Louis and New Orleans, you think of an individual train, whereas you know in reality that to fill the run it means four trains. Incidentally it also means twenty locomotives, and as to the number of cars you

can figure it out yourself when I say that the train in ordinary runs, when no extra equipment is required, will consist of six cars; they being a buffet car, a dining car, three drawing room sleeping cars, and a composite sleeping car containing four compartments, two drawing rooms and a library and observation section. This entire equipment, including the engines, has been in the process of construction for months past especially for the new 'Panama Limited.' From engine pilot to observation platform the train will be new, and when you recall what I have just said as to the number of cars and locomotives required for the regular train, not taking into account any extra equipment that may be provided, you will have some little conception as to why the outlay involved will amount to about two and one-quarter million dollars. With such an expenditure it naturally follows that the physical character of the 'Panama Limited' will be all that could be thought of or achieved in matters of elegance, convenience and substantiality. It will be all steel throughout and electric lighted. Included in its conveniences will be the services of a barber and a ladies' maid. In short, it is aimed to have this train the best and finest in every particular that could be produced by modern experience, ingenuity and structural development. Its buffet car will be primarily a club car, run for men while en route. It will include in its conveniences a shower and a barber shop. Its plan as a whole includes a magazine desk, a main club room with comfortable arm chairs, two sections with tables, a toilet room, a buffet, a room devoted exclusively to a shower bath, and a barber shop occupying the entire width of the car. This all takes up about two-thirds the length of the car, its forward end being devoted to baggage. This buffet car will, of course, have a well trained attendant to minister to the wants of its occupants. The dining cars, in their interior structural and ornamental features, will be models of dignity and elegance, and have a seating capacity of thirty-six. They will be of

handsome mahogany finish with chaste decorative details and with adequate arrangement for comfort and proper handling of the business they represent. The standard sleeping cars in beauty of design, stability of construction and perfect adaptability for the service they are to be in, will be the last word in travel comfort. Their interiors will be finished in highly polished mahogany, and the upholstering, in soft and harmonious colorings, will be of the finest. Softly shaded electric lights will form the general illumination, while every berth will be supplied with special reading lamps and wardrobe hangers. The drawing rooms will have the usual upper and lower berths and sofa berth, with connecting private toilet and lavatory. The last car on the train will be a composite sleeping car of special design with beautiful finish and decoration. It will include two drawing rooms and four compartments, so located that a drawing room and compartments, or two or more compartments, may be used en suite. Each of the drawing rooms and compartments will be equipped with toilet and lavatory facilities. At the rear of the car will be a large observation parlor with comfortable arm chairs, leading from which will be the observation platform. This observation parlor and platform are for the use of patrons of any part of the 'Panama Limited,' as the train will carry no coaches. The service of the ladies' maid will be available over the whole train."

"By the way," interpolated the Rambler, "while I think of it. Do not confuse this new all steel 'Panama Limited' with our train now bearing the same name, but which will continue to run under the title of the 'New Orleans Limited' Southbound and 'Chicago and St. Louis Limited' Northbound as far as those cities are concerned. Of course it will also continue to run as at present between Cincinnati and Louisville and New Orleans under names corresponding to those mentioned. Hence the new train is an additional train, to be run on a distinct schedule, thus making three fast through trains between Chicago, St.

Louis and New Orleans; for the 'New Orleans Special' will not be affected."

"What will be the schedule of the new train?" asked the Agent as he arose preparatory to leaving. "That will be definitely and specifically fixed in a short time," was the reply, "but broadly speaking it may be said of it that the departures from Chicago and New Orleans will be at 12:30 P. M., and, as I stated in the beginning, the run will be made in twenty-three hours even. Convenient hours for the traveler you will note, both as to his or her departure or arrival."

"Crickets!" exclaimed the Agent, jumping up and running out of the room, saying as he did so, "there's the whistle of No. 40 and I should be at the station this minute." The Rambler was about to follow when the Prominent Citizen, producing cigars, said, "Don't go yet. There's no need for you to hurry. Let's have another smoke. Is that new train going to stop at this station?" "As I remarked to Horace just now," was the evasive reply, "details of schedules are to be determined later. You have a bustling town here I note. Looks as though there might be some lively people in it too," he added reflectively as he lit the fresh cigar. "I've been noticing on the street this forenoon some people that I mentally placed as being what you might call 'live wires'." "Well, yes," softly laughed the Citizen, "there are a few here that are pretty lively. Think I'll tell you about one of them, although I don't imagine it will touch on the same kind of liveliness that you have in mind. I know what you meant. Business energy, progress, public spirit, and the like. But what happened to John Doe refers to another kind of spirit, but it's too good to keep. I might add, however, that John Doe is not his name. It's my own home town and I reckon you may be too well acquainted here to be specific. However, this is the story."

"John, you must know, essays to be one of our leading dudes. Wears cuffs on his trousers, and always knows the

exact color of necktie to buy with each of his new suits, of which he has a fair number. Well, a party of us took a steamship trip on the Great Lakes this summer and John was along. I want to impress upon you that usually, and particularly around home, John is what you might call a serious and sober minded citizen of exemplary conduct. But on that trip, in common with one or two others of the party, he, as you might say, relaxed a little. So one night on the steamer he was up and about until two o'clock in the morning, at which time several of us felt it necessary to show him to his stateroom. On reaching the door of the latter he fumbled the key in the lock and dropped it before

the door had been opened. I, myself, distinctly heard that key strike on the floor as it fell, but a diligent search of from ten to fifteen minutes, in which the aid of lighted matches was invoked, (the lights had been turned out) failed to disclose it. We finally had to get the night watchman to let us in with his skeleton-key. After putting John to bed I began to smooth out his clothes, and in shaking his trousers preparatory to hanging them up the key of his stateroom fell to the floor. You see, on its first fall outside the door that key had bounced into the cuff of those trousers and I had simply shaken it out. Can you beat that for a 'Lost and Found' record?"

Service Notes of Interest

The New York and Cuba Mail Steamship Company—Ward Line—announces the inauguration of regular passenger service between New York and the West Coast Ports of Central America and Mexico via the Panama Canal direct. The ports reached are as follows:

Cristobal (Colon), Canal Zone; Thru the Panama Canal; Ancon (Balboa), Canal Zone; Puntarenas, Costa Rica; San Juan del Sur, Nicaragua, Corinto, Nicaragua; Amapala, Nicaragua; La Union, El Salvador; La Libertad, El Salvador; Acajutla, El Salvador; San Jose, Guatemala; Champerico, Guatemala; Ocos, Guatemala; Salina Cruz, Mexico.

Cristobal and Ancon are the ports from which connections are made with steamships for points on the west coast of South America and the Orient. The steamships used in this service are the "Jalisco" and Mexico II, which ships are described as follows by the steamship company. The steamers "Jalisco" (5000 tons) and "Mexico II" (5000 tons), built especially for service in the tropics, were completed about one year ago; they have large, commodious outside first class cabin rooms of two and three berths each, singly and en suite, equipped with all modern conveniences for passengers, the "Jalisco" accommodating 55 persons and the "Mexico II" 75 persons in the first cabin.

The boy who stuck his finger in the hole in the dyke and prevented a disaster assumed a responsibility. When he discovered that little leak, stopping it became his work. There were no orders to do it; no one told him of the danger; it was not his task nor had his carelessness caused the trouble. He

merely recognized a need for usefulness and assumed it.

This is responsibility. It wins promotion, it wins fortune, it brings distinction and it betters the world. It averts disaster and prevents injustice; it avoids errors and it saves time; it means work but it also means happiness.

If you see anything that ought to be done, that you can do—do it.—Clipped.

On Wednesday, November 15th, a change in time card will go into effect on the Illinois Central by which a new all-steel, electric lighted "Panama Limited" train, Nos. 7 and 8, will be inaugurated between Chicago and New Orleans, with a new train connection from St. Louis. The train will carry no coaches, and will make the run between Chicago and New Orleans in twenty-three hours, leaving each terminal at 12:30 P. M. It will be an additional train to present trains Nos. 3 and 4, which will be continued under another name. The "Rambler" tells about it in this issue.

The Seaboard Air Line Railway Company announce that their passenger trains are now being operated to, and from the Terminal Station, Atlanta, Ga., instead of Union Station as heretofore.

The Terminal Station is a modern station, with the necessary facilities for taking good care of the large volume of business now using the terminal, and is also used by the Southern Railway, Central of Georgia Ry., Atlanta & West Point Ry. (West Point Route) and the Atlanta, Birmingham & Atlantic R. R.

The Eastern Steamship Corporation, Metropolitan Line, announces that the Metropolitan Steamship line, operating between New York City and Boston, using the Cape Cod Canal, will continue their service until further notice; the Steamships Massachusetts and Bunker Hill remaining in commission.

The United Fruit Company has issued a circular calling attention to the fact that the United States War revenue tax on tickets issued in the United States to foreign ports has been cancelled.

Said one little chick, with a funny little squirm,

"I wish I could find a big fat worm."

Said another little chick, with a queer little shrug,

"I wish I could find a nice little bug."

Said a third little chick, with a queer little squeal,

"I wish I could find some good yellow meal,"

"Look here," said the Mother, from the green garden patch,

"If you want something, stop your wishing and get up and scratch."—*Exchange.*

Illustrative of the fads and fancies of some families which have suddenly acquired riches, says the Hartford Courant, is the delightful story which comes from a neighboring town of the new-rich family which adopted the affectation of calling house servants by their last names. An application for employment as chauffeur was received and the applicant interviewed the woman of the house.

"We call our servants by their last names," she said. "What is your name?"

"You had best call me Thomas, ma'am, replied, the applicant.

"No, we insist that you be willing to be called by your last name. Otherwise you won't do at all."

The chauffeur said that he was willing to be called by his last name, but didn't think the family would like to use it.

"What is your last name, then?" said his prospective employer, somewhat coldly, as though she expected a revelation of international scandal.

"Darling, ma'am. Thomas Darling."

A lady stepped from the express at a way station, on a special stop order. To the only man in sight she asked:

"When is the train for Madison due here, please?"

"The train went an hour ago, ma'am; the next one is tomorrow at 8 o'clock."

The lady, in perplexity, then asked:

"Where is the nearest hotel?"

"There is no hotel here at all," replied the man.

"What shall I do?" asked the lady. "Where shall I spend the night?"

"I guess you'll have to stay all night with the station agent," was the reply.

"Sir!" flashed up the lady, "I'd have you know I'm a lady."

"Well," said the man as he strode off, "so is the station agent."—*Things Technical.*

"I hear you came back over a scenic route?"

"Er—yes. So I did."

"I presume you enjoyed the trip?"

"Immensely. We got up a game of cards that lasted the whole day, and my luck was amazing.—Clipped.



Churches,
Marion Ill.



Elks' Home



Court House



Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., October 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 8

Samples Should Not Be Removed from Sample Trunks Left in Our Possession

40.—A traveling man reached one of our stations in the morning and instead of removing his sample trunk from the baggage room he took some samples out of it for the purpose of working his trade and left the sample trunk in the baggage room, intending to check it out the following morning. Unfortunately the baggage room was broken open by thieves during the night and the trunk was robbed and we are now confronted with a claim for loss of the samples which were stolen. Agents should not permit traveling salesmen to remove samples from their trunks in our possession but should require them to surrender their checks and remove their trunks from our premises if they want to make use of the contents.

Handling of Foreign Lines' Transfer Baggage Waybills

41.—Train Baggage men are instructed to retain in their possession, instead of sending to this office, duplicate waybills received from connecting train baggage men. It should be understood that this has reference only to waybills received from train baggage men on our own lines. All foreign

transfer bills covering baggage transferred to us from foreign lines should be promptly sent to this office in G. B. O. 18 envelope.

Protection of Cream Shipments

42.—Some of our largest creamery patrons make complaint that shipments of cream consigned to them are often delayed at the shipping station instead of being forwarded by the first available train and that during this delay the cans are sometimes allowed to remain in the sun to the damage of the cream. Agents should bear in mind that cream is a perishable commodity and should be forwarded on the first available train. They should also afford all possible protection to shipments delivered to them while awaiting shipment. If possible, the shipments should be kept in the shade during the summer and where the cream will not freeze in extremely cold weather.

Special Baggage Cars for Theatrical Companies

43.—When theatrical companies make arrangements for special baggage cars, the agent or baggage agent at initial point, after making the car ready for loading, should ascertain when the loading will be finished and unless it is necessary for some mem-

ber of the theatrical company to ride in the car on account of its containing live stock, or for any other purpose, should then see that all windows are properly fastened and the doors locked and sealed. In case it is necessary for anyone to ride in the car, the agent should so inform the conductor. When special baggage cars are received from connecting lines for movement over our line, the agent should make an immediate inspection of the car to see that it is properly locked and sealed. If found unlocked or not sealed, he should ascertain whether the contents appear to have been disturbed and, if not, he should at once lock and seal the doors, in case no live stock or representative of the theatrical company is riding in the car. In case the car is found to be unsealed or unlocked and there is any evidence that the contents have been molested, the manager or property man of the theatrical company should be notified at once, if they can be located, and a report of the matter made to the Superintendent and the General Baggage Agent.

Baby Carioles

44.—We have recently been confronted with the question of checking baby carioles, a recently patented contrivance not covered by our tariff. The cariole is a combined baby crib or bed and cart. When set up for use it consists of a frame-work about 45 inches long and 30 inches wide, equipped with wheels and with tops, sides and ends of wire screen, forming a baby bed or crib. It may be wheeled about the house or outdoors. When knocked down for shipment and enclosed in a canvas bag, which is sold with it, it makes a compact canvas wrapped package about 45 inches long, 30 inches wide and 10 inches thick, which is really much less cumbersome and more easily handled than the ordinary baby carriage. The matter of checking these carioles on the same basis as baby carriages, charging for the gross weight with a minimum weight of 50 lbs., will be referred to the Baggage Standard Rules Commit-

tee, and pending the final decision of that Committee as to whether carioles will be included in our tariffs, we will accept and check them on the same basis as baby carriages, as outlined above.

Important Change in Local and Inter-Line Checks

45.—We now have in the hands of the printer an order for local and inter-line checks on which an important new feature will appear. In the upper left-hand corner of the face of the string check space is provided for description of bad order. On the back of the string check appears a list of abbreviations for the description of bad order. All employes handling baggage should notice its condition as carefully as possible and particularly the first agent or train baggageman handling a piece of baggage should show description of any bad order in space provided for that purpose on the face of the check. Intermediate train baggagemen making record of baggage stacked in cars and not actually handled by them should in all cases notice whether any bad-order description is shown on the check. The abbreviations for bad order shown on the back of the string check should invariably be used, as it is necessary for us to know not only that the baggage is in bad order but in what respect it is in bad order. We hope that a careful observance of this new feature by all employes will materially reduce the number of claims for damage to baggage.

HE MIXED HIS DATES

A GENERATION ago three wise but unscrupulous Yankees, after mulcting the Bank of England of five million dollars, came to grief through the trivial error of failing to date a forged bill of exchange.

A wise, but unscrupulous lawyer lost his chance to get some "easy money" through his failure to give due attention to the trivial matter of getting his dates right. Some three months after the destruction by fire of

one of our stations this lawyer presented a claim for loss of a very valuable trunk which, according to his statement, his client had delivered to our agent the day before the fire, and which the agent had failed to forward after checking. Our request that he furnish us with the number of the check issued to his client was met promptly by the production of the check itself. Unfortunately for the lawyer, (probably more so than for his client,) he "had his dates mixed." The check presented by him was in stock in the General Baggage Office at Chicago at the time of the fire and for several weeks thereafter. It was then charged out to, and issued at a station

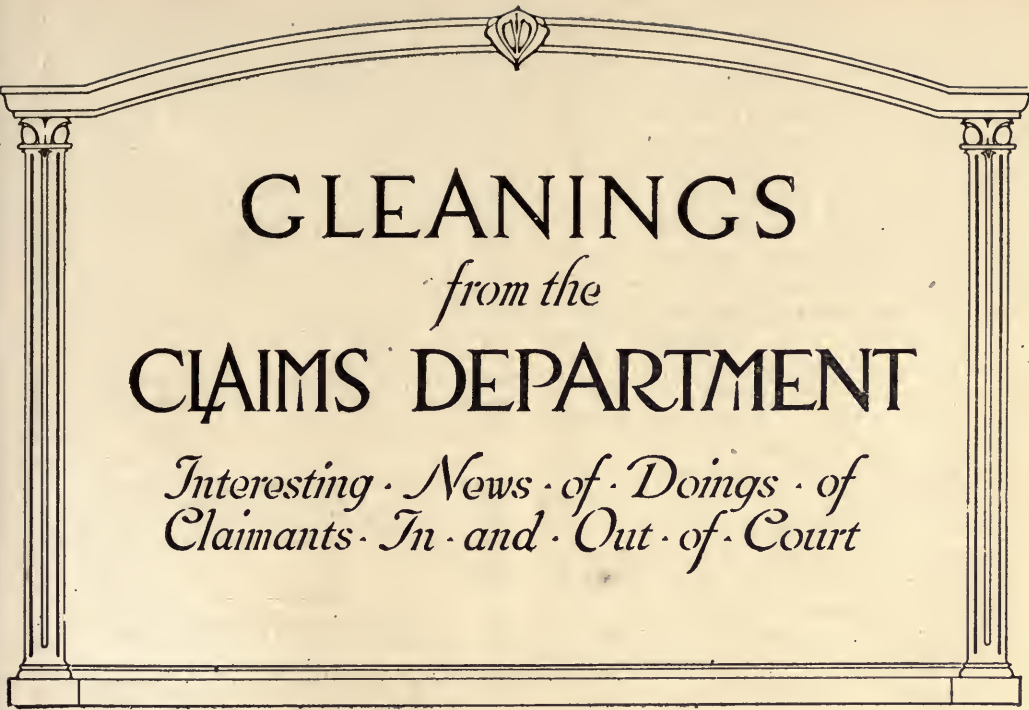
many miles from the scene of the alleged loss. Our agent (not the lawyer, be it observed,) found the trunk in a place of business where the claimant's drayman had left it, and, wonder of wonders, the lawyer had presented claim for many times the actual value of the property.

Our rules require that all checks stripped on delivery of baggage must be cancelled by writing or stamping on them the word "Delivered," and safely held by agents for a prescribed length of time. This lawyer stood at least a fair chance to profit largely through the failure of an agent to observe this rule,—but "he mixed his dates."





HOW BEN JOHNSON, A COLORED COOK, GOT HURT WHILE MAKING COFFEE, AND
LATER BROUGHT SUIT FOR \$10,000.00, ALLEGING "GREAT" NEGLIGENCE
ON THE PART OF THE RAILROAD COMPANY.



GLEANINGS

from the

CLAIMS DEPARTMENT

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

Ben Johnson and a Coffee Pot

Gets Hurt While Making Coffee and Attributes the Cause of His Injury to Gross Negligence on the Part of the Railroad Company

IF one could witness some of the simple things which happen in connection with the operation of a railroad, and which sometimes result in personal injuries, and could thereafter read the petitions filed in Court in suits for damages by astute lawyers, they could the better appreciate at least some of the difficulties under which railroads are operating. These petitions are frequently prepared so as to make it appear that the railroad was guilty of the grossest and most flagrant negligence, when, as a matter of fact, it had not been guilty of any negligence at all.

To illustrate our point, we will cite a case for \$10,000.00 recently filed by J. W. Cassidy in the Circuit Court of Lincoln County, Miss., at Brookhaven, in behalf of one Ben Johnson, a colored citizen, who had worked as a cook for the Railroad Company in Illinois dur-

ing the month of August, and had met with an injury while making coffee, by reason of the lid of the coffee pot falling off and permitting the boiling coffee to come in contact with the coffee-maker, who happened to be Ben Johnson, Mr. Cassidy's client. A cartoon by Mr. Copp, which appears elsewhere in this issue, shows at a glance just about what took place, but listen to the averments in Mr. Cassidy's legal document which he has filed in the Circuit Court of Lincoln County:

"The plaintiff charges that among other employes so engaged, the defendant had employed the plaintiff as a section hand or extra gang man to aid and assist defendant's servants and employes in the maintenance of its tracks aforesaid engaged in defendant's interstate business as aforesaid, and that while so engaged acting under the orders and

directions of defendant's other servants having charge of the gang of men in which the plaintiff was working, it became and was necessary as part of defendant's work as aforesaid, in the maintenance of its track aforesaid, for some of the men to prepare food for the others, and the plaintiff was directed by the defendant's servant having charge of said men as a part of his work as a section hand in the maintenance of the track aforesaid, to prepare coffee for the use of the men, and was furnished a tin can or vessel in which to make the coffee. Plaintiff would show that acting under the direction of the defendant's servant aforesaid, a fire was built on the ground near the track where they were engaged in work; said can or vessel filled with water and placed on the fire, in order that same might be heated; said can or vessel was provided with a lid or top, and this the plaintiff placed over the can or vessel in such way as not to prevent the escape of steam. In other words, said top or lid was not put on said can or vessel so as to prevent the escape of steam, but was just laid across the top, leaving ample and sufficient opening for the steam to escape. Plaintiff charges that without his knowledge or consent, either one of the bosses in charge of said gang, or one of his fellow servants likewise engaged about defendant's business in the interstate commerce aforesaid, jammed said lid onto the can aforesaid in such manner that no sufficient opening was left for the escape of steam, and because of the fire the steam accumulated in said vessel as aforesaid to such an extent that the plaintiff, when he afterwards undertook to remove said lid, as was necessary in the performance of his work, the accumulated steam blew the lid of said can or vessel off and great quantities of hot boiling water or steam was thrown into his face and onto his breast and shoulders and legs and into his eyes by reason of which plaintiff was severely, seriously and permanently burned and scalded and injured. On account of said burn he was caused at the time to suffer and did suffer con-

tinuously thereafter until the bringing of this suit the most severe physical and mental pain and anguish, and he has been caused to lose and has lost up to this time the sight of one of his eyes, and he believes and charges that afterwards he will be caused to suffer great pain and anguish, and the injury to his eye as he verily believes and now charges is and will be permanent. All of his injuries were caused by the negligence of the defendant's servants while the plaintiff and said servants were together and jointly engaged about defendant's interstate business. That by reason of said negligent injury to the plaintiff caused as aforesaid a right of action hath accrued to him for damages sustained in the full sum of \$10,000.00, for which he brings suit and demands judgment."

HERE'S THE PROOF

Showing Recklessness of Automobilists at One Grade Crossing Which Was Carefully Checked by a Division Officer

DURING the last ninety days, eighteen persons have been killed and thirty-six injured in automobile grade crossing accidents on the Illinois Central. There has also been an epidemic of grade crossing accidents on other railroads. This is a class of accidents which it is impossible for the Railroad Company to guard against, and it would seem that the problem is one that can only be solved by the public, and especially those who drive or ride in automobiles. The absolute disregard of danger at railway grade crossings by automobilists is incomprehensible. Recently, General Manager T. J. Foley sent out instructions to Superintendents to have the Division Officers personally check eight or ten of the busiest grade crossings on each Division of the system between the hours of 8:00 A. M. and 6:00 P. M., for the purpose of ascertaining the number of automobiles and horse-drawn vehicles passing over each crossing, and exactly what precautions were taken by

the drivers and occupants of each vehicle. We give below the result of one of these checks, which was made on the 4th ult. at Dixie Highway Crossing, one mile south of Kosmosdale, Ky., for a period of three hours and five minutes, from 7:40 to 10:45 A. M. Note the difference in the care exercised by the occupants of horse-drawn vehicles and the occupants and drivers of automobiles, with few exceptions the former taking the necessary precautions to insure safety, while the automobilists as a rule paid little or no attention to their surroundings. The wonder is that more are not killed or maimed.

The Division Officers making the checks were instructed to give the information to the local newspapers in the towns in which the checks were made, or in the nearby towns. The newspapers, without exception, have taken hold of the matter and are co-operating with the Railroad Company in trying to impress upon the public the absolute necessity of an immediate and radical change on the part of automobilists if there is to be any stoppage in the great loss of human life which is taking place at railway grade crossings by reason of the recklessness of automobilists. There are 8,000 grade crossings and 5,000 farm crossings on the Illinois Central System. If trains were compelled to stop at all these crossings so that the joy-riding automobile parties might be safe, the railroad would have to go out of business.

The following shows just what happened between the hours mentioned at the Dixie Highway Crossing:

At 7:40 a. m. two horse spring wagon going east slowed up and looked in both directions before crossing track.

At 7:41 automobile going east passed over crossing about 20 miles per hour on looking forward.

At 7:42 automobile moving westward crossed crossing about 18 miles per hour only looking forward.

At 7:43 two horse wagon moving westward stopped and looked in both directions and listened before crossing track.

At 7:49 automobile moving eastward passed over crossing about 15 miles per hour paying no attention to crossing.

At 7:55 two horse wagon passed over crossing, slowed up and looked in both directions before crossing.

At 8 a. m. three automobiles moving eastward passed over crossing between 15 and 20 miles per hour. None of them seemed to pay any attention to railroad crossing.

At 8:05 a. m. automobile going east crossed at 18 miles per hour without looking in either direction.

At 8:10 automobile going east passed over about 10 miles per hour, slowed up before passing over.

At 8:12 automobile moving westward passed over at 20 miles per hour without looking in either direction.

At 8:13 horse and buggy going west crossed without looking in either direction.

At 8:20 horse and buggy going westward stopped and listened and looked in each direction before crossing.

At 8:21 automobile moving eastward crossed at 25 miles per hour without looking in either direction.

At 8:22 two horse wagon slowed and looked before crossing.

At 8:22 two automobiles going westward crossed railroad side and side going about 15 miles per hour as though preparing for a race.

At 8:55 two horse wagon going east crossed in trot; driver looked in both directions before crossing.

At 8:36 going east automobile crossed about 25 miles per hour. Did not look either way.

At 8:37 one horse wagon going west stopped and listened before crossing.

At 8:45 automobile going westward crossed track about 20 miles per hour without looking in either direction.

At 8:46 two horse wagon crossed without stopping to look or listen.

At 8:52 automobile going east passed over crossing at 20 miles per hour.

At 8:53 a large moving truck crossed going east about 25 miles per hour. Motorman not looking either way.

At 8:56 auto passed going east about 29 miles per hour looking straight ahead.

At 8:57 auto passed going east about 20 miles per hour. Man in charge of car looking straight ahead.

At 8:59 motor car passed track going west 30 miles per hour, driver looking straight ahead.

At 9:02 one horse wagon crossed with driver lying down on seat apparently asleep. Just before he came to crossing I called to him. He rose up and then lay down again.

At 9:07 buggy before crossing stopped and looked and listened.

At 9:18 two autos crossed at speed of 20 miles per hour going west. Did not look or listen.

At 9:22 auto going west about 15 miles per hour, man and women in conversation, did not look.

At 9:24 one horse wagon slowed up and looked in both directions before crossing.

At 9:25 a. m. auto crossed 25 per hour going east with driver laughing and talking.

At 9:26 two horse wagon slowed up and driver looked in both directions before crossing.

At 9:27 one horse wagon slowed up from trot to walk and looked in both directions before crossing track.

At 9:28 one horse wagon stopped, listened and looked in both directions before crossing.

At 9:28 while wagon was stopped, automobile passed over crossing at 25 miles per hour.

At 9:30 auto going east crossed at 20 miles per hour at the same time. They were looking at each other.

At 9:31 auto going west crossed going 25 miles per hour looking straight ahead.

At 9:32 auto moving east crossed at 20 miles per hour looking ahead.

At 9:32 a two horse wagon crossed about the same time in opposite direction, apparently not paying attention to railroad crossing.

At 9:41 auto passed over at 20 miles

per hour, driver looking straight ahead.

At 9:42 automobile crossed at 20 miles per hour looking straight ahead.

At 9:43 coco-cola truck passed over at 25 miles per hour, paying little or no attention to crossing.

At 9:45 a two horse wagon stopped and looked in both directions before crossing.

At 9:46 auto crossed at 25 miles per hour going west, looking straight ahead.

At 9:47 auto crossed going west at 20 miles per hour, occupants were in conversation and paid no attention to crossing.

At 9:48 auto crossed at 15 miles per hour, person handling car slowed up and looked in both directions before crossing.

At 9:50 two cars passed over not over 10 feet apart in the same direction, front man looking straight ahead and second man looking at first car.

At 9:58 one horse wagon came driving up to crossing in trot from the west and slowed down to walk and looked in both directions before crossing.

At 10 a. m. two horse wagon crossed, driver looked south before crossing.

At 10:12 auto crossed track at 18 miles per hour, two persons in front seat looked in both directions before crossing.

At 10:18 automobile crossed track going east, slowed up, almost stopped, looked in both directions and appeared to listen while crossing track.

At 10:25 two horse wagon slowed up and looked in both directions before crossing.

At 10:26 auto passed over crossing about 15 miles per hour going west, looked in both directions before crossing.

At 10:34 two automobiles going east passed at 20 miles per hour, both looking straight ahead.

At 10:36 two autos passed over at 15 miles per hour, apparently paying no attention to crossing.

At 10:38 two horse wagon passed over going west without looking in

either direction and hit his horses with whip just about the time he reached crossing.

At 10:39 two automobiles passed over crossing within 15 or 20 feet of each other going in same directions at 15 miles per hour, paying no attention to crossing.

At 10:40 one auto passed over crossing at 20 miles per hour, driver talking to person in front seat.

At 10:42 two horse wagon passed going west, looked in both directions before crossing over.

Between 10:42 and 10:45 three automobiles crossed, one going east and two west at about 20 miles per hour without paying any attention to crossing.

STOP, LOOK AND LISTEN

There is scarcely an issue of a daily newspaper nowadays that does not record from one to half a score of accidents in which the railroad crossing, the automobile and the grade crossing collaborate in the taking of human life or the maiming of unfortunate automobilists who have failed to "stop, look and listen." The Monday issue is especially horrifying in this particular because of the largely increased number of those who seek recreation in the Sunday automobile trip. And yet in this, as in many other instances, we are slow to learn by experience. The tragedy to others seems to make little lasting impress upon our own minds, and such caution as it may inspire is at best but temporary. There is no community that has not contributed its quota and is not continuing to contribute its quota to the sum total of grade crossing horrors.

In the face of a situation that seems almost hopeless, many of the railroads are now conducting a definite campaign of publicity in order that, blameless as they usually are for these tragedies, they may omit no effort that might tend to decrease them. One conspicuous instance of that sort is the activity of T. J. Foley, formerly of Fort Wayne, now general manager of

the Illinois Central system. In a card just issued "to those who drive or ride in automobiles," Mr. Foley says:

"The constantly increasing number of automobile accidents at grade crossings promotes the issuance of this warning to all who own, drive or ride in automobiles to STOP, LOOK and LISTEN before passing over any railway grade crossing. Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are unavailing. I will be glad to receive and consider suggestions intended to reduce the automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will STOP, LOOK and LISTEN at grade crossings, the danger will be entirely eliminated."

Mr. Foley calls attention to another fact, not generally appreciated, but highly important. Many people, he explains, are prone to consider the railway grade crossings in their own communities as especially dangerous, but that is not true. All railway grade crossings are dangerous. However, statistics prove, continues Mr. Foley, that crossings which are used extensively, and, therefore, considered the most dangerous, are really the safest. The great majority of accidents occur at outlying crossings, which are least used. A little reflection will show that Mr. Foley is right. Accidents usually occur at other points than the prominent crossings, but the element of danger is present at all of them, and it will remain until all drivers can be induced to exercise ordinary prudence—which is stop, look and listen.—The Fort Wayne (Ind.) Sentinel, September 30, 1916.

A NEW ROLL OF HONOR NEEDED

There are various medals, badges, rolls of honor, etc., provided by individuals or associations, with which to commemorate or reward acts of valor,

distinguished accomplishments, self-sacrifices, etc., but it remains for someone to provide a suitable acknowledgment for those who have suffered injury or loss through the operations of a railroad and still feel that the fault was theirs and not the railway's and hence decline to propound a claim or accept damages. Perhaps such instances have been so extremely rare as to hardly justify the trouble of providing proper acknowledgment, or it may have been felt that, to call attention to them would likely invite inquiries as to the sanity of such persons.

When a roll of honor for persons exhibiting such rare qualities of justice is established, we want to commend for membership J. W. Buffkins of Chambers, Miss. It having been reported that train No. 12 had collided with his cow on August 12, 1916, Claim Agent Jolly called upon the owner and was advised by him that he had tied the animal on the right of way to graze and, as the cow had broken loose and gotten upon the track, he did not consider the railway in any way at fault and did not desire to present a claim. As the owner is a colored American citizen, this class being particularly zealous in the matter of claims against railroads, his sense of right and justice is all the more pronounced.

Claim Agent Jolly, feeling that this is so extraordinary a story that it will probably tax the credulity of all readers who are not acquainted with his reputation for veracity, has preserved a letter from Buffkins, containing substantially the above statements, which he will be glad to exhibit to "Doubting Thomases."

FIVE OUT OF A THOUSAND

Five people out of every one thousand of the inhabitants of this country are constantly incapacitated for work on account of sickness. The average workman in this country loses nine days every year because of ill health. More than a million people are injured in this country every twelve months. And most of this sickness and nearly all of the

accidents causing injury are avoidable.

An army of diseased, incapacitated, maimed and bruised individuals for which there is no excuse. A multitude of physical wrecks—a procession of hearses, in evidence always through our carelessness and indifference. It doesn't seem as if the human race has made any great advancement, when one comes to think about it.

Physicians teaching us the law of health; the health boards insisting upon sanitation; the employers trying with all their might to provide safety devices; the laws regulating the hours of labor and the conditions under which men and women and children toil! And still this awful toll, this awful wastage, this terrible calamity that is upon the race! Doesn't it seem as if something would be done by the individual himself to escape the consequences of such calamities?

The State cannot do it all. Society can not prevent individual carelessness. Employers can not prevent an employe from walking heedlessly into trouble, or poking his hands into the wheels. It is largely up to the individual, after all is said and done.

If the individual would be careful for a single year; if every home would heed the well-understood laws of sanitation; if every workman would pay attention to the instructions concerning safety—if all of this were done for a single year, in this country, a billion dollars would be added to the total wealth, a hundred thousand homes would be saved from total wreck, half a million homes would enjoy peace and plenty instead of having to get along on the most niggardly allowances!—The Yazoo Sentinel, August 26, 1916.

PAYING THE PENALTY

In spite of the many placards on the Chicago suburban stations, warning passengers not to board nor alight from moving trains, the practice is still maintained to an alarming extent. Recently, one of this company's most regular patrons, a man who had for years made it a habit to alight from trains in rapid



Homes
of



Marion
Ill.



motion and who had been frequently cautioned by employes and friends, of the possible consequences of such a dangerous custom, paid the penalty by not heeding the warnings. Referring to the matter editorially, the Chicago Daily News says, in part:

"A passenger on an Illinois Central suburban train, in order to save a few seconds of time in reaching his place of business, jumped as the train was slowing up at the Randolph Street Station. He lost his footing and was crushed to death between the moving train and the station platform.

Gambling with death on the chance of gaining a few seconds or a few minutes is a favorite practice of hurrying Americans. In staking one's life against a small fragment of time, the odds are supposed to be heavily in one's favor. Still, if chances are taken the long shot sometimes wins, and when it does the loser pays an enormous penalty for the risk assumed. If he had won, the gain would have been exceedingly small.

Gambling against death for petty rewards is foolish from every point of view.

Americans should get into the habit of waiting until trains and other conveyances stop before alighting."

THE MYRTLE RICHARDS CASE

We were greatly surprised by the filing of a suit against us in the circuit court of Union County, Illinois, early in August, 1914, by Myrtle Richards, for \$10,000. The allegations of the declaration (omitting formal expressions) were, in substance, that the plaintiff, a passenger, was in the act of alighting from a passenger train at Ullin, Illinois, on July 4th, 1914, when the train "suddenly and violently started forward," throwing her to the platform, resulting in greatly bruising, hurting, wounding and crippling her, and in dislocating, bruising and misplacing her womb; and that her health was thereby permanently impaired!

The case came on for trial in November following. The plaintiff and one Stella Jordan, then residing in the

Woods building at the corner of Independence and Frederick streets, Cape Girardeau, Mo., testified in line with the averments of the declaration insofar as the facts at the train were concerned. The railroad company, at the time, was at the disadvantage of not knowing the identity of any non-employee, or citizen, witnesses. Mrs. Richards is a small blonde. She testified that prior to the alleged injury at Ullin the night of July 4, 1914, she enjoyed good health; that the same night, following the accident, at her home, premature menstruation set up; that between 2 and 3 o'clock the next day—in the afternoon—"two pieces"—one almost as large as her hand and another, a blood clot, etc.—passed from her; that she was laid up in bed for several weeks; that since that date she is afflicted with "nervousness" which she is unable to control. Her father and mother propped up this structure by testifying in harmony along health lines.

Our defense along the line of injury was a preponderant showing that the alleged injuries did not occur as stated, but that plaintiff was a cataleptic or an epileptic. The two doctors who testified to having examined her July 5th and subsequently, were clear that the alleged distressing conditions on July 5th and immediately afterward were not present. The award of the jury, however, which was a verdict for thirty-seven hundred dollars, plainly indicated that body's belief. Judgment for that sum was entered.

The case was thereupon taken to the Illinois Appellate Court which returned it to the circuit court for a new trial on account of an erroneous instruction. The railroad company came perilously near having to pay this judgment and the costs, or about \$4,000, but Providence was with the company.

At the new trial in May, 1916, the showing was abundant that this woman did not fall at all. The evidence upon the point, coming from unbiased, upright citizens who saw her



Residences, Marion, Ill.



deliberately step off of the cars and walk away, was so conclusive that it was plainly evident that the company would not be held. The jury, however, returned a verdict for one thousand dollars. The trial judge set the verdict aside and awarded a new trial on account of errors in the course of the examination of witnesses.

The new trial would have come up in next November in ordinary course. Counsel, however, realizing that ultimate recovery was extremely doubtful, sought a compromise. We recently paid three hundred dollars with the understanding that plaintiff should pay all court costs and her own witnesses. A judgment stands against her for more than three hundred dollars in costs.

The suit should never have been brought. But hard is the road of the Schemer and the Speculator.

A COSTLY AND DANGEROUS HABIT

According to statistics more than five thousand lives are lost in the United States each year and approximately an equal number of persons are injured as a result of the public trespassing on railroad property. In the decade ending in 1910, thirteen thousand children under the age of fourteen were killed and injured and twenty thousand between the ages of fourteen and twenty-one were killed, a total of thirty thousand minors who were victims of this careless habit. For every railway employe who is killed in a wreck or in the discharge of dangerous duties, there are three or four persons killed while walking on railroad tracks. Improved equipment and improved methods have reduced the number of train accidents to a remarkable degree, but fatalities caused by trespassing on the property of railroads continue appalling.

During a ten year period there were approximately twenty times as many people killed in this manner in the United States as in England and Ireland combined. The excellent show-

ing made by the two latter countries was due to the fact that these countries have adequate laws against railway trespassing.

America's experience shows that in spite of the danger people insist on keeping up this dangerous custom, consequently it would seem that in this as in many other things it's about time for the States to step in and pass laws which will protect the public from itself. The States which have come to a full realization of the danger in the liquor habit have passed restrictive laws and similar action should now be taken against the trespass habit. It's a dangerous habit for the public, an expensive one for the railroads and one which could be given up without working a hardship on any one.—The McComb City (Miss.) Enterprise, September 21, 1916.

ASK MR. FOSTER.

This Company sustained a mild shock one day during the past winter when it was served with a notice of a suit for damages at Kosciusko, Mississippi, by a man named E. Y. Foster. It was set forth by Foster that upon the night of October 15, 1915, he purchased a ticket at Winona for Goodman and boarded passenger train number 5, which was due to stop at Goodman only upon flag; that the train reached Goodman about midnight and failed to stop long enough for him to disembark safely, resulting in a fall and serious personal injuries. The claim agent immediately went to work on an investigation and called at the home of Foster, asking for a detailed statement of the facts at first hand, inasmuch as nothing could be developed through other sources to correspond with the declaration, but was very bluntly informed that everything would come out at the trial and that nothing might be expected to come from him beforehand. It was finally learned that at about the time indicated, some man who had been asleep in the coach of a train passing Goodman, jumped off after it had completed the station work and was slowly departing, causing a

very awkward fall to hands and knees. He made a statement to the effect that he was not hurt; it was thought this might have been Foster. The case was tried at Kosciusko recently. Mr. Foster evidently had not studied the declaration which his lawyer had drawn, because his testimony was clear out of line and a new case altogether was made out. He testified that the train never did stop, but passed through the town rapidly and he was pushed off by the conductor who cursed and otherwise abused him. Not only did he fail to follow the declaration in his testimony, but the witness brought along to bear him out failed to follow him, so the case appeared ridiculous and the jury was out only a few moments before returning with a verdict for the railroad.

The facts were that the train stopped at the station three minutes that night and unloaded a labor gang of twenty men, besides taking on one passenger, as was shown clearly by records, but this was unknown to Foster. The statement of this man about the wrongful acts of the conductor, a tried and true employe, was a vicious attempt to do injury to an innocent party, as well as a bungling effort to profit by unfair means.

If any one desires to know how it feels to sue a railroad and get beat, just "ASK MR. FOSTER."

SMITH LOSES DAMAGE CASE

The case of John R. Smith, of Hallidayboro, vs. the Illinois Central Railroad, was settled yesterday in the circuit court in Murphysboro. Smith was suing the railroad for \$2,000 for personal damages, for an alleged injury. The jury exonerated the railroad, finding it not guilty of the charge in the plaintiff's declaration.

Smith alleged that he had been kicked off the Illinois Central train by the porter, and that in his fall a lower limb was broken. He had several witnesses. The defense then introduced a witness which proved a boomerang

for the prosecution. This man swore that one of Smith's star witnesses had told him that if Smith did not pay him and the doctor who attended the injured man that they would show up Smith's plot. This accident referred to happened on August 13, 1915, at Hallidayboro.

Attorney C. E. Feirich, for the railroad, proved that the plaintiff got on the train at DuQuoin, in an intoxicated condition, and that he was accompanied by two relatives also in the same condition.

Mr. Jay, the division claim agent, in his report to the general claim agent of the case, finishes his report by stating that it was fortunate "that juries would not stand for such brazen attempts at holdups, when they could get the proper evidence."—Carbondale (Ill.) Daily Free Press, September 28, 1916.

SAMMIE KNOWS IT

The only case against the railroad company, for trial at the September term of court of Tallahatchie County, convening at Sumner, Miss., was an appeal case from the Justice of the Peace court, brought by Sammie Moore for a cow killed, which he valued at \$50.00. The investigation showed that the engineer was wholly unable to avoid this unfortunate occurrence when he discovered the animal's danger.

Instead, however, of tendering the the owner simply expressions of regret and sympathy in his loss, the claim agent offered to stand \$20.00 of the amount. Sammie and his lawyer could not quite see how it were possible to lose a law suit in Tallahatchie County, therefore declined the offer. Upon the trial, the judge gave a peremptory instruction for the railroad.

There are still some people who profess to believe that the railroad company never offers to pay anything unless it knows it is liable. Sammie, however, now knows differently. Like many of life's lessons, this knowledge has cost him some real money.

WISER BUT NOT RICHER

Robert Murphy, a nice appearing boy of about 21 years, son of a New Orleans physician, in company with half a dozen companions, boarded the "blind baggage" of passenger train No. 2 at Canton, Miss., on the night of July 17th, 1912, en route to Memphis, Tennessee. Unfortunately, it rained heavily in spots that night and there was a regular cloud burst which caused a wash-out and derailed the train a few miles south of Winona, Miss., resulting in serious injuries to several of the trespassing party, and Murphy lost a leg.

This young man was taken to the Winona Infirmary where he was given the very best surgical attention and tenderly cared for by trained nurses until able to return to his home, all at the expense of the Railroad Company which spared no expense in its endeavor to restore him as nearly as possible. The father appeared on the scene within a day or two and was profuse in expressing appreciation for what was being done for his boy, explaining that he had been somewhat wayward and was inclined to be reckless, but at no time did he talk as though the railroad was at fault, or in any way responsible for the serious injury to his son. However, it only required a few days for this splendid and generous treatment to be forgotten, for very soon a lawyer was employed and suit filed at Lexington, Miss., against the Illinois Central Railroad Company, demanding \$15,000 damages, charging all sorts of reckless conduct on the part of the engineer and other employes of the railroad. The case was tried in September and a jury of Holmes county citizens saw the injustice of the claim and quickly returned a verdict for the railroad. The disappointed boy tarried in the court room

just long enough to hear the result of his unfair attempt to obtain a fortune at the expense of an innocent party and then left for his home in New Orleans wiser but not richer.

LO, THE POOR RAILROAD!

Two accidents have caused suits to be brought against the I. C. Railroad Company for \$140,000 and since a man got knocked off the track near Gilbertsville we understand he will bring suits against the same road for \$2,500,000, and if the amount is not paid he proposes to take charge of the road from Grand Rivers to Boaz.

His right arm got a painful bruise, but he claims nothing less than two millions and five hundred thousands of dollars will ease his pain.

Freight rates will have to go up and free passes will have to be cut out or the roads will all go broke.—Calvert City Times.

EXPENSIVE MISTAKE

C. E. Embry had a mule killed by train near Goffs, Kentucky, and instead of being conservative or considerate in negotiating for a settlement, turned down a liberal offer of compromise from the company, and immediately filed suit for \$250. It was tried out in the court and he lost his case, and not only will receive nothing for his mule, but has a large cost bill on his hands as well as attorney's fees and witness' expenses.

Stock claimants often have mistaken ideas when they make their demands on stock claims, and rather than make a concession themselves, where the questions are disputed, imagine they can gain it all by suit, and are later convinced of their expensive mistake.



INDUSTRIES—MARION, ILL.

A Letter of Thanks to Conductor Walkup

Courtland, Miss., Aug. 16, 1916.

Mr. Walkup,
Dear Sir:—

I am writing to thank you for your kindness to my grandmother during her trip from St. Louis to Mississippi. She often speaks of you and your many courtesies shown her. She as you know was at your mercy, and your treatment

of her showed that you are a Christian gentleman. The kittens arrived in splendid condition on the train following her. She presented them both to me, therefore I am doubly obliged to you. May God's goodness and love attend you is the wish of Grandmother, Mother, Father and

William Woodcock.



How I the Great Illinois Central Railroad Came to Be Built

IF you travel into and out of New Orleans by one of the Northern routes you will inevitably look out at the swamps and wonder what kind of gruesome experiences those first men had who surveyed that line of road.

Fancy wading into that trackless wilderness when the depths of the slimy water or the treacherous mud were wholly unknown! Fancy the alligators and poisonous snakes and the swarms of insects that made life a horror, while those first men were finding a way for the Twentieth Century to travel in ease and comfort!

Truly, those were brave men—real heroes who deserved the gratitude of their kind. It is doubtful if they ever won any gratitude, or received any acknowledgment, during their lives. People merely said that they were doing what they were paid to do, and let it go at that. But there was more in this superhuman task than anyone was paid to do; and late in the day as it is, this article is by way of erecting a monument to those pathfinders of sixty-four years ago.

In the wonderful collection owned by G. Cusachs is a volume which is stored with interest from cover to cover. It is made up of the annual reports of the old New Orleans, Jackson and Great Northern Railroad Company, beginning in 1853 and ending in 1858. In this volume one finds the history of the early beginnings of the road that has since expanded into the great and prosperous Illinois Central; and of the struggles and discouragements that were the part of the road-builders who bore the burden and heat of the day.

It was in April, 1851, that a meeting known as the Railroad Convention was held in New Orleans. They talked about the advisability of building a railroad into New Orleans, and there were great speeches made at that convention, one may be sure. They also talked about ways and means, and they decided that a road should be constructed all the way to Jackson, Miss., and from there on to Canton, to connect with the Mississippi Central; and then on and on—so wild were their dreams—clear to Nashville!

A permanent committee was appointed, composed of Messrs. James Robb—he it was who established the manufacture of gas in this city, and afterwards, with the help of Queen Isabella, in Havana—L. Matthews, W. H. Garland, Peter Conroy, Jr., Judah P. Benjamin—he of the silver tongue—H. C. Cammack, George Clark, Isaac T. Preston, J. P. Harrison, Wm. S. Campbell, Glendy Burke, R. W. Montgomery, H. S. Buckner, A. D. Kelly and E. W. Moise. Other meetings were held, an organization was effected, and James Robb was the first president of the road which as yet had no material substance.

During the summer the first line of engineers was sent out, with Wm. S. Campbell engineer-in-chief and James Clarke over the Louisiana division, James Grant between the Louisiana state line and Jackson, and A. P. Winchester from Canton to Aberdeen.

The capital stock of the company was fixed at \$8,000,000, and the estimated cost of the road at \$10,000,000, but it was believed that the receipts of the road would be fully \$3,000,000 a year, with

nearly two million dollars clear, so it was worth while. At any rate, within the first year private subscriptions had amounted to \$617,750; a tax was levied on real estate—on \$70,000,000 worth of property—and the work began.

"The directors," says this old report, "have purchased ten squares of ground on the upper line of New Canal for a main depot. The price paid is fifty-eight thousand nine hundred and thirty-four dollars and fifty-three cents, being less than six thousand dollars for each square. The expense of filling up these grounds is estimated at seventeen thousand five hundred dollars, based on the calculation of seventy thousand cubic yards of earth at twenty-five cents a yard. The location of the depot has been a subject which the directors have duly considered, and their action in the premises has been taken with entire reference to the wants of the company and the public interests. The shortest distance from the site selected to the river is at the upper end of Canal street. It is also equidistant from the points of landing of the shipping in the First and Second districts, and from the Lower Cotton Press in the Third district, and the upper limits of the city. No selection could have been made more central to the entire city. But apart from this, other considerations had to be taken into account suggestive of difficulties of greatly increased expenditure in the purchase of land, and the impracticability of crossing the canal without subjecting the company to great cost and inconvenience. If the directors, in a spirit of sectional interest, had sought to establish the depot at the intersection of Canal and Claiborne streets, the outlay would have been increased fourfold in the cost of the land, which in that vicinity is distributed among numerous proprietors and claimants, besides the expense of opening a portion of Claiborne street through private property, which has been estimated by commissioners appointed for this purpose at one hundred and twenty-five thousand dollars. Important as these facts are, they are insignificant compared with the cost and

inconvenience of crossing a canal of considerable traffic, and whose chief basin is located within the limits of a large city.

"One of the first acts of the new company was the purchase of the incomplete line from Canton to Aberdeen. The work went bravely forward. The report of the engineer states that the survey "begins at Claiborne street, follows the center of Calliope to the Canal avenue, where it deflects to the west by a curve of eleven thousand four hundred and sixty feet radius, and continues straight to the estate of Mr. Minor Kenner, where, by a curve of equal radius, it is deflected to the right, and after passing through two miles of swamp and four and three-quarter miles of prairie, crosses Bayou La Branche at about a mile from Lake Pontchartrain, and continuing nearly parallel with its western shore to the thirtieth mile, crosses South Pass Manchac at the foot of Lake Maurepas on the thirty-seventh mile, reaching the pine woods at forty-six miles from New Orleans. From this point the line continues through open pine woods, crossing the Ponchatoula creek and several of its branches, and gently ascending until it enters Saint Helena parish at about one and a half miles from the Tangipahoa river."

The description in this quaint old report takes the route straight on past the "McMichael place," and the "Amacker place," and the "Stevenson place"—farms here and there that were the landmarks sixty years ago.

From the estate of Mr. Minor Kenner on to the pine woods below Ponchatoula is the difficult part of this road, the engineer says. He makes no mention of the grim experiences he must have had in working his way through this wilderness, but one may imagine them. An engineer of that old time, in a much less formidable swamp, says of the trembling prairie: "I have been around, across and under it—and the best time for such a survey is in the winter or spring, when the reeds are burnt off, the mosquitoes are less abundant—and with men with iron nerves and constitution."

If one might only call up one of those old engineers from his hard-won rest, and ask him questions, today—what a story that would be! But the best of all the great stories slip out of one's reach before he knows they are there.

It is interesting to know that the rails for the New Orleans and Jackson and Northeastern road were brought from England. There were the great Alabama fields so near at hand, but so little known and so inaccessible, while Louisiana bought iron rails from England at what must have been inordinate prices!

The country between Kenner and La Branche must have presented the most formidable problem of the entire route. The report says: "The whole of this distance is subject to inundation from the lake, at times of high water, and the alluvion is generally so largely mingled with vegetable matter that it is only on the ridge along the lake where we can find good earth to make embankments. The borings made at various places in the swamp and at the passes—Manchac—prove that at depths of from twenty-five to thirty-five feet below the surface of the water there is a stratum of fine blue clay. In the prairie it is lower, generally from twenty-seven to thirty-seven feet, while the superincumbent material is so soft that the rod could frequently be driven with the force of two men down to the clay."

The manner of laying the track across this prairie was shown at length: "Longitudinal with the road there will be laid twelve feet in length of two-inch plank; on these, at distances of eight feet from centers, will be laid cross timbers fourteen inch thick between sides, and twenty-two feet long; on these, string pieces, and then cross ties, ten feet long, ending with longitudinal timber to receive the cross ties of the superstructure; the whole will be well fitted and pinned together."

This was the road building that was to withstand the yielding mud of the trembling prairie.

The two - thousand - and - thirty - foot bridge at South Pass Manchac, and the seven-hundred-and-ninety-foot bridge at

North Pass constituted an important item. Piling was to be used at present, but it was stated that when the road had been extended into a country where there was stone, more permanent supports would be made. These bridges are still resting upon pilings, which seem to have answered the purpose very well.

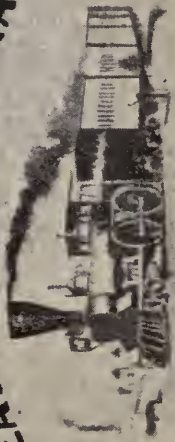
By the time the second annual report was ready, in 1854, many difficulties had presented themselves and the company found themselves in numerous disagreeable quandaries. President Robb announced that he, in company with the Honorable John Slidell, had gone to London to negotiate a mortgage loan of six millions, but they found finances in such condition that they did not place the bonds of the company on the London market. The taxes levied on real estate involved a great deal of delay before they would materialize, and a law was asked for authorizing the city to assume the subscription. The president adds: "The proposition to build railroads from New Orleans, in its inception, was met by almost insurmountable difficulties. The city, under a divided government, had long failed to pay the interest on her bonds; her credit at home and abroad was lamentably depreciated. Capitalists were indisposed to become subscribers to public works, and a very large portion of the real estate of the city belonged to non-residents, who, far removed, and, as a class, without public spirit or sympathy with schemes for improvement, or any intelligent perception of the wants of the city, and the necessity of constructing public works, lent an unwilling ear to appeals for aid. Under these unusual circumstances, the proposition to aid internal improvements by taxation and the further assuming of the tax by the city appear to President Robb the only means and the just and equitable means of meeting this emergency."

It was in this year, 1854, during the month of August, that the first passenger train was run from New Orleans to Osyka, just beyond the Mississippi line, and from that time on the road won its slow way from point to point, northward. Whenever the road had reached a new

OLD FASHIONED
JACKSON & GREAT NORTHERN RAILROAD COMPANY

1867

23 Shares



JACKSON & GREAT NORTHERN RAILROAD COMPANY

SHARES \$25 EACH.

Be it Known, that *Ernest Joseph Celestin Lafosse de Pontalba* is entitled to *Twenty Three* Shares in the Capital Stock of the New Orleans, Jackson & Great Northern Rail Road Company, transferable only on the Books of the Company by him or his Attorney, on surrender of this Certificate.

In Witness whereof, the Seal of the Corporation and the Signatures of the President & Secretary, are hereto affixed, at New Orleans this *Eighth* day of *June*, 18*63*

Ernest J. Lafosse
Secretary

Ernest J. Lafosse
President

town there was a great celebration, with toasts and speeches, as was natural.

"I remember the day that road had made its way into Summit," says a New Orleans citizen. "The speakers that day said that the time was near at hand when Summit would be one of the largest cities in the South!"

In 1858 trains were running from New Orleans to Canton, and everybody was seeing the world through rose-colored glasses. The next year there was a through line, or system of lines, connecting New Orleans with the North and East; New Orleans, Jackson and Great Northern, to Canton, Miss.; Mississippi Central, to Grand Junction, Tenn.; Memphis and Charleston, to Chattanooga, Tenn.; thence by way of Lynchburg, Washington, Baltimore, Philadelphia, to New York, over the East Tennessee and Georgia, East Tennessee and Virginia, Virginia and Tennessee, Georgia and Alexandria, Baltimore and Ohio, Philadelphia, Wilmington and Baltimore, and the New Jersey railroads also from New Orleans to Jackson, Tenn.; Mobile and Ohio to Cairo, and Illinois Central north.

You could travel from New Orleans to almost anywhere—but you had to change cars frequently to do it!

In 1859 or 1860 the first sleeping car made its imposing way into New Orleans. This was prosperity indeed!

The next year occurred the memorable Bonnet Carre crevasse, which overflowed the line from Kenner to the twenty-eighth mile, the line between these points being closed from April to October. Steamboats were used to send passengers from New Orleans to South Pass Manchac.

Various leading men of that time served as president of the new road, and we may be sure that the position was no sinecure. Robb was the first president as has been said. Wm. S. Campbell succeeded him, followed by John Calhoun, who served until the war. That event wrecked the road.

The first secretary and treasurer was John Calhoun, and after his accession to the presidency R. S. Charles held this

important position up to 1901, when he was retired on a pension, and was succeeded by his son, R. S. Charles, Jr., who still holds this position. It is worth noting, that for sixty-four years the position of treasurer of what has come to be a great railroad line was held in one family.

At the close of the war, Captain T. S. Williams, who was general superintendent assisted by Treasurer Charles, took hold of the wrecked and disorganized road. The United States government surrendered control of it in June, 1865. Major Ranney, the war-time president, had just died, and C. C. Shackelford, of Canton, Miss., was elected in his place. Captain Williams resigned as general superintendent that year, and General Beauregard was called to fill the vacancy—a position which entailed any amount of hard work and limitless discouragements.

Of the rolling stock between Ponchartroula and New Orleans there remained one locomotive, three passenger cars, one baggage car, one provision car, two cattle cars and two flat cars. All the depot buildings, except Osyka, Magnolia and Summit, had been burned. Seventy-eight bridges had to be repaired or rebuilt, thousands of ties must be purchased, and to do all this one must rely on the earnings of the road.

The following year Mr. Shackelford retired from the presidency, and was followed by John G. Gaines, serving all of eleven days. General Beauregard followed him in the difficult position which most men were eager to avoid. At the same time Captain Williams was elected general superintendent, and Major Ben H. Green chief engineer.

It is a matter of note that Mr. Robb, the first president, was "agin" the administration," and he brought suit in the Court of Chancery to remove the board of directors and the officers and place himself and D. D. Withers in charge of the road. There was a war of sorts, but through all the thunder and the shouting, General Beauregard went on his way, with no assets, with no money, with the coupons maturing during and since

the war unpaid, and with a general condition of chaos in every direction. In April, 1867, he reported that the road had twenty-seven locomotives, twenty-three passenger cars, six baggage cars, five express cars, 133 box cars, 155 flat cars, seven stock cars, fifteen wood cars, thirty-five pairs of timber trucks.

Something of a victory!

The report shows that a large shoe factory had been established at Hammond, a car factory at Independence and a leather factory at Magnolia, while Chatawa boasted a paper mill, and some thirty-odd saw mills were in operation at other points on the line.

Commutation tickets for 1,000 miles at $2\frac{1}{2}$ cents a mile were first introduced in 1869.

It was General Beauregard who voiced the fear that should the attempt to transfer the control of the board by means of a forced and illegal sale of the stock held by the city of New Orleans to the members of the Southern Pacific Association, who already had control of the Mississippi Central, prove successful, the road would pass into the hands of a powerful organization which was not interested in the trade and commerce of New Orleans.

On April 18, 1870, the date fixed for the annual election of directors, the commissioners, who were Edward A. Bridge, Edw. Burthe and J. W. Zacharie, were served with a notice of injunction in the suit of Colonel Henry S. McComb vs. the New Orleans, Jackson and Great Northern railroad, prohibiting the election.

The following Monday the officers assembled again, McComb and his associates entered the directors room and requested Beauregard to call the meeting to order, Beauregard instead, ordered them to leave the room.

The war was on!

At the end of it McComb took possession of the meeting and had himself elected president; there were two sets of directors, the Federal court was called to decide the matter, and that decision was favorable to McComb.

General Beauregard retired to private

life, after having gained one of his most notable victories; the taking over of a road that was wrecked and moneyless, and converting it into an enterprise which other lines coveted and were willing to seize, right or wrong.

In '73 the New Orleans, Jackson and Great Northern road and the Mississippi Central were consolidated under the name of the New Orleans, St. Louis and Chicago Railroad Company. Afterwards the road went into the hands of a receiver and was sold at public auction, and when it emerged from that sea of tribulation the names had been reversed in order. It was now the "Chicago, St. Louis and New Orleans Railroad Company," and this city brought up the tail of the procession. A lease of lines in 1883 consolidated this road with the Illinois Central and gave the line that name.

Thus, lightly sketched, stands the history of the first road to the North out of New Orleans. That it was ever even thought of speaks volumes for those citizens who led the movement, away back in 1852. The difficulties they encountered would have daunted almost any brave man, in any country. Part of the route they must traverse seemed utterly impossible. The iron rails for every foot of this road had to be brought across the Atlantic, at great expense. It was difficult to obtain money for public improvements in those days—far more difficult than it is now, when public-spirited citizens are to be found on every hand. The surveying of the route was an enterprise filled with danger and enormous difficulty. It is said that when trains were actually running through the swamps and trembling beyond Kenner, it was no unusual thing for an alligator to be run down, leaving a wriggling tail on one side of the track and a very unpleasant smile on the other. Yet the work went on, and on. Defeated in the effort to obtain money at one turn, they faced about and sought for it at another. There was the undaunted spirit of the pioneers in those men who fought the battle through, from year to year, until the old New Orleans and Jackson road was an accomplished fact; until its

trains were running, and it had a habitation and a name.

In this old volume from the library of Mr. Cusachs are souvenirs of the road when it was in its first and hard-won beginnings. There are bills of various denominations, one dollar, one and a half, and two dollars, scrip of the old New Orleans, Jackson and Northeastern road. And there is a certificate of stock, showing that the Baron Joseph Celestin Delfau de Pontalba was the owner of twenty-three shares of stock at twenty-five dollars a share. The certificate is signed by Robert Charles, secretary, and J. Calhoun, president, and the date is June 8, 1855.

But it is an engraved picture at the head of this old paper that shows more

than anything else, how the times have changed. A locomotive and a train of cars puffs merrily out of the middle distance in that picture, and the engine is so old, so very old; and the cars are ancient history!

Somewhere among the archives of the Illinois Central there is a map of the route first proposed; and the swamp on that old map is deftly filled to the brim with alligators. It is a pity to have lost that map, but it has disappeared along with the alligators which sent terror to the gallant souls of the first engineers and surveyors who made their way through the swamps that circled the lake north of the city.—*New Orleans Times Picayune*, Sept. 3, 1916.



LOSS & DAMAGE BUREAU



Correct Handling and Billing of Freight

By J. L. East

Chicago, Sept. 15, 1916.

WE believe there is room for further improvement in the handling of returned empty carriers; such as Cracker Cans, Oil Barrels, Beer Cases, Soda and Coca Cola Bottles and Barrels of Bottles.

In many instances these empties are returned without being tagged and in some instances billed to other than the owners and Bill of Lading issued consigned to one party and the article belonging to another; with the result that consignee has no use for the shipment, refuses it and holds Bill of Lading for a shipment of like character which belongs to them, which we never received.

This, in addition to the trouble this causes our patrons, the loss to this Company, entails considerable work

upon the Destination Agent in clearing the matter up.

This can be avoided by a little closer care and watchfulness on the part of Forwarding Agents and would like to ask that they see that all such shipments are properly tagged and bill of lading and waybill issued reading to the proper consignee. As an additional precaution, it would be well if tags also show name and address of shipper.

As an example, one of our patrons has in its service, some 400,000 iron barrels, and half barrels, used in the transportation of Petroleum and its products.

Each package bears a serial number embossed in the head by which they attempt to keep track of the movement in much the same manner

we record the movement of our freight cars. They are shipped filled to various customers and the consignee of the filled package is required to return the empty to the point from which it is originally shipped, filled. They have asked us to help them, stating that this is where they are having a great deal of trouble; that hundreds of these barrels go astray on the empty return movements. In addition to the cost to the Railroad Company, it tends to cripple their service in that, a very important branch of its equipment is out of service.

They state the trouble lies in the fact that the empties are not properly tagged; that they have requested their patrons to see that this is done but for some reason it is generally overlooked.

They believe that 90 per cent of the instances where these packages go astray could be avoided if our Agents would insist upon all LCL shipments of these empties being tagged and the

tag wired to the vent plug.

They call our attention to the fact that it is already a rule of the carriers that all freight should be marked with the name of the consignee and destination but for some reason the observance of the rule is not being followed in connection with returned empties, and ask us to insist upon their being tagged, assuring us it will materially help the situation.

They suggest, as a further remedy, the Forwarding Agent should see that the serial number in the head of the barrel is shown on the Bill of Lading and Waybill. By showing these numbers on both the Bill of Lading and Waybill, the Destination Agent is able to match up the billing with the package it is intended to cover.

We would like to ask your co-operation of the Forwarding Agents with a view of making a decided improvement in the handling of all kinds of empty returned carriers.

Letter of Appreciation from a Graduate of the 57th Street Training School

Halls, Tenn., Sept. 14th, 1916.

Mr. E. A. Barton,
57th street,
Chicago, Ill.

Dear Mr. Barton:

Guess you think that I am dead or out of the service, but I am still hammering away and will be as long as the good old I. C. wants me. I left my first position some time ago on account of a two months' sickness and was put on here at Halls, as cashier, at \$42.50. Have been here since the first of August and I like the work at the large stations. Took the operator's examination some time ago and made it fine. Have relieved the agent here a time or two. Business is good here now. There are four of us and it keeps us on the move to keep things straight. I certainly can see now where you and your good lectures did me a lot of good, and I want to thank you once more for what you did for me.

I think our friend Shorty, the Jap, is warehouse clerk at Covington, Tenn., but I have not seen him. I would like to visit your school and intend to some time when I can get off easily.

Would be glad to hear from you Mr. Barton, if you have the time to write me.

Yours very truly,
J. F. Frye.
A former student.



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 ▲ ▲ ▲ ▲ ▲

Infantile Paralysis

THE recent epidemic of this disease which has swept over the Eastern and Middle Western States has caused so much disaster and sorrow in so many homes, has also become a matter of especial interest to railroad men because of the assistance which the railroads are called upon to render the various state boards of health in their endeavor to combat this disease.

Infantile paralysis is an infectious and communicable disease, which is caused by a very minute germ and sets up an inflammatory condition in the brain and spinal canal. This germ has been discovered and can be seen by the highest powered microscopes. The poison from this disease becomes prevalent throughout the central nervous system and involves the mucous membrane of the nose and throat and of the intestines in persons suffering from the disease. Less frequently other internal organs are involved and the germ has not been detected in the general circulation of the blood of infected persons.

The germ, or poison, enters the body as a rule, if not exclusively, by way of the mucous membrane of the nose and throat. It gains entrance to these easily accessible parts of the body by being inhaled and drawn into the respiratory passages, whereas the resistance of the individual is not sufficient, or if the germs fall upon fertile soil they multiply very rapidly and produce an acute inflammatory condition, the

poison being carried to the brain and the spinal cord by way of the lymphatic system, connecting the upper nasal membrane with the interior of the skull.

It is not known at the present time whether the virus enters the body in any other way. However, consideration of the disease being carried by the respiratory passages shows how easily this disease can be disseminated through coming into contact with infected persons who may cough or sneeze. The infection is also carried by contact from fingers and articles contaminated with these secretions, as well as with the intestinal discharges from a patient. As this virus is thrown off from the body mingled with secretions it withstands for a long time even the highest summer temperatures.

These germs also live for a considerable time after drying and withstand the action of certain chemicals, such as glycerine and carbolic acid, which destroy the ordinary kinds of bacteria. Therefore, the mere drying of the secretion does not destroy poison, but on the other hand as the dried secretions may be readily converted into dust and carried through the air, the infection is more easily carried by being inhaled into the nose and throat, where they become a potential source of infection.

The survival of the virus in the secretions is favored by weak daylight and darkness and hindered by bright daylight and sunshine. The germs are

readily destroyed by exposure to sunlight. Since epidemics of infantile paralysis always arise during the period of warm summer weather, it has been thought that some insect is responsible for the dissemination of this disease. However, recent studies exclude insects from being active agents in the carrying of this contagion, although they may fall under suspicion as being potential carriers of the germs of this disease. The recent epidemic has led to the discovery that domestic animals and pets are subject to paralytic diseases. These are poultry, pigs, dogs and cats, and also in isolated instances, sheep, cattle and even horses have been suspected.

Children of from one to five years are most frequently attacked, although older persons may be subject to the disease. It is frequently very acute in onset and is rapidly fatal. As with diphtheria and other infections there may be carriers of the germ of infantile paralysis who do not themselves become infected with the disease because of their resistance to the germ. However, these germs may in turn be transmitted to another individual, either directly or through a third person, and the person not having a sufficient resistance will develop the disease. The contagion is most commonly carried by contact with discharges from the nose, throat or mouth of the patient, and extreme care should be used in properly disinfecting handkerchiefs, towels, eating utensils, toys and the like, which come in contact with or are used by anyone suffering from this disease. The contagion is also no doubt excreted by the bowels and kidneys, and, therefore, these must also be thoroughly disinfected. The bites of insects appear to have nothing to do with the spread of this disease, but flies, bed bugs, lice, fleas, mosquitoes, all ideal germ sponges, may convey the virus on their bodies.

The mortality of infantile paralysis may be anywhere from five percent to 20 percent. In the present New York epidemic even the latter figure has been exceeded. The summer months are more

favorable for the development and transmission of the disease. No serum or antitoxin has as yet been worked out to a finality, but some good results have been reported. It is hoped that a serum having curative as well as preventive powers may soon be forthcoming. There is no medicine that has any established influence on this disease, but, of course, the condition of the patient is amenable to prompt medical treatment.

The incubation period, that is the time from which the individual is infected to the development of symptoms, is from three to twenty-one days. Great benefit is accomplished for the little sufferers by rest in bed, preferably in a dark room, with proper diet and necessary medicines to relieve the more severe symptoms. The most prominent symptoms of this disease are its suddenness, with fever and pain in the head and back, and a general feeling of depression. The child is peevish and complains a great deal. After these acute symptoms subside the lack of motion in the limbs is marked and the child is not only unable to walk but is unable to stand on its feet. The muscles become flabby and remain small, with retarded bone development, poor circulation and impaired constitution.

Inasmuch as we have no certain cure for this disease our efforts must be urgently directed towards preventive measures. All children sick with infantile paralysis should be strictly quarantined, and this quarantine should continue for six weeks. Healthy children should be kept from all public gatherings, parties, picnics, movie shows, outings and the like, neither should they play with children in whose homes there is any sickness. The regular spraying of the nose and mouth three times daily with a good antiseptic solution is one of the best preventive measures that can be adopted, but personal cleanliness and looking after the general health of the child is also important. Here, as in other diseases, prevention is generally the basic factor in personal hygiene.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Louisville, Ky., April 18, 1916.

Dr. G. G. Dowdall,

Chief Surgeon, I. C. R. R., Chicago, Ill.

Dear Doctor:

It fell to my lot to be a patient at the Illinois Central Hospital at Chicago for two weeks last month. I am taking this, my first opportunity to thank you and your entire staff for the good treatment given me while there. I only wish that every employe of the Illinois Central System could see and know just what a great institution the Company has provided for their benefit. I am sure if they could everyone would become an enthusiastic booster for the Hospital Department.

You have provided us with an institution that is equal, and in many respects, far superior to many hospitals in the country, where every employe can go and feel assured that he will receive the best care, and have the benefit of the best medical and surgical attention that can be furnished. It is a place where the poorest laborer gets the same attention as the highest official or anyone else, and I certainly consider the 50 cent assessment levied each month the best investment any employe can make.

Wishing the hospital much success, I remain,

Your friend, C. I. HOLMAN,

Conductor, Kentucky Division.

Merle Leroy Smith, my son, had spent three and one-half years at the University of Illinois and Northwestern University studying Civil Engineering. On Feb. 14th, 1916, he started to work for the I. C. R. R. Company as a draftsman at the 12th St. Station, Chicago, Ill. March 7th he was forced to suspend work because of a severe cold, with complications, which later developed into pleurisy. On March 13th he was advised to go to the new Illinois Central Hospital, at Chicago, which he did. He was there three days, and on March 16th died suddenly of heart failure at the age of 22 years, 4 months, 3 days. My son was the first person to die at the new Illinois Central Hospital and also was the first member to die of the Zeta Chapter of the Lambda Chi Alpha fraternity, to which he belonged at the University of Illinois.

I wish to take this means to thank Master Mechanic V. U. Powell, his chief clerk, and attendants, in Chicago, and all with whom I had any connection in regard to this matter, for the kind manner and promptness with which I was aided. I also appreciate the kind feeling shown to me, for the few minutes that I had the privilege of talking to the boys with whom my son worked in the drafting room.

Furthermore, I wish to say that I am very grateful for the hospital and medical treatment he received, and feel that all Illinois Central employes can say that the Company for which they work has a fine lot of men all the way through. They may well feel assured that if anything should happen to them they will receive from the Hospital Department the best of attention, perhaps even better than they could get at home.

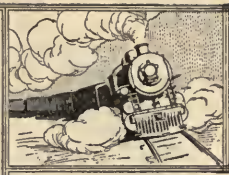
Again thanking those with whom I came in contact in various ways, and for the kindness shown me by all, I am,

Yours very gratefully,

HENRY SMITH, Freeport, Ill.



TRANSPORTATION DEPARTMENT



RAILWAY ACCIDENTS AT GRADE CROSSINGS AND THEIR PREVENTION

By E. Bodamer, Train Master, Fulton
District, Fulton, Ky.

IN the United States, the railroads have been encouraged, from the start, to cross highways at grade. Many railroads could not have been built had the cost of overhead bridges and subway been added, and the need of railroads was imperative. The kind of line builders should construct was not regarded so long as it was reasonably safe for passengers and freight.

While this method of construction is unavoidable in a new or poor country, it entails hardships afterward both on the railroad company and the community. It is impossible to prevent accidents on such a line. Every crossing invites them, while the use of the track as a highway by pedestrians, which public opinion will not condemn and the law will not punish, adds to the embarrassment. The grade crossing has been a live issue with the Illinois Central Railroad Company for some time. Much has been said and written in regard to its abolishment, but the practicability of a change like this is oftentimes not considered. The managements of railroads are more sensible of the advantages to be derived from the elimination of grade crossings than any one else, and when their resources warrant it, the change is quickly made, and in this, they are governed by the income on the property. When resources permit, and in many cases where they do not, overhead and underground crossings have been provided. This has

been especially so in the vicinity of cities. There is every inducement to make these changes as rapidly as possible, as it relieves public criticism, expedites business and lessens personal injuries. But this should be a matter of consultation and agreement between the municipal authorities and the railroad companies. In some cases, the cost should be borne by the railroad company, and in many instances by the community, and in some, by both the community and the railroad company.

If equitably distributed, it will tend to prevent undue numbers of crossings, occasion greater conservatism, and lessen injustice. There should also be a law enacted compelling pedestrians and drivers of vehicles to stop, look, and listen before passing over any railroad crossing at grade, as this would lessen accidents and, I believe, almost eliminate them. At the present time if you may observe and keep count at any grade crossing, find that 90 per cent of the people using such crossings do not stop or even look to the right or left before going upon the crossing, which at that time, if trains are approaching, is generally too late, and the final result is personal injury or death and law suits to recover damages from the railroad company, when the railroad company was in no way responsible, and the accident due to the carelessness of the person or persons using the crossing. At crossings where an overhead bridge or sub-way would be impracticable, bells, wigwag signals, watchmen and any other safety device that would tend or assist to prevent injury or accident, are being installed, which stand to prove that the railroad companies are keeping abreast of the times, more so than the greater part of the communities through which they pass.



ILLINOIS CENTRAL RAILROAD COMPANY.

Office of Superintendent.

Louisiana Division.

Report of Safety Meeting Held in the Office of Superintendent at McComb,
Miss., Saturday, August 26, 1916.

PRESENT:

Messrs:

G. E. PATTERSON, Superintendent.

T. J. QUIGLEY, Roadmaster.

C. M. STARKE, Master Mechanic.

H. P. CAMPBELL, Trainmaster.

J. L. BEVEN, Trainmaster.

W. S. MOREHEAD, Division Storekeeper.

W. D. STOKES, Asst. General Storekeeper.

J. D. HARRELL, Traveling Engineer.

J. M. HOSKINS, Traveling Engineer.

G. B. MIXON, Claim Agent, McComb.

H. G. MACKAY, Claim Agent, Jackson.

J. J. CARRUTH, Claim Clerk.

W. L. RATLIFF, Supervisor B. & B.

G. C. CHRISTY, General Foreman, McComb.

W. M. WOODS, General Foreman, Gwin.

R. M. McEWEN, General Car Foreman.

T. E. HARWELL, General Foreman.

O. E. STRAUGHN, Car Foreman.

W. H. PETTY, General Yardmaster, Gwin.

W. McCUBBIN, Chief Clerk to Superintendent.

THE meeting was called to order by Superintendent Patterson at 8:30 A. M., and after analyzing and discussing in detail the reports received from the general manager and from the chairman of General Safety Committee, covering personal injuries during the past few months, a general discussion of local conditions followed.

Supervision and Observation.

All present were impressed with the importance of what proper supervision means, and it was the opinion of the majority of those present that by closer supervision on the part of the officials that a great many of the accidents which we are now having could be avoided, and all concerned were impressed with this idea and promised to work in that direction with a view of eliminating accidents, personal injuries, etc.

Road Crossings.

An inspection has just been completed, by a Special Committee, of the physical characteristics of every public, private and street crossing on the division. The claim agent, acting as chairman, and accompanied by the roadmaster and trainmaster on a motor car, inspected every crossing and made recommendations as to improvements that should be made to provide better view and approaches and these recommendations will be followed to final conclusion.

Blue Flags.

While we have not had any accidents on this division recently, account car men not properly protecting themselves with blue flags when working under cars, everyone present was cautioned to see that this rule is complied with in all cases, and to impress the importance of the matter continually on subordinates.

Motor Cars.

We feel that some standard type of motor car frame should be adopted by the company, and with a view of avoiding personal injury we recommend that seats be placed over the wheels so the men will ride with their feet out beyond the rail and in position to readily alight in case of accident.

Train Order Hoops.

We recommend that bamboo hoops with handles be adopted as standard instead of ring hoops, that operators may stand a sufficient distance from the track when delivering orders and preclude the possibility of being struck by engine or cars.

Wires on Flat Cars.

Many flat cars are moving over this railroad with wires attached to the sides of cars and doubled back and left lying on top of cars, rendering a very serious hazard of accident. We are refusing to accept cars in such condition from our connections and have called on our local patrons who handle logs and they have promised to remove all wire at time cars are unloaded. Agents at all points have been instructed not to offer cars for movement until such wire has been removed.

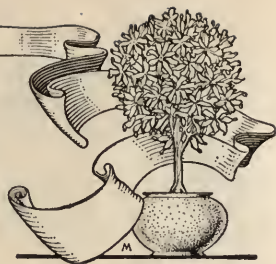
Personal Injuries.

We are much impressed with the present practice on this division in handling personal injuries. Each Monday morning a meeting is held in the office of the superintendent at which the claim agents, trainmasters, roadmasters, master mechanic and traveling engineers are present.

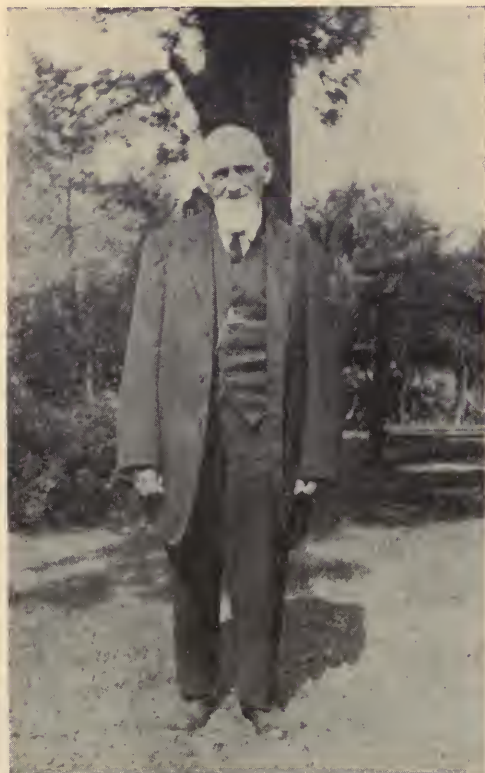
Each personal injury preliminary of each department is numbered consecutively, beginning with No. 1, each month. Each preliminary report is handled personally by the superintendent and if it is found the case has not been finally disposed of, it is held over to the next meeting and again handled, and this continues until the case has been settled. Claim agents confer and discuss with the division officers the case in detail and secure the expression as to the liability and the amount that should be paid. Many cases of personal injuries to employes are settled each Monday morning, through the division officials, and we are rapidly educating our employes that this company does not pay them simply because they were injured on duty, but on the evidence as to the responsibility, etc. At these meetings we check against every man who is off duty account being injured and for such employes if it is thought they should return to work and the settlement is closed up.



ROLL OF HONOR



Name	Occupation	Where Employed	Service	Date of Retirement
Thos. F. Murphy	Conductor	Clinton	30 yrs.	6/30/16
George D. Moseley	Bridge Carpenter	Corinth	27 yrs.	9/30/16
Silas B. Mabey	Conductor	Freeport	36 yrs.	5/31/16
Monroe Krewson	Engineman	E. St. Louis	39 yrs.	6/30/16
Michael Gepper	Engineman	Chicago	33 yrs.	9/30/16
Bernard Rinderman	Machinist Helper	Freeport	27 yrs.	9/30/16
Elfred M. Rowe	Agent & Operator	Janesville	24 yrs.	9/30/16
Orville Ross	Operator	Ballard Junc.	44 yrs.	9/30/16
John H. Jones	Passenger & Ticket Agt.	Cairo	44 yrs.	10/31/16
Adam R. Bigleben	Engineman (Y.&M.V.)	Greenville	33 yrs.	6/30/16
Nelson E. Jacobs	Agent	Lamont	42 yrs.	9/30/16



LOUIS N. BOURDEAU.

LOUIS N. BOURDEAU

MR. LOUIS N. BOURDEAU'S first experience in railroading was as a member of the construction crew in 1865, building the old narrow gauge railway north from Galena to Lancaster, Wis., now owned by the North-western. At the completion of this work, Mr. Bourdeau worked on a farm at Benton, Wis., where he remained until 1881; at which time he entered the employ of the Illinois Central Railroad Company as a section laborer at Dubuque. He was then transferred to the freight house as a freight handler and fifteen years ago became a messenger.

After 35 years of loyal service with the company he was retired on a pension December 31, 1915.

VERNON A. PIXLEY

MR. VERNON A. PIXLEY was born in Ohio January, 1857, and commenced firing on the Illinois Central Railroad September 30, 1880, the first three or four years fired during the winter months and worked on the farm during the summer months.



VERNON A. PIXLEY.



MARTIN IRVIN.

Since the fall of 1884 has been in continuous service, and was promoted to engineer on the St. Louis Division in the fall of 1888, in which position remained until retired on a pension January 31, 1916.

MARTIN IRVIN

MR. MARTIN IRVIN was born in Cincinnati, Ohio, November 4, 1847, and moved to Paducah when a small boy. He was appointed Section Foreman in March, 1866, and assisted in building the line from Paducah to Mayfield, Ky., known as the Memphis, Paducah & Northern Railroad. He served the company as Section Foreman until August 30, 1907, at which time he was appointed Crossing Flagman at Mayfield, Ky., on account of age and failing health. This position he faithfully filled until retired on a pension April 30, 1915.

He was a faithful employe and his

services were always satisfactory, and he still takes a great interest in the Illinois Central and its welfare. He and his wife live happy and well contented in Mayfield, Ky., in a home they bought years ago, and they both have the best wishes of the Management.

THEODORE DANIELS

MR. THEODORE DANIELS was born May 16, 1846, in Prussia, Germany, and came to the United States July 19, 1866. Entered the service of the Illinois Central Railroad as laborer May 16, 1873, and worked as locomotive fireman from 1884 to 1886; and from 1887 to 1891 as hostler at Freeport Shops; from 1891 to 1901 he served as night foreman, and from 1901 to May 31, 1916, as tool room man, all of his time being put in on the Wisconsin Division.

Mr. Daniels was 70 years of age on May 16, 1916, and was retired on a pension May 31, 1916.



THEODORE DANIELS.

OSCAR E. ADAMS

MR. OSCAR E. ADAMS entered the employ of the Illinois Central Railroad Company March 13, 1880, as switchman in Fort Dodge yard under the direction of S. E. Roper, night yard master. August, 1882, began firing, running between Waterloo and Sioux City, until October, 1885, at which time he was transferred to the yard on switch engine. Promoted to engineer October, 1885, and assigned to yard service, continuing in this capacity until June 1, 1916, at which time he was retired on a pension, after 36 years of loyal service.

GEORGE H. SCHWING

MR. GEORGE H. SCHWING was born at Evansville, Ind., Oct. 21, 1853, and entered the employ of the Illinois Central Railroad Company at Effingham as joint station baggageman for the Illinois Central and Vandalia Railroads. Worked in the Vandalia shops from 1879 to 1880. Re-entered the service of the Illinois Central May, 1881, as clerk and freight agent, continuing in this position until the fall of 1884. Returned again to the Illinois Central Dec. 25, 1885, as train baggageman. Retired on a pension July 1, 1916.



GEORGE H. SCHWING.



ROBERT GRAHAM.

FREIGHT TRAFFIC

DEPARTMENT



A Growing Industry

By Wm. Smith, Jr., Assistant General Freight Agent

THE manufacture of cheese is an industry rapidly forging to the front. During the past year, especially since the importation of cheese has been stopped by the war in Europe, domestic cheese is an article much sought. In consequence, the cheese factories are running at their fullest capacity and domestic cheese has attained a high price.

The cheese belt of Southern Wisconsin comprises Green, LaFayette, Iowa and Dane counties, all of which are served by the Madison and Dodgeville branches of the Wisconsin Division of the Illinois Central Railroad.

Green County, of which Monroe is the county seat, is the center of the foreign cheese industry of the United States. While less than twenty-five miles square, it has made a record in cheese making, rivalling that of Switzerland.

Green County alone has 180 cheese factories, making Swiss, Block Swiss, Limburger and Brick. There is but one factory making American or Cheddar cheese. The annual production of this county is over 12,000,000 pounds.

LaFayette County, with Darlington as the county seat, and such producing points on our line as Blanchardville, Argyle and Woodford, has 115 cheese factories, with an annual output of nearly nine million pounds.

Iowa County, of which Dodgeville is the county seat, has approximately 150 cheese factories, with a production of around ten million pounds.

Dane County, with Madison the capital of the state, has not nearly so many factories, nor as large an output. The

last three counties, while producing some American cheese, devote most of their talents to the making of foreign kinds.

Many of the cheese makers of Wisconsin are direct descendants of the Swiss colonists who settled in New Glarus, in the year 1845. They came from the Canton of Glarus, Switzerland, and in their own land were cheese makers and herders. For many years the struggle to obtain even a bare living from the soil was hard, but now fertile farms, comfortable homes, well built barns and silos indicate the prosperity of the country and bank accounts increase.

It takes about 10 pounds of milk in the spring to make 1 pound of Swiss cheese; in the fall, $8\frac{1}{2}$ to 9 pounds produce the same amount. American cheese requires 11 to 12 pounds. After a cheese is finished, it is kept in a warm room for a while, afterwards being removed to a cooler place, where it is frequently handled and rubbed with salt.

The time necessary to mature cheese varies with the different varieties. Swiss takes 90 days. Limburger is marketed from 30 to 90 days, while American cheese is ready for market in 30 to 40 days. All improve with age.

Cheese is made from May 1st to November 1st, as a rule, but this year a good many factories will try to run later, on account of the great demand and high prices.

Southern Wisconsin celebrates "Cheese Day" annually in Monroe. On that day Swiss cheese is made in public, Swiss singers and yodlers make the welkin ring and "Cheese is King."

FROM THE LAW DEPARTMENT



Biographical Sketch No. 27



Hon. W. S. Cantrell, Local Attorney Illinois Central R. R., Benton, Ill., 1902-1914

WILLIAM SCOTT CANTRELL was born in Benton, Franklin County, Illinois, February 6, 1851, and was a son of Tilman B. and Euphemia D (Newman) Cantrell and a grandson of Richard Cantrell, a native of Tennessee, who brought his family to Illinois at an early day. The subject of this sketch received a common school education and attended the Indiana State University for two terms. Deciding upon the law as a profession, he began its study in the office of Youngblood and Barr at Benton, Illinois, in 1870 and during the winter of 1871 attended Judge Andrew D. Duff's Law School at Shawneetown, Illinois. He was admitted to the bar in June, 1873, and entered at once upon the practice at Benton, Illinois. In January, 1893, Mr. Cantrell was appointed as Chairman of the Railroad and Warehouse Commission of the State of Illinois, by Governor Altgeld, in which position he served until the election of Governor John R. Tanner in 1896. In 1884 Mr. Cantrell was elected States Attorney of Franklin County as a Democrat and served four years.

On March 2, 1882, he was married to Miss Mary Jan Burnett, daughter of Charles Burnett, a prominent citizen and leading attorney of Shawneetown,

and raised a family of four children, two sons and two daughters, who occupy prominent positions in their chosen avocations.

Mr. Cantrell was and all his family are consistent members of the Methodist Episcopal Church. He was a reputable member, in good standing, of the following secret orders: Masonic, Knights of Pythias, Elks and Knights of Honor. Mr. Cantrell was for many years a member of the Democratic State Central Committee, and was the controlling spirit at the Democratic headquarters in 1892 and contributed probably more than any other one man to the success of the Democratic party in the State of Illinois, and in consequence the election of Altgeld as Governor and Cleveland as President of the United States.

Mr. Cantrell was an excellent lawyer, a man of splendid address, a logical speaker, and forcible in the presentation of his cause to either court or jury.

In his death the Illinois Central Railroad Company lost one of its ablest attorneys, the Democratic party, one of its most competent leaders, and the State of Illinois, a most excellent citizen.

District Attorney Trabue Before Cincinnati Bar Association on Legal Education and Professional Ethics

There comes to our notice from "The Ohio Law Reporter" of July 31, 1916, the address of Hon. Edmund F. Trabue, delivered on April 18, 1916, before the Cincinnati Bar Association. He is the Illinois Central Railroad Company's senior District Attorney at Louisville, Ky. Among other things the address deals with the "ambulance chasing" as follows:

"Bar and bench are complementary, and act and react upon each other. The

bench is supplied solely from the bar, consequently the personnel of the bar necessarily affects that of the bench. Conversely, the character of the bench greatly tempers that of the bar. The expansive tendency in bar and bench seems to have involved a large number of incompetents with their attendant abuses. 'Ambulance chasing,' so-called, is rampant in many quarters, and competition in it has begotten mischiefs even far more grievous, such as the suborna-

tion of witnesses, including physicians and surgeons, 'tampering with juries,' and indulgence in improper argument addressed to them. But the immediate remedy does not seem to be found in the law itself, for it is held, although not by an unbroken line of authorities (*Chreste v. Lou. Ry. Co.*, 167 Ky., 75), that soliciting business is not illegal and that the law cannot well draw the line between methods, so that the remedy must, doubtless, be indirect through the coercive influence of public opinion and especially that of the bar. With the legal profession, therefore, the direct cure must come in the inculcation of a higher ethical standard. To allow the abuses just mentioned to continue must bring danger, if not destruction, to the usefulness of the legal profession; for so long as corrupt methods prove successful, competition with their perpetrators without adopting their methods, becomes difficult and may become impossible. Even the lay public, although not so fully appreciating the mischief of the abuses adverted to, are shocked by them, but unless the bar itself will correct them, the laity will not understand why they should deny themselves the advantages derivable from them; wherefore they will employ the men who profit by them. The result is especially disastrous to the young lawyers, and to their comparatively small business. With them the competition of the shyster is more direct because clients having business of greater import naturally seek the more eminent men of the profession and are not inclined to employ the rascal, unless perhaps for corrupt practices. Accordingly, all abuses work to the degradation of the profession; and the remedy must come from work of reformation upon both bar and bench, and naturally may come from a reformation of their structure, for inasmuch as the promiscuity of the bar has probably been aggravated, so of the bench. Manifestly, the evils flowing from the condition of the bar will increase in proportion to its worst element. As such elements grow in number they become bolder, more defiant, more brazen, and their influence in-

creases. As their numbers increase they grow in power and more and more impress their methods on the practice of law. They make it more and more difficult to institute reforms, not only because they are instinctively opposed to them, but also because they are generally too ignorant and indifferent to willingly undergo the labor of conforming to them; so they create abuses for their own ends and interpose obstructions to reformation for their own convenience. They are usually active in politics, and impress themselves upon the imagination of the bench, especially when it is subject to re-election. They delight to be elected to the Legislature and there not only to press legislation which disfigures the law for the promotion of their schemes, but to withstand all measures for the betterment of practice or contrived to keep jurisprudence apace with the progress of the age.

Inasmuch, however, as virtue fortunately predominates in mankind, and the virtuous lawyer receives a recognition from the best members of his profession, as well as from the laity, which the others cannot secure, the members of the profession will probably prefer correct methods to crooked ones, and if qualified to compete legitimately, the chances of their so doing are great; but the man who cannot compete legitimately must quit the profession or compete legitimately. The greatest mischiefs and the most numerous, come from the incompetent. Their elimination seems, therefore, an obvious necessity. If eliminated, the chance, too, of their mounting the bench is gone, and consequently the personnel of the bench is preserved. An obvious remedy for our ills is, therefore, the advancement of the standard of admission to the bar. For the advancement of such standard the American Bar Association is entitled to great credit, for it has done splendid work in the last twenty years, in which Mr. Maxwell, an eminent member of this bar, has taken a conspicuous part. Mr. Maxwell said (28 A. B. A. Rep., 1905, p. 582): 'What might have been the present state of legal education in the

United States but for the organized work of this association I will not undertake to say.”

CONCERNING THE LOWREY CHICAGO SWITCHING TARIFF IDEA AS APPLIED TO RATE DIVISIONS BETWEEN CARRIERS

In Advances on Coal Within Chicago Switching District, 41 ICC 302, same case 27 ICC 1, which has been pending since 1912, the Chicago, Milwaukee & St. Paul Railway proposed an increase of 10 cents per ton above the Chicago basis in its rate on coal and coke from the east to stations and industries within the switching limits of Chicago on its rails; by the original opinion the carriers were directed to cancel the proposed rate and to continue rates not higher than those then in effect; the order was compiled with and the C. M. & St. P. then asked the Commission to fix the *divisions* which it should receive out of the existing rates; its longest haul is from Galewood to North Edgewater, about 12 miles, for which it receives \$4 per car from the line carriers, and in addition, 10 cents a ton on weight in excess of 60,000 pounds which is paid by the shipper; its average revenue is about \$5.25 per car; it asks a division of 30 cents per ton, or \$12.75 per car of 42½ tons. Certain cost studies were submitted and the Commission says it is not convinced of the soundness or accuracy of the process and estimates. It says concerning costs: “If we proceed to deal with each commodity separately considered on the basis of cost alone, ignoring considerations of reciprocity in respect to the whole traffic governed by the Lowrey tariff and the principles underlying it, the result must inevitably be its ultimate disintegration or overthrow. This tariff is the result of the voluntary action of the interested carriers and involves concessions by each to the other; covers a unique and complicated situation, and was intended in a broad and general way to promote simplicity and conserve the interests and convenience of carriers and shippers.

Taking into consideration the whole situation, the Commission does not feel justified in ordering a basis of divisions different from that now existing.”

On the question of reciprocity between carriers and the minor part which the *division of the rate* played, the report of the Commission contains the following:

“The Lowrey tariff, as our original report shows, was adopted only after extended conferences between representatives of shippers and carriers, in consequence of numerous complaints by Chicago shippers on account of the chaotic conditions of freight delivery, both in respect to the amount and lack of uniformity of rates and to the need of facility for the ascertainment of tariff rates. Before the adoption of the Lowrey tariff there was no uniformity of practice with respect to the application of the Chicago rate on traffic requiring delivery by a connecting line and no single tariff publication which notified shippers when the Chicago rate in such cases was to apply. By the adoption of the Lowrey tariff this situation was in great measure corrected by means of a single tariff publication.

It is evident that in the negotiations leading up to the adoption of the Lowrey tariff the relation of cost of service to division of rate played a minor part at most in connection with the terminal service. We commented upon this phase of the general situation in another proceeding involving this same Lowrey tariff, in which we were asked to fix the division of the rate on ice from points in Wisconsin to Chicago. *People's Fuel & Supply Co. v. G. T. W. Ry. Co.*, 30 ICC 657, 661, as follows:

“In view of the basis upon which charges for reciprocal services in Chicago have been established by agreement among the carriers themselves—a basis which ignores no single factor of rate making so completely as it ignores the cost of service, and which is founded upon mutual concessions to the end that their own operations may be facilitated and the service to the public made more efficient and simple by the application of flat Chicago rates to points within that district—we find no reason to hold with the Soo line that before the Grand Trunk may be allowed to re-

ceive its reciprocal charge upon this particular commodity "it must show us the figures."

As we suggested in that case and as appears from the record before us here, one influence which did play an important part in finally bringing the carriers into agreement under the Lowrey tariff was the effect of the reciprocal arrangement between the carriers in offsetting one against another their relative advantages and disadvantages in length of haul and volume of tonnage in different commodities. Thus, the Milwaukee handles no commercial coal from any outside point to Chicago, but it does bring into that city large quantities of grain which other lines in Chicago deliver for it for \$3 a car; and on commodities generally the Milwaukee both pays and receives 1 cent a 100 pounds for terminal delivery. The part which this reciprocity between the carriers played in this final adjustment is sug-

gested by a letter, from which we quoted in our original report, from Mr. Marvin Hughitt, Jr., then freight traffic manager of the Chicago & Northwestern Railway, to the representative of the committee of Chicago shippers, who took part in the conferences preceding the adoption of the Lowrey tariff, dated Aug. 5, 1911, four days after that tariff became effective, in which appears the following:

"We respectfully call your attention to the fact that this is a reciprocal arrangement, and that any departure from the outlined policy will have the effect, of course, of cancelling the reciprocal part of this arrangement. By this I mean if, for various reasons, by state or interstate order, exceptions are made, and the agreement is not left in its entirety, we wish it fully understood that we will not consider that we would be obliged to carry out one portion of the agreement and not the entire agreement. I am simply writing this as a matter of record; not that I anticipate any change in our agreement."



MARION, ILL., HOMES.

Local Talent and Exchanges

A LABORER'S POEM

By C. D. Holland

—1—

On Sunday morn at six a. m.
I eat my lunch and sing the hymn,
Of how I used to love the plays
Of good old times in by-gone days.

—2—

I walk right out, unlock the door
As I have often done before,
I then pick up my maul and wrench,
Look north and south, then stop to think
Of where the dangerous places are;
Of hammered rail or broken bar.
I think, why yes, of course I know,
It's three miles north and I must go.

—3—

I walk and walk until at last
I reach the place of nature's past.
Well help me, Lord, that joint is broke,
I'm just in time to splice the yoke.
I wrench and turn with all my might,
The bolts are bad and awful tight.
Looks like my work will be in vain
To fix it ahead of the passenger train.

—4—

The boys say you cannot tell just when the
trains are late,
But let us prepare and do our work, so they
won't have to wait.
Because you know the trainmen, boys, will tell
it far and near,
That such and such a section man delayed
them most a year.

—5—

But never mind their grumbling, boys, and if
the train is light,
We'll hold them just a minute and get the
bolts all tight.
You need not fear the engineer, he'll never
leave his train,
You're just as safe ten feet away, as rabbits
in the cain.

—6—

Just let him rave and grumble and call his
flagman in,
Then step aside and let him go and see the
brakeman grin.
He'll always ask, "What's up here, boss, a
broken rail or so?"
Then whirl his lantern round and round and
holler, "Let'er go."

—7—

And when we've walked from end to end and
our duty done,
We go back home in peace to rest beneath the
summer sun.
Then while we lay awake at night and hear
a distant call,
Some engineer upon the ground, and probably
that's not all.

—8—

Some coaches bruised and battered and piled
up in the ditch.
I cannot help it, boys, I'll swear, I closely
watched the switch.
But when my work and worry I cannot do any
more,
I'll give some other man advice and gently
close the door.



BROWN'S BUSINESS COLLEGE, MARION, ILL.

Meritorious Service

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

Illinois Division.

During August the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands.

R. Fraher.

Wm. Callon.

Suburban Conductor J. R. Hoffman on train No. 135 Aug. 5th lifted monthly commutation ticket account having been altered and collected cash fare.

Suburban Conductor D. M. Gerry on train No. 323 Aug. 18th lifted employee's suburban pass account not being good for passage on this train.

Conductor J. P. Mallon on train No. 23 Aug. 1st declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Wiegel on train No. 10 Aug. 10th, No. 5 Aug. 19th, No. 2 Aug. 24th and No. 24 Aug. 29th 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. 23 Aug. 31st he declined to honor local ticket account date of sale having been altered and collected cash fare.

Conductor A. B. Springer on train No. 3 Aug. 11th lifted employee's trip pass account having expired. Passenger refused to pay fare and was required to leave the train.

Conductor C. H. Martin on train No. 364 Aug. 11th declined to honor card ticket account date of sale having been altered and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Burns on train No. 302 Aug. 14th declined to honor card ticket account having expired and collected cash fare.

Conductor C. H. Draper on train No. 34 Aug. 16th lifted identification slip Form 1572 account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

Conductor H. B. Jacks on train No. 3

Aug. 29th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

St. Louis Division

Conductor W. C. Walkup on train No. 208 Aug. 5th declined to honor card ticket account having expired and collected cash fare.

On train No. 208 Aug. 18th he declined to honor going portion of card ticket account returning portion being missing and collected cash fare.

Conductor H. W. Bibb on train No. 624 Aug. 9th lifted annual pass account not being good for passage on Northern Lines and collected cash fare.

Conductor A. E. Reader on train No. 23 Aug. 27th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Wisconsin Division

Conductor J. B. Stewart on train No. 119 and No. 120 Aug. 10th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. P. Reece on train No. 120 Aug. 15th declined to honor card ticket account date of sale having been altered and collected cash fare.

Tennessee Division

Conductor J. W. Robertson on train No. 121 Aug. 30th 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 F. J. Hines on train No. 23 Aug. 14th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor C. M. Anderson on train No. 24 Aug. 16th lifted employee's trip pass account having been previously used for passage and collected cash fare.

Conductor O. A. Harrison on train No. 33 Aug. 27th declined to honor card ticket account having expired and collected cash fare.

On train No. 34 Aug. 30th he declined to honor card ticket account having expired. Passenger reached destination before conductor was able to collect fare.

Louisiana Division

Conductor L. E. Barnes on train No. 1 Aug. 4th lifted mileage book account being in improper hands and collected cash fare.

On train No. 34 Aug. 9th he lifted employe's term pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

On train No. 34 Aug. 21st he declined to honor mileage book account having expired and collected cash fare.

On train No. 34 Aug. 27th he lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor M. Kennedy on train No. 332 Aug. 6th declined to honor mileage book account having expired and collected cash fare.

On train No. 331 Aug. 7th he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor L. A. Loutzenhiser on train No. 4 Aug. 29th lifted mileage book account being in improper hands and collected cash fare.

Memphis Division

Conductor S. M. Todd on train No. 214 Aug. 1st lifted returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor G. T. Reeves on train No. 523 Aug. 14th declined to honor returning portions of Sunday excursion tickets account having expired and collected cash fares.

Conductor J. S. Lee on train No. 402 Aug. 5th lifted going portion of trip pass account returning portion being missing. Passengers refused to pay fare and were required to leave the train.

On train No. 402 Aug. 28th he lifted identification slip Form 1572 account having expired and collected cash fare.

Conductor C. H. Ferguson on train No. 212 Aug. 28th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

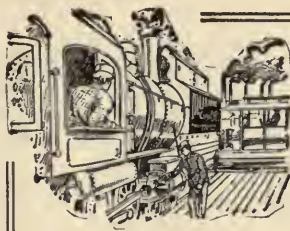
Vicksburg Division

Conductor R. C. Buck on train No. 33 Aug. 24th declined to honor mileage book account having expired. Passenger presented another mileage book to cover trip.

New Orleans Division

Conductor R. E. Cook on train No. 15 Aug. 13th lifted employe's term pass account identification slip Form 1572 authorizing use of different pass. Passenger refused to pay fare and was required to leave the train.

Conductor A. L. Williams on train No. 33 Aug. 30th declined to honor returning portion of card ticket account having expired and collected cash fare.



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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 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Illinois Division.

Conductor Buck, train 95, Sept. 5th, has been commended for discovering and reporting I. C. 95465 improperly stencilled. Arrangements were made to correct same.

Conductor A. E. Burke, extra 1658, Sept. 3rd, has been commended for discovering and reporting I. C. 10678 with no light weight stencilled on same. Arrangements were made to have car restencilled.

Conductor J. J. Monahan, extra 1779 south, Sept. 16th, has been commended for discovering and reporting I. C. 140741 with no light

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.

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weight stencilled on same. Arrangements were made to stencil car.

Conductor I. G. Bash, extra 1513 south, Sept. 23rd, has been commended for discovering and reporting I. C. 119943 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Mr. E. C. Meirsch has been commended for discovering and extinguishing fire on the evening of Sept. 20th in the trestle over the Little Calumet River at 147th Street.

Brakeman F. L. King, extra 1728, Sept. 28th, has been commended for discovering and reporting broken angle bar on north bound track, east rail between road crossing and Whistling post south of Doyle Creek Bridge, at Loda, Ill.

Agent D. J. O'Connell of Parnell has been commended for discovering flat wheel on car 134614, train 64, on the night of August 17th while passing has station. Dispatcher was notified and train was inspected with the result that bad flat spot was found. Necessary action was taken to prevent accident.

Conductor J. P. Burns, Train Baggage man A. C. Shaw, Engineer T. J. Tyrrell and Fireman P. R. Kemp, have been commended for discovering and extinguishing fire on right-of-way two and one-half miles south of Colfax, Aug. 30th, while on No. 305.

Engine Foreman Granger has been commended for discovering I. C. 24823 on fire at south end of New Yard at Champaign, Ill., Sept. 10th, and taking necessary action to extinguish fire.

Fireman C. Hess has been commended for discovering and extinguishing fire on roof of I. C. 57948 at Rantoul on extra 1644 north, Sept. 7th.

Foreman C. C. Wilson has been commended for discovering brake beam dragging on car in extra 1677 north while working in the neighborhood of Neoga, Sept. 2nd. He promptly flagged the train and notified the trainmen who removed the hazard, thereby preventing possible accident.

Agent E. O. Wooley of Pesotum has been commended for discovering brake beam down and dragging in train extra north engine 1661, Sept. 8th, and taking the necessary action to stop train and notify the crew of the condition of car. This action undoubtedly prevented possible accident.

Section Foreman E. Claypool has been commended for calling the attention of the train crew of extra 1779 south, Sept. 21st, two miles north of Mason, that brake beam was dragging under I. C. 92233. Train was stopped and brake beam removed, thereby preventing possible accident.

Operator Hays at Monee has been commended for flagging No. 79 account of brake beam dragging on C. N. O. & T. P. 12194 while passing his station.

Foreman Myers of Buckley has been commended for discovering brake beam dragging on extra north on the night of Aug. 17th.

Proper action was taken to prevent possible accident.

Foreman John Dull has been commended for discovering and extinguishing fire started by engine 573 on the east side of the track in front of poor house at Loda.

Fireman E. Escarraz, extra 1509 north, Sept. 18th, has been commended for discovering brake beam dragging under car in train 51 about ten car lengths behind engine, and taking the necessary action to prevent possible accident.

Pumper R. M. Sutton has been commended for discovering and reporting broken rail in Lafond Switch Track at Kankakee, Sept. 22nd. The necessary action was taken to prevent possible accident.

Section Foreman P. G. McGuire of Clifton has been commended for flagging extra 1753 north at mile post 66 account of brake beam being down on the fifth car from caboose. Necessary action was taken to prevent possible accident.

Foreman P. G. Bourdeau of Gilman has been commended for discovering brake beam dragging in I. C. 140495, in extra 1575, Sept. 20th, and taking the necessary action to prevent possible accident.

Springfield Division.

Conductor S. F. Walser, Havana, train 692, Aug. 26th, has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car restencilled.

Freight Clerk Earl McCollum, Springfield, has been commended for discovering and reporting St. L. F. L. 121487 improperly stencilled. Arrangements were made to have car restencilled.

Conductor F. J. Lordan, Engineer S. Donoghue, Fireman W. S. Riegle and Brakemen K. C. Morris and R. M. Cox, train 802, Sept. 21st, have been commended for discovering and extinguishing fire on the right-of-way between West Lebanon and Hedrick.

A VAST number of our graduates are now working in the various offices of the I. C. R. R. Co. We have four at Carbondale.

They were thoroughly [trained in the right kind of school.

If you are interested in a training, or in someone who has been trained write us.

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COLLEGE** MARION, ILL.
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Indiana Division.

Agent J. H. Hardwick, Willow Hill, Ill., has been commended for discovering and report-

ing car off center in train extra 946, Aug. 30. This action undoubtedly prevented possible accident.

Conductor J. R. Winterringer has been commended for discovering and extinguishing fire on Little Salt Bridge, Aug. 10th.

Division News

Car Accountant's Office.

Mr. Herbert D. Callaghan, familiarly known as "Barney," after six years service with the Illinois Central Railroad Company, has resigned to engage in business for himself.

Chicago Terminal.

The friends of Thos. C. White, will be pleased to hear of his marriage to Miss Anna F. Campbell, on the afternoon of Sept. 23rd, 1916.

Springfield Division

Mr. Charles Williams, Car Carpenter, and family will visit in Independence, Iowa.

Mr. Hal Hoover, Machinist, will visit in Memphis, Tenn., Hot Springs, Ark., and New Orleans, La.

Mr. Theodore Nicholson, Labor Gang Foreman, has returned to work after a short vacation which he spent in Indianapolis, Indiana.

Mr. Clarence May, Roundhouse Clerk, will visit friends and relatives at Chariton, Iowa, and Imperial, Nebraska.

Mr. Louis Kemper, Machinist Handyman, will visit friends in Crestline, Ohio.

Mr. C. T. Smith, Fireman, and wife, will visit in Denver, Colo.

Mr. Frank Caldwell, Engineer, will visit friends and relatives in Totias, Nebr.

Mr. Frank Budd, Carpenter, and family, will visit in Winslow, Ark.

Mr. Charles Pennington, Car Inspector, and wife, will visit friends and relatives in Clay Center, Nebraska, and Aberdeen, S. D.

Mrs. J. C. Fish, Stenographer in the Master Mechanic's Office, has returned to work after spending her vacation at Niagara Falls, Toronto and other points in the northeast.

Mr. Jesse Taylo, Carpenter, will visit friends in Piedmont, Kan.

Mr. Oscar Anderson, Tinner, and family, will visit in Manchester, Iowa.

Mr. Albert Bosserman, Machinist Helper, and wife, will visit in Oklahoma City, Okla.

Mr. Clyde Day, Timekeeper in the Master Mechanic's Office, has returned to work after a vacation camping and fishing at Pastime Park, west of Clinton, Illinois.

Mr. F. P. Fish, Pensioned Boilermaker, will visit friends and relatives in Buffalo, N. Y., and Odessa, N. Y.

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Truly a remarkable BARGAIN in a 3-fold combination BILL-FOLD, COIN PURSE, CARD AND PASS CASE. Made of genuine black leather, with secret bill-fold at back, and in all SEVEN different useful compartments and pockets. Size folded, 3x4 $\frac{3}{4}$ -inch. Will last a lifetime.

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We stamp ANY NAME in beautiful 23-Karat Gold, absolutely FREE. EXTRA LINES—20c. HANDSOME GIFT BOXES—10c EACH. Sold under our GUARANTEE and direct only. Money refunded if not satisfactory. Postage stamps accepted. Orders filled carefully and promptly.

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Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipe, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 189 S Station E, New York City, and get the very interesting free book that will be sent promptly upon application.

Mr. Frank Funk, Carpenter, and wife, will visit in Glendora, Miss.

J. R. Thorne, dispatcher at Rantoul, left Aug. 15th for a six weeks' vacation in Wisconsin and Michigan account hay fever.

E. M. Williamson, operator in C. O. office, Clinton, will spend two or three weeks in Colorado, sightseeing, beginning Sept. 1st.

New dynamo generator is being installed in telegraph office at Clinton, which will do away with 700 cells batteries now located at that point. This looks good to linemen.

C. E. Baugh, formerly located at Kenney, has accepted the position as Agent at Armstrong.

D. Tobin, formerly at Springfield Ticket Office, has accepted agency at New Holland.

A. H. Wallace, Agent at Lincoln, Ill., spent two weeks during August on an auto tour and fishing trip, visiting several of the northern fishing resorts.

Indiana Division

The President's Special was on Indiana Division Sept. 14th, from Evansville to Mattoon.

Special train was run Sept. 21st from Newton to Mattoon to accommodate people desiring to see the Big Circus—Ringling Brothers. Two hundred fifty people were carried each way.

Superintendent McCabe held an Agents' meeting at Bloomington, Ind., Sept. 10th, and one at Mattoon Sept. 24th. A large crowd was in attendance at both meetings. The principal topics dwelt upon were those of Car Shortage and Loss & Damage to Freight.

Business continues to improve over last year; so far this month, there is a 25% increase over corresponding period last year.

The Cook County Republicans' Special was run from Peoria to Springfield September 19th—a large number of people went to Springfield to see Mr. Hughes, who was there on that date.

E. W. Knight, Asst. Accountant in the Superintendent's office, has resigned to accept a position in the Central Illinois Trust & Savings Bank. Frank Martin from Evansville Freight House has succeeded Mr. Knight. M. R. Madden, of the Accounting Force, has been transferred to Mattoon Shops, Morris Kemper taking his place.

C. E. Downing, Chainman, has been promoted to the position of Rodman, Memphis Division. H. W. Charles is filling the place made vacant by Mr. Downing.

N. J. Brooks, Chief Clerk to Superintendent, is spending a vacation in Texas and Colorado. R. E. Laden is Acting Chief Clerk in Mr. Brooks' absence.

Earl McFadden, Comptometer Clerk, will take a vacation the middle of October. File Clerk Harry Sumner will substitute in this position.

Miss Edna Riggs, Stenographer, has returned to work after a vacation spent in western clime. Miss Florence McShane, Stenographer, has also returned to work after a vacation.

O. H. Hallman, Dispatcher, is taking his annual vacation at Denver, Colo., and Salt Lake City. Dispatcher Russell will leave on return of Mr. Hallman.

Chief Accountant A. C. Wilcox has taken a sixty days' leave of absence, and is sojourning in Florida. Mr. W. E. Darnell is filling Mr. Wilcox's place.

Mr. L. N. Searcy, Accountant in Master Mechanic's office, is spending his vacation at his home near Henderson, Ky.

Mr. R. E. Downing, Store-keeper, and wife, have returned from their vacation which was spent visiting in Niagara Falls, Freeport, Ill., and Waterloo, Ia.

Geo. Authenreith, Engine Carpenter, has returned from a trip to Virginia, where he was visiting relatives.

C. R. Plummer, Assistant Accountant in Master Mechanic's office, has been temporarily transferred to the accounting department in the Superintendent's office, at Mattoon.

Mr. C. R. Wood, MCB Clerk in the General Car Foreman's office, has returned from his annual vacation which was spent visiting in Niagara Falls and in Canada.

J. W. Cofer and C. F. Dartt, Traveling Auditors, are at Mattoon Shops, checking up.

Vicksburg Division

Effective October 1, 1916, Mr. L. H. Michaux is appointed Division Claim Clerk, vice Mr. J. M. Simmons, granted leave of absence. Mr. Michaux has been in the employ of this Company as Accountant in Greenville Freight Office, and on account of his experience in the various departments of freight office work, he will, no doubt take care of the work to the satisfaction of those interested, during Mr. Simmons absence.

Our efficient Ticket Agent at Greenville, Mr. G. A. Hopkins, has returned to work after a few days' vacation, which was spent at his home in Tennessee. During Mr. Hopkins' absence, his work was taken care of by Division Claim Clerk, J. M. Simmons.

Mr. V. I. Hight, Instrumentman of the Vicksburg Division Engineering party, is on his vacation, which time is being spent with friends and relatives in Maine.

Water Works Repairman, Mr. Montie L. Dillehey was operated on for appendicitis at the Kings Daughters' Hospital at Greenville, latter part of August, and is now able to be up and about, and to perform his official duties.



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The Purple Ribbon points out to you Railroad Watches of exceptional accuracy and durability; built to withstand the exacting requirements of your work in a way few watches can do.

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SOUTH BEND WATCH COMPANY, 2010 Studebaker St., South Bend, Ind.

Mr. Wright Chenault who has been working in the capacity of Assistant Account in Superintendent's office, tendered his resignation, effective September 13 to accept position with the K. C. S. Railroad at Port Arthur, Texas. All the many friends of Mr. Chenault regretted to see him leave. His position was filled by Mr. C. D. Newell, formally with the Greenville Sheet Iron and Boiler Works.

It is with pleasure that we note our old friend, Mr. George McCowan has been returned to the Vicksburg Division as Special Agent after an absence of several months, which time was spent as Special Agent on the New Orleans Division.

Mr. Neville T. Buck, Time Keeper in Superintendent's office, has returned to his post of duty after a few days vacation at Rayville, La., with friends and relatives.

Mrs. Myrtle Hammons, stenographer and clerk in Local Freight Office at Greenville, was on the sick list in the early part of September, being absent from duty for about a week.

Mr. Robt. A. Hallette has left the service of this Company to accept position with McGee Dean & Company at Leland, Miss. Mr. Hallette was employed as Clerk to Supervisor Shropshire, and was succeeded by our old time friend, Mr. "Happy" Wells.

We are officially informed that Special Accountant, Mr. R. S. Ruby has taken unto himself a wife. All concerned wish him and his all kinds of happiness, prosperity and good luck.

Miss Hermine Rodwell who has been in the employ of Chief Dispatcher Chandler, as Student in his office, has resigned from the service of the Company. She was succeeded by Miss Eunice Myers.

Mr. J. S. Terry, Operator at Cleveland, Miss., has tendered his resignation, effective, September 15, in order that he might take up school work at Millsaps College, Jackson, Miss. His many friends wish him success.

Mr. W. J. Cowart, Agent at Holly Bluff, Miss., has resigned, resignation to take effect at once. He will go in business for himself.

Traveling Train Auditor, Mr. Paul J. Michaels, was noted in Greenville, September 20, this being his first visit to Greenville in some time.

Mrs. C. Bourgeois, and little Bourgeois, wife and son of Chief Account of the New Orleans Terminals, is spending several days at Greenville, visiting friends and relatives.

It was with much regret of the many friends of our Road Master, Mr. J. W. Welling to learn that he was called to the bedside of his dying mother, who resided at Trenton, N. J., but before Mr. Welling reached his mother, she had passed to the Great Beyond.

Mr. F. E. Dunn, who has been working in the capacity of Claim Clerk in Greenville Freight office, has been promoted to position as Accountant in that office, vice Mr. L. H. Michaux, promoted.

Mr. T. L. Dubbs, Superintendent, Mr. S. Simmons, Chief Clerk to Supt., and Train Master, Mr. H. Fletcher attended meeting at Memphis, Sept. 18th, in connection with Yard Switching Expenses.

Mr. Robt. Hardcastle, Stenographer in Road Master's office, is away on his vacation, which is being spent with relatives at Rockfield, Ky.

Motor Car No. 115 has been put into service between Rolling Fork and Greenville, effective September 4, this in lieu of steam train.

Mrs. S. Simmons, wife of Chief Clerk to Superintendent, is spending a few days with her parents at Brownsville, Tenn.

Section Foreman, H. M. Hough, who has been in charge of Nitta Yuma section, has resigned from the service of this Company.

Section Foreman, W. H. Coghlan, in charge of Rosedale section has tendered his resignation, effective September 10.



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Can you by looking at a watch or piece of jewelry, tell how it will look ten, twenty or forty years from now?

If not, it means a good deal to you to know your jeweler, and therefore you should make the acquaintance of **Milton Pence**, who for two decades has been supplying dependable jewelry to "the boys" of the I. C. Among those you rub elbows with at the shops are many proud possessors of watches and other articles bought from me as long as twenty years ago—things that are as good today as the day they were made, and will be the same twenty years hence.

From coast to coast I have earned the title of "the railroad man's jeweler." Among railroad men in general—and I. C. men in particular—I enjoy a larger patronage than any jeweler in the United States. My business has been built up through the "boosting" of appreciative customers.

There isn't a finer selection of railroad watches anywhere than you'll find in my stock. Howard, Elgin, Illinois, Waltham and Hamilton movements—cases for every taste and requirement at a considerable saving from what the same thing would cost you elsewhere.

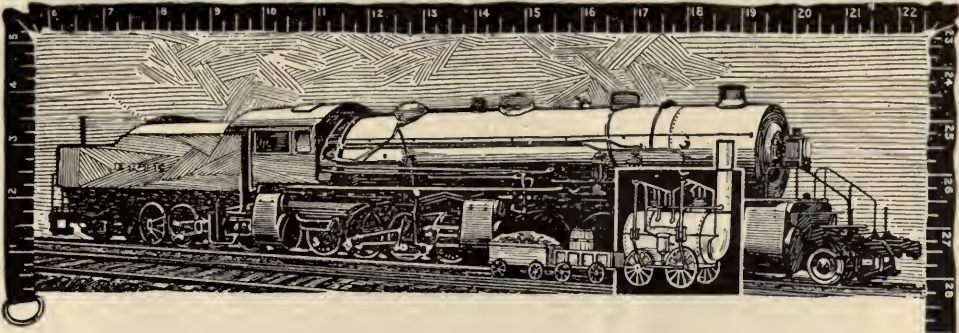
You can't buy a diamond from me that isn't absolutely flawless—but you can buy a stone that's above criticism at a price below par. Furthermore, should you at any time wish to turn a Pence diamond into money, I will take it off your hands at the price you paid me, less a small stipulated discount. I will issue to you a Pence diamond bond—a legally binding agreement to do this.

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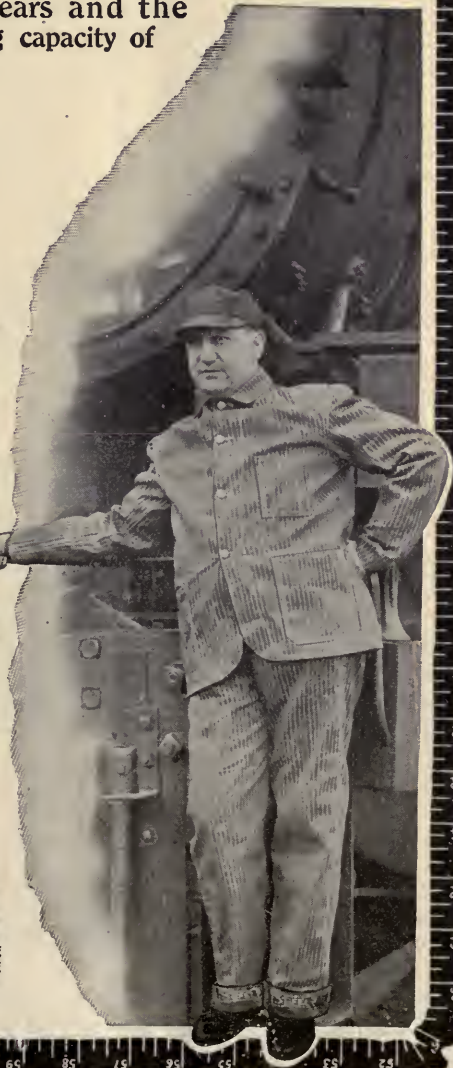
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WILLIAM M. RHETT
Assistant to Freight Traffic Manager, Chicago

ENTERED the Illinois Central service as Assistant General Freight Agent at New Orleans, in May, 1889, under the late D. B. Morey, who was General Freight Agent, Southern Lines. Promoted to position of General Freight Agent, December, 1899. Came to Chicago in January, 1905, as General Freight Agent in charge of foreign traffic. Appointed to present position in February, 1912.

Which should stop,
the Train or the
Automobile

?

The Auto
Grade Crossing
Peril



ILLINOIS CENTRAL Magazine

Vol. 5

NOVEMBER, 1916

No. 5

Automobile Peril

**At Railway Grade Crossing—The Company Appeals to the Public to Help
Stop the Slaughter of Humanity**

TWENTY-TWO persons killed and fifty-one persons injured in automobile grade crossing accidents in a period of four months is the record of the Illinois Central System!

Formerly regarded as the plaything of the rich, the automobile has, with leaps and bounds, increased its numbers in general use until to-day there is one automobile to every 44 people in the United States. This applies to automobiles registered and in actual use.

The automobile has become the popular means of transportation—both for pleasure and business—not only of the rich but also the middle classes, and even of the poor. The 1915 production of automobiles in this country was 892,618. If production keeps up at the present rate there will be 1,509,804 automobiles produced this year and 2,600,000 in 1917. Horsepower costs \$150 measured by horseflesh, and \$20 measured by the auto, so that there is no end in sight. The use of the automobile is bound to continue to increase.

The railroad was not responsible for the advent of the automobile. As a matter of fact, the automobile is making serious inroads upon the passenger traffic of the railroad, but there is another fea-

ture which is giving the railroad more concern than the loss of passenger business, and that is the automobile grade crossing peril, a new and awful thing, which is wrecking the nerves of engineers, snuffing out the lives of good citizens and maiming others by the score, destroying property, endangering the safety of trains and pyramiding mischiefs of the most serious nature.

This company has 8,000 public grade crossings and 5,000 private farm crossings—13,000 crossings on any of which its trains are liable any moment to encounter automobiles with their precious loads of human freight. And the trains must be run.

The railroad has about as many responsibilities thrust upon it at the present time as it can cope with. The automobilists have none except to observe the maxim that self-preservation is the first law of nature, which they disregard as a thing which does not apply to them.

A CASE IN POINT

Take a glimpse at a case in point—a very recent automobile grade crossing catastrophe which happened on this company's lines. It occurred at 4:50 o'clock p. m., October 4th, at Penton, Miss., a small station 25 miles south of Memphis,

Tenn. Five men, Will Green, Ed. Peterson, Jim Green, J. G. Pertle and P. A. Fleming, in a Hupmobile, while en route from Jonestown, Miss., to Memphis, were struck on the crossing at the south end of the depot building by train No. 14, north bound, and two of the occupants of the machine were instantly killed and a third so seriously injured that his recovery is still in doubt, while a fourth escaped with severe bruises and shock. The body of one of the men who was killed was thrown against a passenger sitting in the door of the depot waiting for a passenger train which followed No. 14 and this passenger sustained a broken leg. The track south from Penton is perfectly straight for six miles. The day was bright and clear. The train was not scheduled to stop at Penton and was running 45 miles an hour. There is nothing at Penton except the depot building, a store and a gin. The automobile passed over a railroad crossing three-eighths of a mile south of the one on which it was struck. At that time the machine was going from west to east. The train which later struck it must have been within one-half or three-quarters of a mile and in perfectly plain view. After crossing the track at that point, the machine turned north on a highway paralleling the railroad immediately east of the railroad and continued to the crossing where the accident occurred. There was absolutely nothing to obstruct the view of the train while the machine was proceeding north had any of the occupants looked back, until the gin, situated about 300 feet south of the crossing, was reached. From that point until the machine started over the crossing and was within 25 or 30 feet of the main track, the view south was more or less obstructed by seed houses and the cotton platform and cars standing on the track adjacent to same, which cars were placed there for loading with cotton and seed. The car farthest north, however, was nearly 200 feet south of the crossing. There is a passing track east of the main line and actual demonstrations with a machine show that when the front wheels of an automobile reach the east rail of

this passing track, it is possible to see an approaching train from the south a mile or more. There were several eyewitnesses to the accident, all of whom say the usual crossing signals were given, but that neither the driver of the machine nor its occupants looked either way, but that they were actually on the main line track and the train within a few feet of them before they observed its approach. The engineer is one of the oldest and most reliable in the service. He was nearly prostrated over the unfortunate affair, although he was in no way at fault. He had sounded the crossing whistle, the bell was ringing by air, he was maintaining a constant lookout and sounded the alarm whistle and made every effort to stop as soon as he saw the machine approaching the track. The train was running on schedule time and every appliance was in excellent condition. No doubt every occupant of the machine had read or heard of many like accidents. Who can answer the question—why did they not look? The noise of the running gin may have prevented their hearing the signals, but if so, there was all the more reason for looking. Why did they not look when they passed over the crossing three-eighths of a mile south? Why did they not glance back while running the three-eighths of a mile north to see if a train were approaching? Any of these things would have instantly apprised them of the approach of the train and avoided this terrible calamity.

Flaring headlines, appalling statistics, death and injury of personal friends and acquaintances by such accidents, all seem abortive as warnings. What will arouse the drivers and occupants of machines to exercise care and caution at grade crossings? Signs and signals will not do it. That has been proven beyond peradventure of doubt. Some have suggested placing signs on the highways at various distances from the railroad track, varying from one hundred and fifty to six hundred feet, on the theory that many automobilists, driving in strange communities, do not know the location of the railroad crossings, but in all of the automobile grade crossing acci-

dents occurring on the Illinois Central during the past two years, there has been but one case where it was even claimed that the occupants of the automobile did not know of the location of the railroad crossing, so that that theory is exploded by actual experience.

THE PLAIN FACTS

We have recently had one hundred grade crossings, located on all parts of the system, carefully checked by Division Officers, between the hours of 8 o'clock a. m. and 6 o'clock p. m., for the purpose of determining the extent to which automobilists exercise precaution at grade crossings; also for the purpose of determining the relative difference in precaution exercised by automobilists and the occupants of horse-drawn vehicles. The results of these checks were handed to the local newspapers in the towns, and nearest the towns, where they were made. Compilation of the checks of the one hundred crossings discloses the startling information that seventy-two per cent of the automobilists did not look in either direction, but ran over the crossings at a reckless rate of speed and in total disregard of the danger, while but twenty-seven per cent of the occupants of horse-drawn vehicles disregarded the danger. Seventy-three per cent of occupants of horse-drawn vehicles either stopped, slowed down, looked either in one or both directions, or took some precaution for their own safety. During the period of four months, in which twenty-two were killed and fifty-one were injured in automobile grade crossing accidents on this Company's lines, not a single serious case of injury to an occupant of a horse-drawn vehicle occurred. Is this not sufficient to convince even the most skeptical that a special brand of protection should be provided for automobilists?

What is the solution of the problem? We answer in the light of copious experience and affirm, unqualifiedly, that the only solution is to educate automobilists to come to a full stop at railway grade crossings. If they do this, they will both look and listen and will be safe.

But how can automobilists be educated to stop? By the passage of ordinances by every town, city and municipality requiring them to stop and penalizing them for failure to do so. Also by the passage and enforcement of state laws of the same nature. We give you, the people, the situation and the remedy. We are powerless to do more. It is a notable fact that in the states of Indiana and Louisiana, where automobilists are required by law to stop before passing over a railroad crossing at grade, and in which states the Illinois Central operates a considerable mileage, there have been no serious automobile grade crossing accidents on this Company's lines, and not one of the accidents in which the twenty-two were killed and the fifty-one were injured in four months occurred in either one of those states.

THE LIABILITY QUESTION

The narrow-minded and disgruntled will say the railroad seeks to save itself from liability in automobile grade crossing cases. That is far from the truth. The courts and the juries are taking care of these cases and we have no complaint to offer. There is no class of claims against a railroad so easy to defend as automobile cases, nor is there any class of damage suits where the percentage of victories is so largely in favor of the railroad. In most of the states the higher courts have held that it is the duty of automobilists to stop and know that the way is clear before driving upon the railway tracks, and where they fail to do this and dart upon the tracks in disregard of danger, the courts have held that there can be no recovery against the railroad. Law is being rapidly made in the various states applying to automobilists and placing this class of cases upon an entirely different basis from pedestrians and the occupants of horse-drawn vehicles. In this connection, we direct attention to the following quotation from a recent opinion, in an automobile case, by Judge Buffington, of the United States Circuit Court of Appeals:

"With the coming into use of the automobile, new questions as to reciprocal

rights and duties of the public and that vehicle have and will continue to arise. At no place are those relations more important than at the grade crossings of railroads. The main consideration hitherto with reference to such crossings has been the danger to those crossing. A ponderous, swiftly moving locomotive, followed by a heavy train, is subjected to slight danger by a crossing foot passenger, or a span of horses and a vehicle; but when the passing vehicle is a ponderous steel structure, it threatens, not only the safety of its own occupants, but those also on the colliding train. And when to the perfect control of such a machine is added the factor of high speed, the temptation to dash over a track at terrific speed makes the automobile, unless carefully controlled, a new and grave element of crossing danger. On the other hand, when properly controlled, this powerful machine possesses capabilities contributing to safety. When a driver of horses attempts to make a crossing and is suddenly confronted by a train, difficulties face him to which the automobile is not subject. He cannot drive close to the track, or stop there, without risk of his horse shying, frightening, or overturning his vehicle. He cannot well leave his horse standing, and if he goes forward to the track to get an unobstructed view and look for coming trains he might have to lead his horse or team with him. These precautions the automobile driver can take, carefully and deliberately, and without the nervousness communicated by a frightened horse. It will thus be seen an automobile driver has the opportunity, if the situation is one of uncertainty to settle that uncertainty on the side of safety, with less inconvenience, no danger, and more surely than the driver of a horse. Such being the case, the law, both from the standpoint of his own safety and the menace his machine is to the safety of others, should, in meeting these new conditions, rigidly hold the automobile driver to such reasonable care and precaution as go to his own safety and that of the traveling public. If the law demands such care, and those crossing make such

care, and not chance, their protection, the possibilities of automobile crossing accidents will be minimized. In the case of trolleys crossing railroads at grade, the practice is general for the conductor to go ahead and from the track signal the halted car to advance. This would, of course, be impracticable as a rule for automobiles; but it illustrates the trend of the law, as the size of crossing vehicles makes collision with them more serious, to enforce greater safety precautions. The duty of an automobile driver approaching tracks where there is restricted vision, to stop, look and listen, and to do so at a time and place where stopping, and where looking, and where listening will be effective, is a positive duty, and these safeguarding steps the plaintiff failed to take. He stopped where stopping served no purpose, and failed to stop where stopping would have disclosed danger. He made chance, and not sight, the guarantee of his safety."

A VERY RECENT CASE DECIDED BY THE SUPREME COURT OF VIRGINIA

Harris, one of the plaintiffs, drove the automobile, and Skinner, the other plaintiff, was a passenger in the automobile. In holding Harris disentitled to recover, the court noticed his testimony that he stopped five or six feet from the rail, looked in the direction from which the engine came (the view was unobstructed for 900 feet) and did not see or hear the approaching engine and first saw it 30 feet away when he was in the middle of the track. The court characterized this as "simply incredible," and said: "This court has 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. Though the case be heard as upon a demurrer to the evidence, 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 such evidence to be untrue, and the verdict to be un-

just and unsupported in law and in fact." Denying the passenger, Skinner, recovery, the court said: "It is suggested that as Skinner was a passenger he had the right to rely on Harris, the driver, for protection, and was excused from looking out for himself. It was the duty of Skinner 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."

CONCERNED SOLELY IN TRY- ING TO PREVENT ACCI- DENTS

The question of liability is not receiving attention from the railroad in dealing with the automobile grade crossing peril, and we hope this statement will be accepted in full. We are concerned solely in trying to prevent accidents, in trying to prevent the destruction of human life, in trying to safeguard our employees and the passengers who

travel on our trains, your loved ones and our loved ones. Recently, a passenger train on the Chicago & Eastern Illinois was approaching a crossing in open country near Danville, Illinois, at its usual speed. The view was unobstructed and the whistles sounded soon enough for the driver of a vehicle near the crossing to have ample time to stop to let the train pass. A man who was driving an automobile towards the crossing at the time paid no heed to the warnings and was struck and killed. Parts of the demolished automobile derailed and wrecked the passenger train, causing the death of the engineer, Mr. Charles Everhart, and the injury of a number of passengers. There have been other similar accidents and there are going to be more unless something is done to check the speed mania of automobilists over railway grade crossings. In view of all that has been stated herein, are we not justified in presenting this matter to the public and in asking for co-operation and assistance in solving a problem which is beyond our power to control?

Interesting Suggestions

About How to Prevent Automobile Grade Crossing Accidents Made by General Manager Foley's Correspondents

IN response to the warning circulars distributed broadcast over the system in September, General Manager Foley has received hundreds of letters from people located in all parts of the country offering support and making suggestions. Some of Mr. Foley's correspondents advocate making approaches to all grade crossings as rough as possible, so that automobilists would have to slow down speed or be dumped out. Others complain that crossings are not smooth enough and recommend that more attention be paid to making them smoother. Some suggest signs of different kinds located at various distances from the track and others say that autoists are never ignorant of the location of railroad crossings, but are indifferent of the danger, and think "speed-breakers" or "bumpers" should be maintained near the tracks. Still others advocate the passage of ordinances and state laws as a potent part of an educational campaign of teaching autoists to stop at railroad crossings, and believe no real headway will ever be made till this is done. Many of the letters are novel and interesting. They would make good reading and we should like to publish them all, but lack of space forbids. We are, however, printing below a few of them, as follows:

LETTERS FROM THE PEOPLE

Lula, Miss., October 6, 1916.

T. J. Foley,

Gen. Manager, I. C. & Y. & M. V. R. R., Chicago, Ill.

Dear Sir:

In the cities, and in one small town, I have noticed "humps" built in the roadways a few yards from the railroad crossings, which compel motorists to slow down when nearing said crossings.

Seventy-five per cent of the automobiles in use down here make so much noise when running that electric warning bells are useless and the other 25 per cent use muffler cut-outs and run so fast that even the locomotive whistle cannot be heard.

With cotton selling at the price it is now, and all the planters getting a bale to the acre, or more, and Ford cars as cheap as they are, can you blame people for expecting the trains to do the stopping, looking and listening? Besides, in case of accident the survivors can always sue the company and possibly get damages.

Would it not be cheaper to put "humps" in the roadways where a view of the track is obscured, than to eternally fight damage suits?

For every negro share-cropper is buying a Ford, and some are buying large cars. In a few weeks more they will be as prevalent as dollar watches.

To place a man and machine gun at such crossings would do no good—in fact, better let the trains kill them, for no one would believe the gun and man meant business until too late.

Do you know just how the average person looks on the railroad crossing warning sign?

In practically the same manner as he looks on the ten commandments and

the rest of the Bible; as something that applies to him personally in a very small degree—put there (in both cases) for the use or safety of the *rest* of the people—as far as *he* himself is concerned, he is destined to reach ripe old age, etc., and was never meant to get killed by a train or mad dog or sunstroke or Ford cars. For instance, look how many times he has in his life been in more or less grave danger and never got a scratch!

Great wonder there are so few accidents as there are.

Over half the cars used in the United States have electric starters and to stop a few feet from the track, make sure it is safe to proceed, by listening, press the post or the starter button would take not more than 60 seconds, and add several years to the lives of the occupants of the auto. But what's the use?

For the company to place large signs at the side of the road a few feet from the scene of such accidents, stating how many had been killed thereat, might sober a few that can read. Where no such accident has occurred, the sign might prophesy disaster.

Would it cost too much to place signals similar to switch targets directly over grade crossings, to give warning? That is, when trains are approaching, operated electrically.

Or build subways and place toll gates there and charge toll on autos only, until the subways are paid for, then let them be wide open.

Guess I better quit before you send the game warden or an alienist or some other something to investigate.

Respectfully,

WILL D. BAUGH.

Natchitoches, La., October 6, 1916.

Mr. T. J. Foley,
Genl. Mangr. I. C. Ry. Co., Chicago, Ill.
Dear Sir:

The enclosed clipping was taken from the New Orleans *Daily States*, of October 5th. The warning given to autoists by you is indeed timely. I am a cotton planter, living four miles from the town of Natchitoches, in Louisiana. There is a railway grade crossing between my plantation and Natchitoches, and I have occasion to cross it eight to twelve times per week. I never fail to "stop, look and listen," but I do not know of a single man who owns a car that pays any attention to it at all, and I imagine that this condition exists all over the country, and see but one way to stop it. The different states have enacted laws requiring railroads to come to a full stop and blow two whistles before crossing another railroad, and I suggest that the same kind of laws should be enacted requiring autoists to come to a full stop, look and listen, before crossing railroad tracks at grade. Such laws would work no hardships on anyone and might be the means of saving many lives.

Very respectfully,

PAUL M. POTTS.

Barry, Ill., October 5, 1916.

T. J. Foley, Esq.,
Chicago, Ill.
Sir:

I read your notice in regard to autos. Will say I have run a "Moon" 4 for six years and no accidents to date. In regard to railroad crossings and other places where there might be danger, will say I know of no device of any kind

that will put "brains" in the human family, and I think you will never be able to get any device to prevent these accidents, as you cannot make "brains."

Yours truly,

W. H. MAYES.

Wapella, Ill., October 19, 1916.

Mr. T. J. Foley,
Gen. Mgr. I. C. R. R., Chicago.

Dear Sir:

Permit me to offer a suggestion as to how to avoid automobile accidents at grade crossings. Make all approaches to crossings so rough that automobilists will be compelled to reduce speed or be dumped out before they reach the track. A heavy jolt is the only thing that will bring some people out of that state of mind whereby they may be looking directly at some object and yet not see it. A radical remedy, but the only effective one that I can conceive.

Yours truly,

JOHN HINES.

Hodgenville, Ky., October 6, 1916.

Mr. T. J. Foley,
G. M., I. C. R. R., Chicago, Ill.

Dear Sir:

Your posters relative to those who drive autos, received and noted.

I have an idea which I believe would solve the problem. Put up light wooden gates at all the crossings; these gates must be automatic, that is, must close themselves, must have lights on gates at night.

The auto driver must then stop to open the gate; he will certainly hear the train, if coming.

Yours very truly,

W. L. VENNER.

Lincoln, Ill., October 6, 1916.

T. J. Foley,
Chicago.

Dear Sir:

To your circular as to "stop, look, listen," we suggest that there is no better place to begin with the school than with the dealer who sells and teaches his new owner of this fact, that he *must not* cross a railroad without seeing both ways, even if he has to stop and get out of the car, and you have on your road in this county two places where this must be done.

In selling for 16 years (and in that time we have sold about 800 cars) we have so taught purchasers that in no case have we ever had a crossing accident.

We also teach them about crossing at an angle where a levee is to be considered, that they must not look back and try to hold the wheel tight, as they will pull the wheel and go off the levee, as has been done many times with death ensuing.

We feel that we have done our part.

One man you killed on your tracks near Clinton many years ago tried to buy of us, but he could buy at another place and get a discount, and he did, and was killed near Weldon Springs because of the lack of knowing how to cross a railroad track. It would not have happened if we had sold him, for I can put the scare into them so that it will never leave them on approaching a railroad.

Yours truly,

W. L. WASSON.

McComb, Miss., October 11, 1916.

Mr. T. J. Foley,

General Manager, I. C. R. R. Co., Chicago, Ill.

Dear Sir:

In connection with your circular regarding automobile accidents at railroad crossings, I hereby make a suggestion which I think, if given a trial, would prove successful:

Clean out the filling between the rails, from one to two inches, the full length of the crossing.

This would make the automobiles slow down and not speed with the trains, as the rails would be above the crossings.

I have noticed that automobiles go slower over tracks where the rail is a little higher than they do over level road crossings.

Would also suggest that a sign be placed at least 50 yards from crossing, reading "Railroad Crossing—Be Careful—Go Slow."

Yours truly,

JOHN BROWNE.

Eldorado, Ill., October 20, 1916.

Mr. T. J. Foley,

General Manager, I. C. R. R. Co.

Dear Sir:

The agent here passed to me one of your folders in regard to automobile accidents.

I am very much interested in helping to eliminate these increasing accidents.

I am inclined to think the best way is to have laws passed making every driver of an automobile stop, look and listen before passing over any railroad crossing, backed up by a large fine and imprisonment. Nothing but a very radical law and its rigid enforcement will accomplish this very much needed precaution.

I am willing to aid with my influence with the law makers of Illinois to bring about the law. If you will get your representative to introduce such a law it will be a blessing to all mankind, and you can depend upon my support.

Respectfully,

ED. C. CASH.

North Tonawanda, N. Y., October 7, 1916.

Mr. T. J. Foley,

Gen. Mgr., I. C. R. R., Memphis, Tenn.

Dear Sir:

The last issue of the *American Lumberman* gives an article regarding caution at grade crossings and asks for suggestions.

If the railroads would put the warning gong or bell, say 100 feet up the road leading to the crossing, one bell on each side, it would be of great help. Many times in driving the writer has not heard the bell ringing until so close to the track that it is hard to stop. Of course it is easy to say, "Why did you not stop, look and listen?" The auto, especially if it is a Ford, makes enough noise to make it impossible to hear the bell until it is very close, and the bell is always placed very near the track.

Yours very truly,

L. R. SMITH.

Chicago, October 10, 1916.

Mr. T. J. Foley,

Gen. Mgr., Illinois Central Ry., Park Row, Chicago.

Dear Sir:

In the Saturday, October 7th, issue of the *Chicago Evening American* I read

a copy of your circular printed therein, seeking suggestions that would tend to minimize the number of automobile accidents on grade crossings.

In discussing this with a friend of mine who drives a car, he spoke of the hazard of approaching a grade on high. When the machine is invariably operated at a low rate of speed it frequently kills the engine when the apex of the grade is reached.

His theory was that a grade crossing should never be negotiated on anything but second speed, to insure the engine of sufficient power to get across. In fact, he mentioned some electric line that he had run across in his travels that had a sign printed on each approach to their right-of-way, reading "Cross the tracks on second speed."

If throwing the engine into this power will maintain it in action, this would seem to be good advice to promulgate among automobilists.

The above is given you for investigation or such use as you may deem fit, with the hope that you will find it helpful in minimizing the number of accidents on grade crossings.

Very truly yours,

GEO. E. WAUGH.

Nesbitt, Miss., October 7, 1916.

Mr. T. J. Foley,
Chicago, Ill.

Dear Sir:

Referring to circular enclosed, I am glad to see you taking up this matter.

I believe if the railroad company would build a bumper on each side of railroad tracks, on the edge of the right-of-way on every crossing, we wouldn't have half the accidents we do. People get to driving and where roads are good they cross the railroad entirely too fast. If you had these bumpers on each side of the track, they would have to slow down; and when they slowed down they would hear the train if they couldn't see it. And if it was known that there was a bumper on each side of the track at every railroad crossing, the driver certainly would slow down. This is my suggestion.

Very truly,

C. A. WORTHY.

Cascade, Iowa, October 2, 1916.

T. J. Foley,
General Manager, Illinois Central Railroad Co., Chicago, Ill.

Dear Sir:

I appreciate the notice received from you regarding grade crossings and the warning to automobilists, and will publish the same.

I drive a car and while I have never been caught, some of my friends have had narrow escapes. My observation of the grade crossings is that the warning guide posts are not in the right place, and that they should be placed conspicuously on the highway a certain and reasonable distance from the crossing, but not too far that the motorist may momentarily forget or attempt to beat out the train. Of course no warning is strong enough to protect the idiot who tries to show up the train in a trial of speed, but the average driver of an automobile is a reasonable being.

Yours truly,

C. D. BALDWIN.

Carlinville, Ill., October 3, 1916.

Mr. T. J. Foley,
Chicago, Ill.

Dear Sir:

Your circular upon "Stop, Look and Listen" is so sensible I thought I would have to tell you about it.

I try never to run any competition with the railroad train.

It is marvelous what the railroad companies are doing to promote better things and make better conditions.

With best wishes, I am very truly,

WILL B. OTWELL.

Sioux Falls, S. D., October 2, 1916.

T. J. Foley,

Gen. Mgr., Illinois Central Ry. Co., Chicago, Ill.

Dear Sir:

We will take great pleasure in giving publicity to the circular which you issued in reference to the grade crossings. This is very timely, and we will do our share in the line of educating the reckless people to be very cautious.

Yours very truly,

E. J. MANNIX.

Clarksdale, Miss., October 19, 1916.

Mr. T. J. Foley,

Gen. Mangr., I. C. R. R., Chicago, Ill.

Dear Sir:

Someone has sent me a marked copy of the Vicksburg *Herald* of October 15th, containing your letter of October 6th commenting on my suggestion of erecting "bumpers" across highways at railroad crossings. You ask whether it is in contemplation to burden the railroad company with the task of providing the suggested bumpers, erected on the right-of-way. And you suggest that such bumpers may prove a hindrance to horse drawn traffic.

In throwing out the suggestion of placing such impediments in the way of auto drivers for the purpose of stopping the heavy death toll that is of almost daily occurrence, I made no effort to work out the details of their application; but since you have called attention to one phase of the question, I should say that the proposed bumpers should be placed outside the right-of-way except in situations where it is extra wide perhaps, and should be built by the county road authorities and not by the railroad company. The usual 50 feet half width of the right-of-way does not afford sufficient room for placing the bumpers.

These impediments should in my opinion be placed at all grade crossings, whatever may be the relative elevation of the tracks, their function being not only to slow down the auto at a critical point, but to act as danger signals that shall command the attention of thoughtless drivers.

Referring to the effect on horse drawn traffic; the short, steep pull of say 20 feet can be overcome by a little extra effort without any difficulty I believe, as there is enough "reserve force" in a team to do this.

If this suggestion approves itself to railroad officials as having merit, it should be to their interest to use efforts to secure its adoption by the county road authorities, at least to the extent of doing some experimental work along that line. Undoubtedly somebody ought to make some kind of effort to stop the frequent killing of heedless people by their own fault, by collisions between trains and autos.

I have written an article to *Engineering Record* on this general subject with more elaboration, which should be published in the issue of next week.

Very truly yours,

T. G. DABNEY.

Roundaway, Miss., October 18, 1916.

Mr. T. J. Foley,
Chicago, Ill.

Dear Sir:

Having read in the Clarksdale *Register* your letter in regard to automobile accidents at railroad crossings, I would suggest that your company distribute small posters to auto owners to be pasted on windshields of automobiles, reading, in bright letters, "Safety first. Stop, look, listen." Although simple, I feel sure that it would eliminate auto accidents at railroad crossings, as most of them are caused from carelessness on the part of auto drivers.

Yours truly,

JNO. F. OLIVER.

Freeport, Ill., October 20, 1916.

Mr. T. J. Foley,
General Manager, I. C. R. R.

Dear Sir:

In reading a copy of the October issue of the Illinois Central Magazine, I note you would be pleased to have suggestions bearing on the prevention of numerous auto accidents on grade crossings. I was at one time an engineer on the Illinois Central and thereby realize something of the recklessness of the traveling public at grade crossings. I would classify them by dividing them in three groups: those who are wilfully reckless, others stupid, and some fools. "Stop, look and listen" is a good slogan, but I would suggest an educational campaign as to why this is advisable. I think the public in general never realizes the distance a train travels in one second of time, going at the rate of 60 miles per hour. By application of simple arithmetic they will find the result to be 88 feet per second; this distance in a space of time in which one can hardly lift a hand or wink an eye. Another vital point to be considered is the distance a train will travel going at this rate of speed after all possible has been done in order to stop the train. I dare say it will be nearly one-fourth of a mile. This does not give much time for thought or reflection to one who chances to be in its path of travel, namely the grade crossing. I believe if a bulletin could be posted in public places, or through the press, it might be the means of bringing the public to realize the grave responsibilities that may ensue if "Stop, look and listen" is not strictly adhered to. If this is of any service to you, you may use as you see fit.

Yours truly,

SYDNEY S. SCHOFIELD.

Kankakee, Ill., October 30, 1916.

Mr. T. J. Foley,
I. C. Railroad Company.

Dear Sir:

I notice your warning to automobilists who cross railroad tracks at grade to Stop, Look and Listen, and you say suggestions about how to solve the problem will be received and appreciated. That is easy. Just raise up a community who think with their heads, and not with their feet.

Yours truly,

Stephen R. Moore.

Voice of the Press

More Than 500 Newspapers Located in All Parts of the Country Comment Upon the Illinois Central Campaign Relating to the Automobile Grade Crossing Program

WE have in our files more than five hundred newspaper clippings, relating to the automobile railway grade crossing peril, which was brought to the attention of the public through the distribution of Mr. Foley's warning circulars. The manner in which the newspapers seized upon the subject is most gratifying. They can always be counted upon to assist in every righteous movement affecting the public interest, and the way they have exploited the automobile grade crossing problem indicates very strongly that they believe this to be a movement in the right direction.

During the last three months the Illinois Central management has caused its division officers to carefully inspect every grade crossing on the system, with instructions, wherever practicable to do so, to clear the view of the crossings by the cutting down of trees, removal of small embankments, unimportant structures and other obstructions. Of course, it is understood that in many places it is impracticable to clear the view.

The division officers met the owners of abutting property at most of the grade crossings, and in many instances the privilege of cutting down trees and removing obstructions located immediately off the railroad's property was secured, the purpose being to clear the view at every crossing where it could be done at reasonable cost.

In addition, as has already been stated, the management instructed its division officers to carefully check one hundred grade crossings located on the

different parts of the system, for the purpose of obtaining accurate information in regard to precautions taken by automobilists and occupants of horse-drawn vehicles for their own safety at railway grade crossings.

One hundred thousand circulars were distributed by the general manager, warning the public of the peril awaiting automobilists at all railway grade crossings, unless the necessary precautions were taken.

The newspapers have commented upon the activities of the railway officials and their great desire to do their full part. We reproduce below some of the articles. Others will follow in future numbers of the Illinois Central Magazine:

"HERE LIES THE BODY"

I am indebted to the general manager of one of the large railroads which traverses the grain belt (the Illinois Central) for some interesting statistics in regard to grade-crossing accidents. Taken in connection with the report issued this week by the Department of Agriculture to the effect that, proportionate to population, the grain belt has more automobiles than any other section of the country, the statistics should make us stop and consider this subject of accidents at railroad crossings most earnestly.

The statement made by the railroad official, which should impress itself upon the minds of all of us most firmly, is this: "All railway crossings are dangerous." What excuse can we possibly have for dashing across a grade

crossing at a high speed, when it would be only a few seconds delay to "stop, look and listen," as caution and common sense should compel us to do? Nor is it the crossing, which is used the most often, which is the most dangerous, as a general rule, for the railroad official, whom I am quoting, says that "statistics prove that crossings which are used extensively, and, therefore, considered the most dangerous, are really the safest. The great majority of accidents occur at outlying crossings, which are the least used." The fact that, on this one line of railroad—among the many in the grain belt—eighteen persons have been killed and thirty-six injured in the last ninety days shows the seriousness of the situation as it exists today. Would we not all do well to heed most carefully the warning which this railroad system issues in this manner:

"To those who drive or ride in automobiles: The constantly increasing number of automobile accidents at grade crossings prompts the issuance of this warning to all who own, drive or ride in automobiles to STOP, LOOK and LISTEN before passing over any railway grade crossing.

"Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are unavailing.

"I will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will STOP, LOOK and LISTEN at grade crossings, the danger will be entirely eliminated.

"T. J. Foley, General Manager."

A movement is on foot now to compel the railroads to dispense with the grade crossing and install either a viaduct or a subway, so that the road for automobiles and wagons will pass either over or under the railroad track. This is a splendid movement, but in view of the fact that this one railroad system alone (the Illinois Central) is

said to have 8,000 grade crossings, and that to eliminate them in favor of the subway or viaduct would cost no less than \$215,408,020 (to use the railroad's figures) or nearly twice as much as the capital stock of the company, it is doubtful if we will ever be able to eliminate the grade crossing altogether. But those of us who drive to town day after day, week after week, year after year, or even infrequently, shall we not resolve to be careful, in the interests of life and limb, to look both ways before we cross the track, to take no chances? "Stop, look and listen," rather than "Here lies the body."—*Des Moines (Iowa) Homestead.*

THINK DRIVERS CARELESS AT GRADE CROSSINGS

Illinois Central Officials Make Public Reports of Accidents to Motorists

That motor car drivers are careless at grade crossings is the claim of officials of the Illinois Central railroad.

With a view of reducing the number of motor car accidents at such crossings they have been conducting a secret check of the actions of all drivers of vehicles in approaching the crossings of that corporation. Watchmen, hidden from view, have been stationed for twelve hours at a time with instruction to keep an accurate record of all vehicles crossing the tracks.

The reports are now being made public and indicate that a large proportion of drivers ignore safety precautions. The report from the Grant highway near Freeport in Stephenson county, is a criterion of the others. In the twelve hours in which the record was kept, it is alleged, ninety-four cars containing 236 persons approached the crossing at full speed, the driver not making any effort to detect the approach of a train. Twenty-three cars, containing sixty-two persons, went over the crossing, in which the driver looked one way only. Forty-nine cars, with 127 persons, went over the crossing, in which the driver looked both ways when more than twenty feet from

the crossing. Five cars, with nineteen persons, went over the crossing, the driver not looking both ways until he was within twenty feet of the crossing and impossible to stop. The proportion of teams, motorcycles and bicycles which went over the crossing indicated about the same proportion of carelessness. To recapitulate, the drivers of 122 cars made little or no effort toward protecting their own lives or those occupying the car with them. The drivers of one-fourth of the cars going over the crossing made the proper effort to see if it was safe to pass.

The railroad management is desirous of securing the co-operation of the public in increasing the element of safety and reducing the number of fatalities. The check of the various crossings taken indicated that two-thirds of the drivers go over the crossings at a speed of thirty miles per hour, while the proportion of those who crossed at a speed of three to five miles per hour and with their cars under control ready for an instant stop was distressingly small.—*Washington (D. C.) Star.*

SUGGESTS AN ORDINANCE

The management of the Illinois Central railroad had one of its employees to watch the compress crossing in this city on September 9, and check every one or vehicle crossing, noting each one who paid any attention to the sign, "Stop, Look and Listen," before passing over the crossing, with the following result:

	Total Number Passed Over Crossing.	Number Who Looked.
Automobiles	104	24
Wagons	229	24
Buggies	171	32
Horseback riders.....	127	23
Pedestrians	365	39
Bus	24	4
Bicyclists	26	7
Total	1,046	153

This check was made for the information of the officials of the road, and

we give it for the information of the public. It is strange how careless people become in the face of danger, if they once become accustomed to the danger. Therefore, "Stop, Look and Listen" cannot be too strongly impressed upon the minds of our citizens, and they in turn should indelibly impress it upon the minds of their children. If every one would adopt the rule, "Stop, Look and Listen," the problem would be solved. There would be no crossing accidents. The railroads are doing all in their power to protect the public, and the public should in every way possible assist the railroads in saving the lives of so many thoughtless and careless people. As stated on September 9, 1,046 people, automobiles, buggies, wagons, etc., crossed the Illinois Central tracks at the compress crossing, and 153 paid attention to the warning, leaving 893 in the thoughtless or careless class. If that class will not pay any attention to a request for their own protection, then the roads, as well as the careless, should be protected by an ordinance carrying a fine for a failure to "Stop, Look and Listen" before crossing any railroad track in the corporate limits of any city or town.—*The Winona (Miss.) Times.*

STOP, LOOK AND LISTEN

An appeal was made the first of last week by T. J. Foley, general manager of the Illinois Central, urging motorists to take more precautions at railroad crossings. On last Saturday came one of the most tragic crossing accidents on this division of the Illinois Central for many months.

The accident, which happened at Richards, several stations west of Fort Dodge, was especially tragic, for it seems as if it might have been avoided. A foolhardy driver wanted to beat a railroad train to a crossing. One of the occupants of the car, a man of fifty years, after imploring the driver to slow up, thought his best chance of escape was to jump, which he did. His death was the result. The car beat the train to the crossing, and the three

other occupants, who remained in their seats, were uninjured. The man who was not willing to take the chance paid with his life for the driver's folly.

That the train did not hit the car, and that the death toll was not four instead of one is a miracle, one of those miracles which happens occasionally with reckless drivers and the possibilities of its happening which seems to inspire them to take the thousandth chance.

Yet the Richards driver is not any different from scores of other drivers who insist on taking any kind of a chance, for no other reason, perhaps, than to satisfy a little spirit of daring.

It is the work of this kind of drivers that forced Mr. Foley to make his appeal.

Eighteen deaths and thirty-six injuries in automobile accidents on the Illinois Central in three months!

That is why the general manager of the road decided that some action was necessary.

Mr. Foley points out some interesting facts about crossing accidents. Contrary to general opinion, it is not always the "most dangerous" crossing on which most accidents happen. He says that statistics prove that crossings which are used extensively, and, therefore, considered the most dangerous, are really the safest. The great majority of accidents happen at outlying crossings which are the least used. This can be explained in that even the most reckless driver will exercise caution in making a crossing which has the reputation of being dangerous, but will never fail to take a chance at some outlying crossing, which he does not know anything about. And it is the careless, reckless driving over these outlying crossings which brought the deaths on one road alone for three months up to the startling figure of eighteen.

What should be done at a crossing and what, if done, would reduce accident chances to the minimum, is to follow the instructions painted on big signs at every railroad crossing.—*Fort Dodge (Iowa) Messenger.*

NO NEED OF SUCH HASTE

T. J. Foley, general manager of the Illinois Central, has sent to proprietors of garages placards warning automobile drivers to be ordinarily prudent at grade crossings. Ordinary prudence would lead the driver of an automobile to observe the same rules of caution that govern the drivers of carriages and farm wagons, men on horseback and afoot.

Railroad managers, in compliance with state laws and city ordinances, have posted warning signs at all grade crossings and in addition they have, at many grade crossings, installed gongs and gates or posted watchmen. The signboards bear the warning, "Railroad Crossing—Look Out for the Cars," or give the admonition, "Stop, Look, Listen." This is all that law has required the managers of the roads to do—the managers are compelled to conform their actions to statutes. The state and cities have been guided by the belief that the managers of the roads have, voluntarily or under direction, discharged their entire duty to the traveling public.

The burden of responsibility for accidents is on those who fail to heed warnings. Drivers of automobiles see the railroad tracks at grade crossings; they know that the purpose of those tracks is to accommodate locomotive and cars, and they know that every grade crossing is a point of possible, probable or actual and ever-present danger. Those who have been injured or killed have governed themselves on the theory that they had no responsibility and that it was incumbent on others to safeguard their welfare. In any case where death has resulted or injuries have been inflicted obedience to the command, "Stop, Look, Listen," or "Look Out for the Cars" would have prevented the casualty. Those orders are given none the less by the command of state and city because they are printed and displayed on posts. They should have the same weight with travelers as though given by word of mouth by a man in state uniform. They should have the same attention as though an Iowa guardsman in their stead stood at each

grade crossing with bayonet fixed to enforce the commands of the state.

The trains at grade crossings, except in switch yards, are operated on schedule time, and in switch yards there are provided guards in addition to mechanical devices for giving warning. The railroad companies own the rights-of-way or they operate under the provisions of franchises granting easements. They are on their own property, conducting operations by time cards accessible to all those who are interested.

No one needs suffer injury at a grade crossing. No careful man has suffered injury unless exposed by the recklessness of another. The railroads are there and there they must stay. The trains must pass. The managers state the times when the trains will pass and urge travelers to "Stop, Look, Listen," or "Look Out for the Cars." The exposure cannot be removed from those determined to take risks, but there is no need for such haste to get through life that the driver of an automobile is justified in disputing with a locomotive priority of rights at a grade crossing.—*Cedar Rapids (Iowa) Evening Gazette.*

SIGNALS OF NO AVAIL

General Manager T. J. Foley of the Illinois Central Railroad Company, has issued a circular letter to the general public, in which he cites the fact that in the last ninety days, eighteen persons have been killed and thirty-six injured in grade crossing accidents on the Illinois Central. Other railways have had a similar experience. Mr. Foley says, and he believes it is time to arouse the driver of an automobile to the great danger attending on an attempt to cross a railroad track without first assuring himself that no train is coming.

"Stop, look and listen" is the motto which Mr. Foley asks the drivers and passengers of automobiles to adopt. Without the co-operation of those who drive and who ride in automobiles, he says that the accidents will continue, for automatic warning bells, electric headlights and engine signals are of no

avail to prevent accidents if automobiles rush at the grade crossings at a high rate of speed, trusting to luck that a train is not coming. Mr. Foley says he will be glad to receive and consider the suggestions of others intended to reduce accidents at grade crossings and he agrees to do all that he can to reduce if not to entirely eliminate such accidents, which now are on the increase, owing to the very large increase in the use of the automobile.

The first suggestion which most people would make would be the elimination of the grade crossing itself, but in his letter Mr. Foley points out that there are 8,000 grade crossings on his system, and that to separate the grade at all of these crossings would cost \$215,408,020, or nearly twice the entire capital stock of the road.—*Sioux Falls (S. D.) Daily Argus-Leader.*

PRACTICABLE FOR AUTOMOBILES TO STOP

Every day that passes carries with it a toll of death and sorrow through the thoughtless carelessness of those who fail to stop, look and listen at railroad grade crossings. With the advent of the automobile and its increasing popularity, the number of grade crossing accidents and their concomitant waste in human life has increased at an astounding rate. While the percentage of automobiles using grade crossings is considerably less than other means of conveyance, the preponderance of accidents at railroad crossings is with the former. During the ninety days just passed there were eighteen persons killed and thirty-six injured in automobile accidents on the Illinois Central railroad alone.

On September 10, a representative of the Illinois Central was placed at a popular crossing in this vicinity to determine from actual check the precautions taken by those concerned, for their own protection, and, as a result of his observation, following conditions were found to prevail:

Of 20 automobiles using the cross-

ing, 40 per cent looked for approaching trains, but did not stop; 60 per cent did not stop, look or listen.

Of 20 buggies, 50 per cent looked for approaching trains; 50 per cent did not stop, look or listen.

Of 52 wagons, 72 per cent looked for approaching trains; 28 per cent did not stop, look or listen.

Of 4 bicycles, 25 per cent looked for approaching trains; 75 per cent did not stop, look or listen.

Of 5 horsebacker riders, 100 per cent did not stop, look or listen for approaching trains.

In a total of 101 passages over the crossing, 45 took no precaution whatever.

None of the above stopped at the crossing to make certain that trains were not approaching.

In Louisiana the law has imposed the duty upon travelers when approaching railroad crossings to stop, look and listen. In Indiana the same kind of law has been in effect for many years. In those states accidents at grade crossings are comparatively few as compared with the states where no restrictions are placed around grade crossings. It is not practicable to stop railway traffic at every grade crossing, but it is practicable to require automobiles and other vehicles to stop, and until this is done the great loss of human life in accidents at grade crossings will continue.—*Fulton (Ky.) Daily Leader*.

ILLINOIS CENTRAL APPEALS TO PEOPLE FOR "SAFETY FIRST"

The increasing number of accidents, and especially automobile accidents, at railroad crossings prompts the writing of this appeal for co-operation in "Safety First."

Current statistics from stations on the Kentucky division prove the majority of people are careless when passing over a railroad crossing.

Stop, look and listen is the keynote to observe when approaching a railroad crossing. The reality of its being a

railroad crossing indicates danger, which, if not warned otherwise, should bespeak caution.

It is tremendously appalling to witness the carelessness displayed, the hazardous risks taken and the daring maneuvers exhibited as folks rush mechanically in front of a rapidly approaching train as if they enjoyed flirting with danger.

The twentieth century people demand fast trains, and to give that service it is impossible to reduce speed at every railroad crossing, consequently we appeal to the public for their co-operation in the "Safety First" movement.

At a very enormous expense the railroad company has demonstrated its willingness to make "Safety First" a reality by the installation of an automatic block system, engine signals, electric headlights, automatic warning bells and crossing gates.

As a response to this splendid and costly "Safety System" the railroad company solicits the co-operation of the public in the "Safety First" campaign.

This appeal is intended in a spirit of "fairness towards all and prejudice towards none," hoping each individual will co-operate in this movement to eliminate accidents and trusting every person will apply the stop, look and listen method when approaching a railroad crossing.

Then, our "Safety First" theory will have developed into a "Safety First" practice.—*Hartford (Ky.) Republican*.

PREVENT ACCIDENTS

General Manager T. J. Foley, of the Illinois Central Railroad has issued a circular calling the attention of automobilists to the necessity of caution when passing over grade crossings. In spite of the utmost that can be done to prevent accidents, eighteen persons have been killed and thirty-six injured in the last ninety days, and other railroads have had similar experience. There are 8,000 grade crossings on the Illinois Central system, and to separate

the grade at these crossings would cost more than \$215,000,000, or nearly twice as much as the capital stock of the company. All railway crossings are dangerous, and, strange to say, those crossings that are used extensively, are really the safest, the great majority of accidents occurring at outlying crossings that are the least used. There are devices for warning automobilists of the location of a crossing, and if the drivers would take the precaution to stop, look and listen, the number of accidents would be materially reduced.—*The Memphis (Tenn.) News Scimitar.*

W. HART'S AUTOMOBILE WON'T RUN ANY MORE.

Out of the Running Since It Was Hit By an Illinois Central Train at a Crossing in Harvey

In another part of this paper is printed a warning from the Illinois Central management to drivers of automobiles to exercise more care in crossing railroad tracks at grade.

If a copy of this warning had been mailed to William Hart, of Thornton, it might have saved him from great personal risk and his machine from destruction by an Illinois Central train Sunday at Harvey.

Provided he heeded the warning.

Hart, with a party of four, including Frank Flannigan, of Thornton, and his son Felix, started to cross a network of Illinois Central tracks at Harvey. The crossing was blocked, so he backed his machine out and tried another. There was no gateman at this crossing.

It being Sunday the gateman was at church.

Like Kelly was,

Trains had been whizzing by in opposite directions. One had just stopped. Hart thought he saw an opening and tried to slip through. After he got on the tracks his progress was blocked by a hand car, which section men were tugging at to put on the rails.

At this critical moment a fast train

hidden by the standing train, hove in sight. It was going like a bat out of hell, right on the very track where Hart had halted his machine, but not his engine.

He couldn't go forward, and there was no time to back up. So Hart yelled to his companions to jump.

They didn't need any warning. They were on terra firma before the driver could squirm himself out from behind the steering wheel.

The next instant the train struck the empty machine, carrying it 150 feet before casting it to one side.

The machine, battered, bunged up and mangled, looked like it had been run through a gigantic manure spreader.

When Hart ran to the spot to view the remains the engine was still running.

And it is about the only part of Hart's machine that ever will run again.—*The Chicago Heights (Ill.) Signal.*

CARELESS AT CROSSINGS.

Illinois Central Railroad Has Been Keeping Tab on How People Conduct Themselves

A Lincoln exchange prints the following:

The Illinois Central Railway Company checked a number of railroad crossings on the Bloomington and Pontiac divisions on September 19 to ascertain to what extent automobile drivers and others take precaution to avoid danger of being struck by passing trains.

The check covered the crossings near Herscher, Cullom, Chatsworth, Colfax and Pontiac. The reports made by the section foremen who had charge of the checking show that, without exception, a large majority of people crossing railroad tracks are grossly negligent in taking reasonable care to avoid accident.

The following check was made by William McCartney, section foreman

at Pontiac, at the Aurora street crossing, between the hours of 8 a. m. and 6 p. m.:

Out of 145 automobiles and 58 horse-drawn vehicles, 163 took no precaution whatever to protect themselves had a train been approaching. There were 381 occupants in the 145 automobiles. There were also 18 bicycles, used mostly by small children going to and from school, seemingly ignorant of any danger in passing over crossings.

The other reports are very similar to this. The majority of people crossing railroad tracks pay little or no attention to avoid accident, and this carelessness causes many deaths, injuries and wrecked automobiles. "Stop, Look, Listen."—*Peoria (Ill.) Star*.

WANTON WASTE OF LIFE

During the last ninety days eighteen persons have been killed and thirty-six persons injured in automobile grade crossing accidents on the Illinois Central railroad, and doubtless other roads have had similar experience.

This is wanton, wasteful and entirely useless loss of human life, that perhaps the least observance of care or prudence would have saved.

Necessarily the responsibility in each instance rested with some party in the wrecked automobile; the railroad is stationary, it cannot carelessly place itself in the path of an onrushing automobile, most of its trains are operated on schedule time, it cannot stop and look and listen at every grade crossing for a dashing automobile. It is known where the railroad tracks are, they are posted with signs at every crossing, asking caution, yet a speed-mad automobilist will go wildly over the country with no regard whatever for the safety of his car or the persons who accompany him.

The Illinois Central is calling the attention of the people along its line to this danger and asking that automobilists lend their aid in a campaign for safety—that they Stop and Look and Listen before dashing over grade cross-

ings with reckless disregard of all the well known rules of safety.

As an instance of how careless people are a check was made at Cemetery street crossing from 2:35 to 5:00 o'clock Saturday afternoon, September 6th, with this result:

Of 147 crossing only 13 looked out or took the least precaution for safety. Is it any wonder, then, that so many accidents occur?

The people, especially automobilists, are warned that it is uselessly dangerous, that they should always STOP and LOOK and LISTEN.—*Water Valley (Miss.) Progress*.

OBLIVIOUS TO DANGER

General Manager Foley, of the Illinois Central railroad, issues a timely warning to those who drive and ride in automobiles. He recommends the observance of a simple precaution that will eliminate the danger lurking in every grade crossing. The frequency and the horror of accidents at grade crossings suggest action that will eliminate them. The simple and the efficacious recommendation of the general manager provides a way to avoid them. There are many speed maniacs, however, who are impervious to admonition and will not heed sane advice. While speeding they are oblivious to danger, reckless of the rights of others and ultimately meet the fate (they court.—*The Crystal Springs (Miss.) Meteor*.

MAKING EFFORT TO EDUCATE MOTORISTS

Following the example of other lines of railroad, the Illinois Central is making investigations to determine the extent to which drivers of motor cars are responsible for crossing accidents and to try if possible to induce the drivers to exercise more care. The investigations already made on some of the roads show that a large majority of drivers are absolutely careless and irresponsible and that many lives are lost through their criminal disregard

for the lives of their own families and the public in general.

Trainmaster W. E. Ausman, of the Illinois Central, is at present making some investigations, and finds that people along the line of this road are just as careless as the reports show them to be along other lines. On Thursday of last week he conducted an experiment at the Sullivan crossing, west of Cherokee. This has been looked upon as one of the dangerous crossings, on account of trains approaching it being hidden from view until they are close to it. People residing in Cherokee county and who go over this crossing are well aware of this, and even a stranger could at once perceive that it is a place where care should be taken. Mr. Ausman watched this crossing from 8 a. m. until 6 p. m., and during that time 78 automobiles passed over it. Out of the entire number only 17 of the drivers paid any attention, none of the others looking either way for an approaching train—just whizzed along unmindful of the fact that they had in their keeping the lives of relatives or friends. Possibly some of these knew it wasn't train time, but on a railroad like this there might be a train coming at any time. That's where the danger is most likely to be.

It seems as if about two-thirds of the men who drive cars have less good brains than God Almighty puts into an angle worm, and possibly very little can be done in the way of educating them, but these warnings may have some effect and teach the careless drivers to be more careful.—*Cherokee (Iowa) Democrat.*

CARELESSNESS IN GRENADA

The daily press almost every day brings to us the news of some automobilist running in contact with a moving train. Only a few weeks ago four men were killed in Jackson in an accident of this sort. Last week we published a circular of warning, issued by the Illinois Central Railroad Company enjoining the public to "Stop and listen" at railroad crossings. There seems to

be just something about the swiftness and use of automobiles that begets a daredevil spirit. Autoists take risks that they in their meditative moments shudder at.

We give below an extract from a letter from Mr. A. D. Caulfield, division superintendent of the Illinois Central railroad, which shows that in our own town of Grenada, some of us are exceedingly careless and reckless about watching for trains while crossing the railroad:

"In connection with this circular, wish to state that one of our officials made a check of the number of pedestrians and vehicles passing over Oil Mill crossing, south of the depot in Grenada, from 9:30 a. m. to 5:30 p. m., September 16, which showed the following result as to total number of vehicles and pedestrians passing over crossing and the number who looked out to ascertain whether or not any trains were approaching the crossing when they started over. You will note there was only 32.6 per cent of the total number who looked out:

	Total Number Passed Over Crossing.	Number Who Looked.
Automobiles	18	11
Teams	241	105
Horseback	25	8
Bicycles	15	4
Pedestrians	222	42
Total	521	170

The public should take warning. The railroad company should have the co-operation of the public in preaching greater care and caution about railroad crossings. There is usually but one result after a vehicle comes in contact with a moving train.—*Grenada (Miss.) Sentinel.*

WARNINGS DISREGARDED

The constantly increasing number of automobile accidents, most of which are fatal in their character, occurring at grade crossings, prompts the issuance of a warning by railroads to all who own, ride or drive in automobiles,

to stop, look and listen before venturing upon any railway grade crossing.

Common sense and safety first should also prompt the same action.

Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are useless and unavailing.

Warnings that are disregarded are as worthless as no warning at all.

All railroad companies will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for they are not only a source of great annoyance and expense, but of much regret and sorrow on the part of those who unwittingly are forced to run down a fellow man. All railroads are anxious to do their full duty in this respect, and in a great many cases are entirely blameless for fatalities that occur.

However, if every person who owns, drives or rides in an automobile will—

STOP! LOOK and LISTEN!

at grade crossings the danger will be entirely eliminated.—*Jackson (Miss.) Clarion-Ledger.*

RAILROAD CROSSING ACCIDENTS DUE TO CARELESSNESS

The great majority of railroad crossing accidents are due to the carelessness of the parties injured.

The railroad companies do all in their power to avoid these accidents, while the public, as a rule, even fail to use the ordinary precaution that common sense would dictate in approaching a crossing.

The railroads have erected large danger signs at every crossing—they require their enginemen to blow the whistle and ring the bell of the locomotives when approaching the crossing and use every other precaution possible to avoid any accidents. The public knows these precautions are made for their benefit, still the majority of the people pay no attention to the warning signs but blindly and foolishly go ahead without any con-

cern for their safety. However, when an accident does occur, not only the injured parties but in many cases all the living generations of the entire family, rush into court blaming the railroad company and claim damages.

There is need of only exceptionally few accidents at crossings if the people will exercise common horse sense. "Stop, Look and Listen" before driving or riding over the track. If a person hasn't sense enough to take this easy and simple precaution, he should not be allowed to roam at large.—*Water Valley (Miss.) Herald.*

SOME VERY WISE WORDS FROM PRESIDENT TUCKER

"I want to express my cordial approval of the recent editorials in the *Daily News* on the subject of grade crossing accidents," says President J. W. Tucker, of the Jackson Automobile Association.

"Every man who owns an automobile has a serious duty to perform in regard to this question. He owes that duty to himself and those who ride with him, and it is to stop, look and listen before going over a railroad crossing.

"It is very clear to anybody who has studied the question that the distressing accidents that have occurred at railroad crossings recently were due to lack of caution, and I sincerely hope that each and every auto driver will wake up to a realization of the fact that it is his duty to come to a full stop before going over a crossing, regardless of whether or not he hears or sees a train when approaching the crossing."—*Jackson (Miss.) News.*

THE AUTO DEATH TOLL

In the eight months between January 1 and September 1 of this year automobiles killed 1,040 persons and injured 8,000 in twenty of the larger cities of the country. And of this appalling number of deaths New York contributed 226 and Chicago 205, or together more than two-fifths of the total. These are disheartening figures

of motor manslaughter, their grave significance lying in the fact that they represent the fatalities of a part of the year only in urban sections of the country where police records of traffic accidents were immediately accessible. If anything like this proportion of motor mortality obtains in the rest of the United States, the automobile is outdoing its own gory record as an instrument of death.—*New York World*.

The rise in the auto mortality contributions has occasioned no little comment, and suggestion of checks, of measures to lower the speed lust which is too strongly implanted in the breast of the auto driver for a tolerant public opinion to strive against. The little or no impression made by the "appalling number" of auto deaths, is its most appalling feature.

Recently the automobile casualties hereabouts have been most noted at the railroad crossings. Certain sad and shocking instances have prompted suggestions that they might have been averted, and the general grade crossing death victims reduced numerically. The warning communication to "those who drive and ride in automobiles" from General Manager T. J. Foley, published in *The Herald* recently, is noted with the criticism that it lacks in the specific and practical. Such a shocking text—eighteen persons killed and thirty-six injured upon I. C. grade crossings in 90 days—should appeal to remedial precautions beyond mere warnings of the danger of grade crossings.

Of course no one indulges the expectation that all the grade crossing death traps will be abolished; at a cost of two hundred million, or even a tenth of that sum. But may not other means be devised? For instance, might not the "bumper" suggestion published in *The Herald* of the 28th ult, by Major T. G. Dabney of Clarksdale, be put in effect by the railroads, upon the railroad rights of way, and at a less cost than the grade crossing damage suits? To *The Herald* that suggestion seemed both feasible and effective. Its efficacy, according to our information,

has been tested and proved elsewhere. Major Dabney's suggestion is reproduced:

In the case of county highways where railroad tracks are crossed, it is only necessary to erect a "bumper" across the highway in the near vicinity of the railroad on each side, of sufficient steepness, say one to six, to compel auto drivers to put on "slow gear" in order to climb over it. The functions of this device need no further elaboration. If there had been such "bumpers" at Smith's Station Mr. Chichester and his daughter would now be alive.

As to "educating the users of automobiles to STOP, LOOK and LISTEN" before crossing railway tracks, might it not be well, and feasible, for railroad officials to supply more of such "education" than the customary toot before reaching the crossing? It is street talk that suits will be brought in the Smith Station cases upon the allegation that the engine whistle was not blown at all. On the other hand, it will, we have heard, be contended that the whistle WAS blown. But why may not the rule be so changed that the whistle would be sounded up to the time the crossing is reached—sounded, indeed, so that there can be no honest dispute over the fact?

That an engineer does sometimes fail to whistle before reaching a crossing has been brought to *The Herald's* knowledge in one recent instance. A Vicksburg citizen, of absolute reliability, was brought by automobile to a Y. & M. V. crossing, in Sharkey county. Perceiving a dense smoke, "like the woods were afire," he drew up, thinking there might be a train coming. And while he waited at the crossing a freight train emerged from the smoke and passed without being heralded by a whistle.—*Vicksburg (Miss.) Herald*.

I. C. R. R. SAFETY FIRST OBSERVATIONS

The following count in this city Sept. 29th, by a representative of the I. C. R. R. company which is conduct-

ing a "safety first" campaign shows how little the general public heed the common crossing warnings.

On the above date the following count was made at the Van Buren street crossing of the I. C. R. R.: Pedestrians, 1261, Automobiles, 92—occupants, 157, wagons, 130—occupants 138, buggies, 73—occupants, 103.

Fifteen automobile drivers looked only one way. Seventeen drivers of teams looked only one way. None of 1261 pedestrians looked either way.

If the railroads are to secure thorough safety devices and careful employees the highest degree of protection of life and property in the operation of their trains, they must have the co-operation of the public.—*Newton (Ill.) Democrat*.

LEAST USED GRADE CROSSINGS DANGEROUS

The Illinois Central Railroad Co. has undertaken a campaign to minimize the danger to the traveling public at grade crossings, and has distributed bulletins in stations and elsewhere advising the public to beware of the grade crossing. STOP, LOOK, and LISTEN is the warning the company sounds to those traveling in automobiles especially.

Contrary to the usual opinion, the company states as a positive fact that the crossings most used are the least dangerous, and that the majority of the fatalities occur at crossings that are on by-roads or seldom used.

The company has 8,000 grade crossings on its lines and claims that to separate the grade at these crossings would cost \$215,408,020, or twice the capital stock of the company. This may or may not be true, but it won't cost any one a cent to follow the STOP, LOOK, and LISTEN advice of the company.—*George (Iowa) News*.

AUTOMOBILE DRIVERS

Some of the officials of the Illinois Central Railroad were in Argenta last week, putting out circulars of warning to drivers of autos, to stop, look

and listen before passing over any grade crossing. They say the increasing number of accidents prompts the issuing of this warning. They also state that they would be glad to consider suggestions intended to reduce automobile accidents at grade crossings for they are anxious to do their full part. However, the safest plan is as above suggested by the official, if the way is not clear at a railroad crossing, so that you can see for a good distance on either side, stop, look and listen, be sure there is no train coming, before you attempt to cross. Safety first.—*Argenta (Ill.) Register*.

CHECK MADE AT DIXON

The railway systems are making an attempt to find out just how great a percentage of the grade crossing accidents their employees are to be responsible for, and for this purpose they have been stationing watchmen at various grade crossings throughout the country to observe whether or not the people in vehicles crossing the tracks observe proper precaution before crossing.

Accidents at grade crossings have been increasing on all railroads and the Illinois Central in connection with their campaign on "Safety First" are taking a check of a number of road crossings with a view to ascertaining what precautions the public is taking before crossing the railroad tracks. This is being done with a view to having the public co-operate with the railroad companies in preventing these accidents.

A check was taken Tuesday, Aug. 29th, of the Illinois Central crossing at North Galena Ave., North Dixon. Out of 332 automobiles, vehicles, motorcycles and bicycles, 137 or 41.3 per cent did not look in either direction when approaching and crossing these tracks, and 40 or 12 per cent looked in one direction only before crossing. It will be noted also from this statement the average speed maintained in crossing tracks at this point, which is variously distributed from

some crossing at 4 miles per hour to some crossing at a speed of as high as 15 miles an hour.

This would indicate beyond a doubt that the majority are paying but little, if any attention, when approaching and crossing railroad tracks at grade.—*The Dixon (Ill.) Morning Leader*.

RAILROAD SAYS BELLEVILLEANS ARE NOT WARY

Check Shows Only 4 of 279 Drivers "Stopped, Looked and Listened"

The Illinois Central Railroad comes forward with the indictment that Bellevilleans are not observers of the rules of "Safety First." The charge is made as a result of a check of traffic made September 9th from 8 a. m. to 6 p. m. on the Centerville avenue crossing where a competent officer was stationed.

The check disclosed that of the 208 horse-drawn vehicles that crossed the tracks there only three heeded the injunction of "Stop, Look and Listen." Only one automobile driver of the 71 did as much. The railroad was considerably disappointed with this result.

The check was made over the entire system. On the St. Louis divisions they were made at Belleville, Pinckneyville, Duquoin, Centralia, Carbondale, Mounds and Cairo.—*Belleville (Ill.) News Democrat*.

RECORD AT ONE CROSSING

A "Safety First" campaign to lessen the danger of grade crossing accidents has been instituted by the Illinois Central railroad through its local division officials. Through the co-operation of the public, which officials say is absolutely essential to the success of the movement, the road hopes to make its crossings safer and to cause people in vehicles to exercise more care when crossing the tracks. Many accidents in the past have been due to the carelessness of the traveling public, railroad officials say, and if people will be more careful of approaching danger, there will be fewer accidents.

A watchman was stationed Friday at the Benton road crossing to count passing vehicles and make a note of those which exercised proper watchfulness in crossing the tracks. During the hours from 8:30 a. m. and 5 p. m., 208 vehicles, not including bicycles, crossed the tracks at the Benton road crossing. Of these, 84 passed without looking to see whether a train was approaching or not. This is the point the railroad officials are emphasizing. A large portion of the traveling public fails to do its duty in not co-operating with the roads, and in failing to exercise care when crossing railroad tracks.

The safety first campaign has been launched, and I. C. officials are watching results closely. Other crossings are being watched this week and further figures will be given out. A hearty response from the public is earnestly desired.—*Paducah Evening Sun*.

TOLL OF CROSSINGS IS 600 PER MONTH

Bloomington, Ill., Oct. 17.—Alarmed over the constant increase in the number of grade crossing accidents in which automobiles are struck by trains, the Illinois Central railway management has issued an appeal to the public, urging drivers of motor cars to "Stop! Look! Listen" before crossing the tracks.

It is set forth that during the last three months no less than eighteen persons have been killed and thirty-six injured in this manner. While no statistics are available from other lines, yet it would probably be safe to multiply this total by 100 to secure the total for the fatalities per month, an aggregate of appalling proportions. The public in turn is demanding the elimination of grade crossings to put a stop to this destruction of human life. The Illinois Central management has computed that such elimination would cost this company alone \$215,500,000.—*Dixon (Ill.) Evening Telegraph*.

CARELESSNESS SHOWN BY DRIVERS AND PEDES- TRIANS

That carelessness and indifference on the part of the people despite the warnings by the railroads is indicated by the following:

An official of the Illinois Central stationed himself at the Jackson street crossing, this city, September 15, and made a check of the number of pedestrians and vehicles crossing the railroad at that point from 8 a. m. until 6 p. m., with the following result:

Automobiles, 139; number who looked out, 10; other vehicles, 252, number who looked out, 40; making a total of 391 vehicles using this crossing between the hours named and only 50 or 12.7 per cent used or exercised any caution whatever, showing plainly why so many accidents occur at street crossings.—*Starkville (Miss.) News.*

PEOPLE MUST BE MORE CARE- FUL.

The Illinois Central Railroad Company is doing all it can to educate the people who cross its tracks over any of the thoroughfares of our country to be more careful and before they undertake to cross the tracks they should "stop, look and listen."

There are too many serious accidents happening all over the country and nearly all of them are brought about by the carelessness of the people who cross these railroad tracks.

If the people will only educate themselves to the importance of looking out for trains before they cross the tracks, it will only be a short time until there will be no accidents along railroad tracks.

We have paid some attention to these things for several years and it is a very rare occasion that death or a serious accident would occur along the railroad tracks if the people would only "stop, look and listen" before they undertake to cross.

The railroad company understands this and the people had just as well un-

derstand it; if they are not more careful, more deaths and more accidents than ever will continue to occur.

We know our roads are getting better and the facilities are much greater for travel than they used to be, and people take less precautions, but the fact remains, they must take more care or there will be more accidents. If the people will be as careful as the railroads are, serious accidents will very seldom occur.—*Mayfield (Ky.) Messenger.*

THE SLAUGHTER WILL CONTINUE

A circular letter from the Illinois Central Railroad Co., dated Sept. 26, states that in the preceding 90 days 18 persons had been killed and 36 injured in grade crossing accidents on that one road. If other roads are having similar experience, as they probably are, reckless automobile drivers are piling up an awful accident record. The circular mentioned states that there are 8,000 grade crossings on the Illinois Central system, which it would cost \$215,408,020 to separate, nearly twice the present capital of the system. A marked peculiarity is that the fewest accidents occur at the most used crossings, the majority occurring at the least used crossings. The road is sending out special warning notices to automobile owners, urging them to STOP, LOOK and LISTEN at grade crossings. If warnings are disregarded the slaughter will continue.

And this is only one phase of the automobile peril. Quite as many, we imagine, are killed and injured in highway accidents as the result of reckless driving. The number of accidents from collisions, turning turtle or skidding is something appalling. It wouldn't be so bad if only the blameable parties suffered, but full as many who are entirely innocent, are killed or maimed. Automobile drivers should not only "stop, look and listen" at railroad crossings, but exercise reasonable precaution all the time, especially when meeting other autos.—*Georgetown (Ill.) News.*

FIGURES TELL THE STORY

Stop, look and listen.

Did you do it the last time?

If you did, you are one of the few, and a very few at that, as the records now being kept by the I. C. Railway will attest.

Mr. H. P. Campbell, Trainmaster of the Y. & M. V. Railway, with headquarters at McComb City, was in the city yesterday supervising some tests to determine to what extent people who cross railway crossings "stop, look and listen," and the figures make a showing that demonstrates gross carelessness of the average individual, and explains to a large extent the reason for the many fatal disasters at railway crossings that fill the daily press. Tests were made at both the railway crossings in Yazoo City, and it will be surprising to the average reader to learn that 69 per cent of the drivers of autos failed to look at one of the crossings, while only 53 per cent looked at the other, while only 12 per cent at each crossing looked only one way. Of the motorcycle drivers, 100 per cent failed to look either way, and the percentage of drivers of buggies and of pedestrians who failed to observe the first law of nature is also surprisingly high.

Mr. Campbell is visiting all the cities of the state to make similar tests, in the hope of arousing the people to a sense of their own safety, and it is hoped that the campaign will have a beneficial effect.

Following are the figures taken at both crossings in Yazoo City:

Following is the report at the Lintonia crossing:

Automobiles—18% looked one way; 12% looked both ways; 69% did not look.

Motorcycles—100% did not look.

Bicycles—33% looked one way; 12% looked both ways; 54% did not look.

Wagons—13% looked one way; 26% looked both ways; 61% did not look.

Buggies—28% looked one way; 24% looked both ways; 48% did not look.

Pedestrians—34% looked one way;

8% looked both ways; 58% did not look.

Equestrians—100% did not look.

The following is the report on the Broadway crossing:

Automobiles—34% looked one way; 12% looked both ways; 53% did not look.

Bicycles—15% looked one way; 7% looked both ways; 77% did not look.

Wagons—27% looked one way; 27% looked both ways; 45% did not look.

Buggies—38% looked one way; 12% looked both ways; 50% did not look.

Pedestrians—20% looked one way; 18% looked both ways; 62% did not look.

Equestrians—25% looked one way; 38% looked both ways; 38% did not look.—*The Yazoo (Miss.) Sentinel.*

CARELESS DRIVING

Traveling on public roads has increased many fold in the last ten years, due almost entirely to the greatly increased use of automobiles, and the number of serious accidents that are recorded day after day is appalling. It is true that most of these are due to carelessness pure and simple. Rarely nowadays does an automobile engine stop at a critical moment; and rarely also do other things occur beyond the power of man to prevent, with loss of life the result. The automobile is a powerful steed—a fact children and irresponsible grown-ups never have comprehended. In the hands of a careless person it may make a public highway too dangerous for common folks, and in the end is very likely to prove disastrous to those so foolish as to ride behind such driving. The speed mania at times engulfs persons normally sane, and its end, too, is sad for somebody. Those who have once lost control of an automobile, and those who have been bumped by an automobile, forever thereafter have proper respect for the breed. The California railroad commissioner has recently reported an investigation into grade crossing accidents. His observers noted the behavior of drivers at 24 grade crossings. Of 17,000 motor

vehicle drivers and 4,900 drivers of teams observed, about 70 per cent of the former and 40 per cent of the latter looked in neither direction before crossing the tracks. The number observed was large enough to give significance to the figures. No wonder we have so many grade crossing accidents! You say eliminate the grade crossings? That will be done in time, but it will be a long, expensive job. In the meantime, better eliminate as much as possible of careless automobile driving. Experience in that line costs too much!—*The Farmers' Review*.

NEW "SAFETY" MOVEMENT BY ILLINOIS CENTRAL

A "Safety First" movement, for the prevention of crossing accidents, has been started by the officials of the Illinois Central Railroad Company and if their requests and suggestions are carried out the system will doubtless be successful in decreasing the number of lives lost at highway crossings. Officials of the company are going over the entire system obtaining data on all crossings. Those which are dangerous on account of cuts will probably be taken care of by the construction of overhead bridges. It is also stated that bells will be placed near some of the tracks so that the approach of a train can be heard and will thus be a signal for a careful approach to the tracks.

The officials of the company are doing the work at their own initiative, they are asking the commissioners of highways of the various townships through which the roads pass to assist them in the "safety first" movement, by calling upon owners of land abutting the tracks where dangerous grade crossings exist and if the co-operation of the township officials is secured it will be a big step for the safety of the general public. The cutting of trees will be one feature which will be asked for by the company. Along many of the roads there are huge trees which obstruct the view of drivers of vehicles. This obstruction has proven dangerous in many instances and has cost many lives. In certain places the owners of

the land will be requested to cut down all of the trees or thin them out so that there will not be an obstruction to the view. High weeds in some instances form another dangerous obstruction. These the company will cut down at their own expense if the owners will permit their men to go onto the property. Sign boards in some instances cause the view of the tracks to be obstructed and the people who have the sign boards in use will be requested to have them moved to some location where they will not obstruct the view. There are many points concerning this work which will have to be taken up as they present themselves and in the near future the company hopes to devise a plan which will assist them in the work and simplify it.

The work of securing data on grade crossings is now being done in this locality and as soon as it is completed a list of the property owners where there are dangerous crossings existing will be made up and these people requested to assist in decreasing the danger.—*Freeport (Ill.) Journal-Standard*.

BUSY DAY AT LOGAN

A gentleman put in a busy day last Thursday. He stood at the Illinois Central bridge where Fourth street crosses it and counted the autos and teams that crossed on that busy thoroughfare, to endeavor to ascertain just how much pains the different people took to avoid danger at this point, and he figured that the care used at this place would be an indication of the care they would use at other places. What he found is told you on the first page, and it is a rather discouraging report and surely indicates that drivers of teams and cars trust more to good luck than care in preventing accidents at railroad crossings. Out of 102 auto drivers passing that place that one day, only eleven of them paid enough attention to the fact that they were crossing a very dangerous place to be noticeable. Instead of exercising due care and caution all but the eleven drove straight ahead without either stopping, looking or listening.

This would indicate that not all of the crossing accidents are attributable to the railroads. People who cross the tracks have an important part in the safety first idea if they would only exercise it. Stop, look and listen, or at least do one of the three things, and the time to do it is before you cross the track.—*Logan (Iowa) Observer.*

"STOP, LOOK, LISTEN!"

General Manager T. J. Foley of the Illinois Central has issued an appeal to automobile drivers to exercise more care at grade crossings—to heed and follow literally the injunction, "Stop, look, listen!"

Mr. Foley is particularly solicitous regarding observance of the utmost caution at outlying, little-used crossings, statistics showing that a majority of the accidents occur at these. It is observed that on main traveled thoroughfares, drivers are habitually more careful than when crossing tracks that intersect country lanes.

In the ninety days last past, eighteen persons were killed and thirty-six injured in automobile grade crossing accidents on the Illinois Central alone. Observance of the familiar warning to stop before attempting to negotiate the crossing would have prevented most of these accidents.—*Springfield (Ill.) Journal.*

"SAFETY FIRST" NOT OBEYED

Accidents at grade crossings have been increasing on all railroads, and the Illinois Central in connection with their campaign on "Safety First" are taking a check of a number of road crossings with a view to ascertaining what precaution the public is taking before crossing railroad tracks. This is being done with a view to having the public co-operate with the railroad companies in preventing these accidents.

A check was taken Tuesday, August 29th, of the Illinois Central crossing at Thirteenth Ave., near the cemetery. Statement is attached from which it will be noted that out of 34 automobiles, vehicles, motorcycles and bicycles 19, or 55.9 per cent, did not look in either direc-

tion when approaching and crossing these tracks, and 6 or 17.6 per cent looked in one direction only before crossing. It will be noted also from this statement the average speed maintained in crossing tracks at this point, is variously distributed from some crossing at six miles per hour to some crossing at a speed of as high as 20 miles per hour.

This would indicate beyond a doubt that the majority are paying but little, if any attention, when approaching and crossing railroad tracks at high grade.

At this particular crossing the grade is very steep and it is necessary for automobiles to speed up to make it, and at the same time watch trains coming from both directions. This is impossible, as you cannot get a view of the train or rails until you are on top of the grade. What is really needed here is a subway and the sooner the railroad and city officials begin to realize this the better it will be for all concerned.

The figures as furnished us by the Illinois Central officials is as follows:

Not looking in either direction:

Fifteen automobiles with 39 occupants going at 11.5 miles speed per hour; and four teams with six occupants.

Looking in one direction:

Four automobiles with 16 occupants going at 15 miles an hour; and two teams with ten occupants.

Looking both directions twenty feet or over from crossing:

One automobile with one occupant at ten miles per hour; six teams with 15 occupants; and one motorcycle with one occupant, at six miles per hour.

Looking both directions less than twenty feet from crossing:

One automobile with one occupant, going at twenty miles an hour.—*Mendota (Ill.) Daily Reporter.*

OTHER EVIDENCE OF NEGLIGENCE FOUND AT ROAD CROSSING

In pursuance of their duty of the cause of grade crossing accidents a watchman was stationed at the Tennes-

see street crossing of the Illinois Central Railroad Monday to observe the vehicles which crossed the tracks. His report shows that 78 automobiles passed during the day, and that only 10 looked to either side to see whether a train was approaching, leaving 68 to speed across without looking to the right or left. Two hundred and seven horse-drawn vehicles went over the crossing, and only 66 looked for trains, leaving 141 who went across without looking.

The Illinois Central has started a "Safety First" campaign with particular reference to grade crossings, and the assistance and co-operation of the public is necessary for the successful culmination of this campaign.—*Paducah (Ky.) News-Democrat.*

ILLINOIS CENTRAL ON THE JOB.

Leader Among Railroads in Movement to Ascertain Cause of Crossing Accidents.

Hardly a day passes but what the newspapers contain accounts of accidents at railway crossings, and since the advent of the automobile these accidents have multiplied until the railroads of the country have undertaken to ascertain the cause so that it might be remedied. The Illinois Central Railroad is one of the leaders in this movement and recently ordered every trainmaster in its entire system to investigate conditions at three crossings in each division to see how conditions might be improved for the safety of the public.

Mr. N. P. Mills, of Ft. Dodge, trainmaster for the Omaha & Ft. Dodge division, spent a day in Denison and observed the crossing just west of the McHenry farm on the Lincoln highway. Mr. Mills went to this crossing at 8 o'clock in the morning and remained there until 6 o'clock, counting the machines crossing the track and observing what precautions people crossing the tracks were taking. During the ten-hour period Mr. Mills states that 107

automobiles passed over this crossing, of which 88 of them, or 78 per cent, made no attempt to look for trains in either direction. Only 19 drivers looked in both directions for approaching trains and only 4 out of 107 slackened their speed before crossing the tracks. While Mr. Mills was at this crossing 37 teams crossed, 21 of which did not look for trains in either direction. Railroad employes were not aware of the fact that the trainmaster was making observations at this crossing, and Mr. Mills paid particular attention to the manner in which the engineers followed the instructions given them when approaching crossings. Every train passing gave a long crossing whistle and the bell was rung until after the train had passed the crossing. It was a notable fact that the women driving machines and vehicles over this crossing slowed down and looked in each direction.

It is a fact that most of the accidents occurring at railroad crossings are due to the negligence of drivers who do not take precautions. Yesterday was an extremely windy day and it would be a hard matter to hear an approaching train, but still only a small per cent of the drivers slackened their speed when approaching the crossing. If all drivers would heed the "Stop, Look and Listen" signs at crossings there would be fewer accidents.—*Denison (Iowa) Review.*

MANY COULD BE AVOIDED

For some time the officials of the Illinois Central Railroad have been inaugurating a campaign with the object of getting the automobile driver to "stop, look and listen" before crossing the railroad track.

A good many of the accidents are due to the fault of the auto drivers themselves because they fail to observe whether or not a train is coming before crossing the tracks.

A short time ago Trainmaster Ausman watched a crossing between Le Mars and Merrill and counted the autos passing over it between 8 a. m. and

6 p. m. He noticed to see whether or not the drivers paid any attention to the track to notice an approaching train.

"There were," he said, "118 cars that passed over the crossing. Out of this number the drivers of only 39 paid any attention whatever as to looking to see if any train was coming, and very few of those slowed up so as to be under control."

The above letter was sent to the *Record* for publication and comment, should we see fit. The letter explains itself and should be read by all our people. The crossing which Mr. Ausman mentions is known hereabout as the "Thompson Crossing." From sixty to eighty trains pass here every day and several accidents and deaths have been charged up to this particular crossing, and we believe many of them could have been avoided if the autoists had paid more attention to approaching trains.—*Merrill (Iowa) Record*.

SAFETY FIRST SLOGAN

The Illinois Central Railroad Co., in an endeavor to reduce or perhaps eliminate accidents at grade crossings, have started a campaign for "Safety First," by requesting division officials to make a careful check at the busiest crossings of several of the largest towns on the St. Louis division, with a view of determining the number of careless drivers of automobiles, horse-drawn vehicles, bicycle riders and pedestrians in the way of stopping, looking and listening for trains at grade crossings.

A check was accordingly made at Pinckneyville, Saturday, September 9, from 8 a. m. until 6 p. m., and in that time a total of 132 automobiles and vehicles passed over the tracks at Mill street, and of that number only 47 drivers in charge made any effort to assure themselves that the way was clear and thereby protect themselves from accident.

Inasmuch as the railroad companies are making a special effort to protect the public from accidents at grade crossings, it is the opinion of *The Dem-*

ocrat that it is the duty of our citizens and community to co-operate and assist in protecting themselves and others at railroad grade crossings. It is a good move, push it along. We all value our lives.—*The Pinckneyville (Ill.) Democrat*.

MEN IGNORE SLOGAN OF "STOP, LOOK, LISTEN"

I. C. Official Compiles Report on Condit Crossing, Finding Women Are More Careful

That women are more careful drivers than men, and drivers of mechanical vehicles do not take the necessary precautions, is the summary of a report made by Trainmaster Golze, Clinton, who watched the movements at Condit street crossing in Decatur last Friday. Supt. J. W. Hevron of the Springfield division, who was in Decatur Monday, made public Mr. Golze's report.

The Illinois Central is making plans for an extensive campaign to educate drivers and pedestrians to use more care at crossings where no watchmen are located. Reports from crossings in every city and village on the system are being compiled.

"All the reports so far show that women are more careful drivers than men," said Mr. Hevron. "I have almost come to the conclusion that railroads ought to let their crossings get bumpy, so that drivers will have reason to look at the railroad. It seems that the smoother and better the crossings are made, the more the drivers neglect to look."

Describes Their Speed

Mr. Golze's report is as follows: Mr. J. W. Hevron:

Herewith result of check made of vehicles passing over tracks at Condit street, Decatur, between the hours of 8 a. m. and 6 p. m., Friday, September 29th, to ascertain what precautions are taken by drivers of automobiles and horse-drawn vehicles in the way of stopping, looking or listening for trains at railway grade crossings. I have also

included check for bicycles and motorcycles, showing a total of 144 autos, 74 wagons, 90 bicycles, 20 motorcycles, who from a very careful and close inspection performed as follows:

Looked.

Wagon drivers—52.

Automobile drivers—54.

Bicycle riders—40.

Motorcycle riders—2.

Did Not Look.

Wagon drivers—22.

Automobile drivers—90.

Bicycle riders—50.

Motorcycle riders—18.

It was of interest to note that the slow-moving vehicles used every precaution, while the noisy motorcycles thundering along at terrific breakneck speed absolutely ignored the crossing and, in fact, made use of the planking to speed up, outclassing any record made by Motorcycle Mike of Tribune fame a couple of years ago.

Out of 144 autos only 54 looked in both directions, and of the 54 who did so 11 were compelled to stop by reason of trains on or near the crossing; the remaining 43 out of the entire number of 144 autos were apparently unconcerned and drove their cars at high rate of speed, utterly indifferent as to their own safety as well as that of the other occupants of the cars they were driving.

Crossed Many Times

One particular machine passed over this crossing eight or nine times and found it convenient to look only on one trip; another machine west-bound with gentleman driver only flipped over crossing at high speed with a straight far-ahead look, but on his return with two lady passengers actually slowed down almost to a stop, looked in both directions and resumed speed.

Probably the most interesting thing concerning the day's inspection covering the movements of all drivers, is the fact that, with one exception, every car driven by a lady actually reduced speed very materially and to a safety rate, looked north and south never less than twice, and sometimes oftener, and were

absolutely on the safe side.—*Decatur (Ill.) Herald.*

GRADE CROSSING AUTO ACCIDENTS

Illinois Central General Manager Dwells on the Necessity for Caution

T. J. Foley, general manager of the Illinois Central, is conducting a very busy safety first campaign, and is directing special attention to automobilists, who chance railroad crossings without observing the proper caution.

A short time ago Mr. Foley issued a circular to those who drive or ride in automobiles, asking for suggestions intended to reduce automobile accidents at grade crossings. The separation of grades, that is, the elevation of either the railroad track or road crossing, was one of the suggestions that seemed most frequent with the automobile people in reply to Mr. Foley's request. The separation, however, is out of the question, involving too great an expense. On the Illinois Central system, as Mr. Foley's figures show, there are 8,000 grade crossings, and to separate all these an expenditure of \$215,408,020 would be necessary, or nearly twice the sum of the capital stock of the company.

During the last ninety days there were eighteen persons killed and thirty-six injured in automobile grade crossing accidents on the Illinois Central, and most of the railroads show a record of fatalities as large or even larger. Mr. Foley's statement regarding grade crossing accidents and how to prevent them reads, in conclusion, as follows:

"A great many persons are prone to consider the railroad grade crossings in their own vicinity as especially dangerous, but this is not true. All railroad grade crossings are dangerous. Statistics prove, however, that crossings which are used extensively, and therefore considered the most dangerous, are really the safest. The majority of accidents occur at outlying crossings which are least used,

"A little caution and the proper regard for safety first, will entirely eliminate these accidents. If automobile drivers will stop and look and listen, the automobile grade crossing accident will be a thing of the past.

"To ascertain just how persons were passing over the railroad grade crossings in automobiles and other vehicles, on foot, on horseback and on bicycles, we made a recent check of several outlying crossings, with the following result:

"Looked one way before crossing track, 266, or 12 per cent.

"Looked both ways before crossing track, 116, or 5 per cent.

"Did not look either way before crossing track, 1,577, or 83 per cent.

"Total crossed, 1,950, or 100 per cent.

"These figures show just where the trouble lies. Two hundred and sixty-six persons, or 12 percent of the total, were properly cautious, while 1,693 persons, or 88 per cent of the total, placed their lives in jeopardy through failure to stop and look and listen. It is a great wonder to me there are not more accidents when people are so careless of their safety."—*New Orleans (La.) Times-Picayune.*

FEW DRIVERS EXERCISE CARE AT CROSSINGS

Accidents at grade crossings have been increasing on all railroads, and the Illinois Central in connection with their campaign on "Safety First" are taking a check of a number of road crossings with a view to ascertaining what precaution the public is taking before crossing railroad tracks. This is being done with a view to having the public co-operate with the railroad companies in preventing these accidents.

A check was taken Wednesday, August 30, of the Illinois Central crossing at East Empire street, Bloomington. It will be noted that out of 178 automobiles, vehicles, motorcycles and bicycles, 71, or 39.9 per cent. did not

look in either direction when approaching and crossing these tracks, and 35, or 19.7 per cent. looked in one direction only before crossing. It was noted also the average speed maintained in crossing tracks at this point, which is variously distributed from some crossing at 3 miles per hour to some crossing at a speed of as high as 15 miles per hour.

This would indicate beyond a doubt that the majority are paying but little, if any, attention when approaching and crossing railroad tracks at grade.—*Bloomington (Ill.) Pantagraph.*

THE CHECK

The following information was furnished us by the I. C. R. R. Co., which may serve as a warning, and cause more precaution to be taken, to all crossing the railroad track. This information was secured by one of the Railroad officials who spent one whole day at the depot taking the number of people walking, riding and driving across the track at the crossing just south of the depot, and it is safe to say that the other crossing will average about the same.

Performance of Persons Using Crossing at Amite, Louisiana

Automobiles

56 per cent look one way
17 per cent looked both ways
12 per cent did not look

Bicycles

28 per cent looked one way
11 per cent looked both ways
61 per cent did not look

Wagons

34 per cent looked one way
44 per cent looked both ways
21 per cent did not look

Buggies

41 per cent looked one way
43 per cent looked both ways
15 per cent did not look

Pedestrians

45 per cent looked one way
16 per cent looked both ways
38 per cent did not look

Equestrians

50 per cent looked one way
 36 per cent looked both ways
 14 per cent did not look

All Persons Crossing

44 per cent looked one way
 19 per cent looked both ways
 36 per cent did not look

—*Amite (La.) Florida Parishes.*

GROSS CARELESSNESS

The Illinois Central railroad continued its watch on grade crossings yesterday, as a part of the Safety First campaign which it has instituted. Yesterday a watchman was stationed at the Tennessee street crossing and a count was kept of vehicles crossing the tracks during the day. The count was kept under two headings—"careless" vehicles and "careful" vehicles. Out of 78 automobiles which crossed the tracks, only 10 could be classed as careful, while the other 68 dashed by without looking for an approaching train. Buggies and wagons numbered 207, only 66 of which paid any attention to the warning signal.—*Paducah (Ky.) Evening Sun.*

CARELESSNESS OF DRIVERS IN AND OUT OF CITY IS DEMONSTRATED

Accidents on all grade crossings have been increasing on all railroads throughout the country, and in order to check up the number of crossings and ascertain what per cent of the people take the necessary precaution, the Illinois Central Railroad Company had several of its employees check up the company's crossing on the Grant Highway, which is known as the Rosenstiel crossing. The check was taken on Saturday, August 26th. A check was taken of all automobiles, motorcycles, vehicles and bicycles going over the crossing. A total of 232 vehicles of various sorts crossed the crossing at the point, and out of that number 120, or 51.8 per cent, did not stop or look in either direction before crossing the tracks. Thirty-four, or 14.6 per cent, looked only in one direction instead of

looking in both directions before crossing. The speed maintained by vehicles crossing at that point ranged from three miles per hour to thirty miles per hour. This would indicate that many of the accidents which result at grade crossings are due to the carelessness of the persons crossing. These figures were taken by the company in order to demonstrate to the public the danger of crossing the tracks without taking the necessary precautions and with a view of getting the public to co-operate with the company in eliminating the accidents. The following table shows the result of the check taken Saturday, August 26th:

Not looking in either direction:

	No.	No. of People
Autos	94	226
Teams	9	16
Cycles	17	22
Total	120	264

Looking in one direction only:

	No.	No. of People
Autos	23	62
Teams	9	13
Cycles	2	3
Total	34	78

Looking both directions, 20 feet and over from crossing:

	No.	No. of People
Autos	49	127
Teams	21	35
Cycles	2	2
Total	72	164

Looking both directions, less than 20 feet from crossing:

	No.	No. of People
Autos	5	19
Teams	0	0
Cycles	1	1
Total	6	20

—*Freeport (Ill.) Bulletin.*

HOW ACCIDENTS HAPPEN

The accidents to automobiles at railroad grade crossings are increasing in number with the constantly increasing number of these vehicles in use. The Illinois Central Railroad is engaged in a campaign for the prevention of these accidents as far as possible on its road and has sent out circulars all along its lines warning the drivers of automobiles to "stop, look and listen" before passing over any railroad grade crossing.

It would seem, in the interest of their own safety, such a warning would be unnecessary, but that such is not the case will be seen in the result of observations made by the company at their crossing on Thomas street in this city, for one day—Sept. 29th. On that day about the average number of people used the crossing and the following report of the observer shows that only a comparatively small per cent of them used any precautions at all.

Of the automobiles crossing the track, 11 per cent looked both ways; 89 per cent did not look.

Bicycles—100 per cent did not look.

Wagons—26 per cent looked one way; 34 per cent looked both ways; 40 per cent did not look.

Buggies—17 per cent looked one way; 50 per cent looked both ways; 33 per cent did not look.

Pedestrians—16 per cent looked one way; 57 per cent looked both ways; 27 per cent did not look.

Equestrians—100 per cent did not look.

The people of Hammond have been unusually fortunate in the small number of accidents that have so far occurred, but the only safe thing to do is to stop before crossing a railroad and make sure that no train is near enough to make the passage dangerous.—*Hammond (La.) Herald.*

BELLEVILLEANS ARE CARELESS AT R. R. CROSSINGS

Bellevilleans, when railroad crossings are concerned, are careless as to their personal safety, according to an investigation recently conducted by

the Illinois Central Railroad Company in connection with a campaign of education for Safety First.

A competent watchman was stationed at the Centerville avenue crossing last Saturday and traffic for the entire day was watched. A report shows that 208 horse-drawn vehicles and 71 motor cars passed the tracks during the day and of that number three drivers stopped to look before crossing and one motor car driver looked.

Railroad officials have expressed themselves as disappointed with the showing made.—*Belleville (Ill.) Morning Record.*

NOT A SINGLE ONE LOOKED

The increasing number of serious accidents at railroad grade crossings is a matter about which we should all give more serious consideration. As more people come to use the automobile, unless they use greater care than ever before, these terrible accidents will multiply.

The location of these crossings is well known to the drivers and it is difficult to understand why anyone should run the risk of accidents by driving over them without taking the time to look or listen for approaching trains. And they should remember that the noise of their machine makes the sense of hearing not infallible. The question now is not one of liability, it is a case of life and death. No matter what one may conceive his rights to be at railroad crossings, it is an obvious truth that any man is a fool who contests the right of a locomotive engine by seeking to occupy the crossing first with his own vehicle. No matter what the hurry, there is certainly time enough for everyone to take precautions for his own safety at such places, and the simplest precaution ordinarily will suffice. "Safety First" is the right motto to bear in mind.

On the 22nd of September an observation was made at the Depot Street railroad crossing in this city.

The observer stood at this crossing

from 8:00 a. m. to 12:00 noon and from 1:00 p. m. until 4:00 p. m. During this time 58 horse-drawn vehicles and 12 automobiles passed over this crossing, and during the same time there were 6 passing trains. The observer reports that each one of the trains gave warning of its approach by whistle and ringing of the bell. Not a single one of these vehicles, either horse-drawn or automobile, stopped or slowed up to "look or listen." The drivers of six of the fifty-eight horse-drawn vehicles, before attempting the crossing, did look to the right and left. None of the other horse-drawn vehicles and not a single automobile driver looked either to the right or left. Upon this statement of facts the drivers of such vehicles are courting death, and, unless more care is exercised, it is simply a question of time until the town will be shocked with the details of a terrible accident at some of these grade crossings.—*Crittenden (Ky.) Record-Press.*

AN IMPORTANT STATEMENT

Few of those handling autos realize the danger that they are in at crossings. They put too much reliance on signals from approaching trains. In short, they expect the railway employees to take more care of them than they do of themselves. The courts are awakening to this fact, and quite recently two cases have been decided in other states by the District Court, that it is the bounden duty of one driving an auto to know that the way is clear before proceeding over a crossing.

We are informed that the railway companies have made several lists of late at busy crossings with the result that only one in ten passing over same even take the precaution to look in either direction for trains.

We have been informed by one who has investigated a large number of such accidents in the past few years that in every case save one, it was the driver's opinion that he was wholly free from any negligence in any respect, and the railroad was grossly negligent in every respect. In the one

case excepted the driver said, "Had I been standing by the side of the track and seen a man do what I did, I would have sworn he was drunk or crazy."

Common prudence would seem to demand that the drivers of autos give some little care to the safety of himself, as well as his family. Many of them should bear in mind that their grandfathers were happy riding behind an ox team going at three miles per hour and when their father owned a team that would travel eight miles per hour he was the king of the community. Thirty miles per hour is much too slow for the present generation.

We feel that the company at least is doing all they can under present circumstances to eliminate this class of accidents. Quite recently a party of the road officials took a trip over the line in Iowa, on a gas motor car, and made a stop at each crossing and arranged with the owners of adjacent lands to permit them to cut out trees, underbrush, and so far as was possible, give a better view at each and every crossing. One of the members of this party informs us that the owners of these lands were in hearty accord with the plan and in nearly every case gave them all they asked for and by their aid many of the heretofore obstructed crossings will be made much safer.

At more than ordinary blind crossings they have recommended the installation of signal bells and on the whole, at the expense of a large sum of money and a good deal of time, expect to improve conditions materially.

The railroad company and the land owners cannot, however, do it all. If the railroads have the speed mania, what can be said of the drivers of the autos? Time and speed seem to be all important factors with them. To beat a train over a crossing and by so doing save themselves approximately two minutes or less of time is a feat devoutly to be wished for. If a train be seen, and is moving at a speed of say, forty miles per hour, and is 1,000 feet long, the caboose of the train will clear the crossing in thirty-three seconds, and to the credit of the auto and

foolhardiness of the driver, many of them make it.

The unprecedented loss of life, to say nothing of damage to property caused by autos being struck by trains on highway crossings, has reached such alarming proportions as to make it a matter for serious consideration. There is said to be approximately 175,000 autos in Iowa, or one for every thirteen persons. This would mean that one family at least out of five owns a machine. This condition has been forced on the people in a comparatively short space of time and it seems to have scarcely dawned upon them that the auto is as much of a deadly instrument as is the locomotive.

Competition and the demands of the public have, in a measure, forced the railroad companies to become speed crazy. It is or should be conceded that they have the right of way, and, assuming this to be true, then it should also be conceded that they cannot well reduce speed at the various country roads that they pass over. Iowa, being a flat and level country, the expense of putting in overhead or underground crossings in very high and it will take some years to accomplish much in this respect. These improvements will come in time. In fact, the Illinois Central for one road in the state is putting in quite a number this year and quite a number have been recommended for next year's work.—*Nashua (Ia.) Post*.

DISREGARD OF SAFETY IN CHAMPAIGN COUNTY

In an observation of Champaign county motorists' attitude toward self-protection, Illinois Central officials assert that they have discovered an almost appalling number of dangerous approaches at railroad crossings.

Following is a report made by G. W. Shrider, Illinois Central road supervisor for the Champaign district:

"In observing the actions of people driving automobiles and horse drawn vehicles at one of the busiest cross-

ings in Champaign county across the main tracks of the Illinois Central railroad for one day:

"Seventy-eight automobiles crossed the track, and out of that number four machines were driven by women that approached the track slowly and looked in both directions before entering upon the tracks. The other 74 machines were driven by men and they did not glance in either direction until they were upon the tracks. There were 101 horse drawn vehicles that crossed the tracks at this place and all except two persons glanced in both directions before entering upon the tracks. One of these parties sat side ways on his wagon and only looked in one direction; the other let his team cross the tracks alone and he rode in the wagon following.—*Champaign (Ill.) News*.

BUSIEST CORNER IN KANKAKEE

Where is the busiest corner in Kankakee? The Illinois Central railroad has fixed its corner at Station street as the place where the more vehicles pass in 24 hours than at any other crossing in the city.

Officials of the road asked Supervisor John Gallagher, to select the busiest crossing in the city and count the number of vehicles, which cross there in one day between 7 a. m. and 6 p. m. Mr. Gallagher made the count and his clerk, T. E. Neary has submitted the following figures to the road.

In one day between 7 a. m. and 6 p. m. there were 481 automobiles passed the Station street crossing in eleven hours.

But the most interesting part is yet to come. The supervisor was instructed to make a record of the number of drivers, who made an effort to ascertain whether or not a train was coming and those who did not. The result of this count showed that 74 drivers took a chance and crossed the tracks as if there were none there. Of this number 62 were drivers of motor vehicles.

The data gathered in this way is to be used by the railroad in educating the

general public to be more careful in approaching crossings. Data of this kind is being taken in two or three of the largest cities on each division of the road. *Kankakee (Ill.) Republican.*

PUBLIC COURTS DEATH AT RAILROAD CROSSING

Following an editorial printed in *The Democrat* three weeks ago, a staff official of the I. C. Railroad was sent here to check the number of passers over the crossing at the depot. Out of 73 automobiles that crossed that day, only ten drivers even looked to see if a train was coming and none stopped; 155 wagons and buggies crossed and fifteen looked, none stopped; 6 bicycles crossed, none looked; 30 horse back riders, three looked; one delivery truck, (auto) crossed twenty times and did not look a single time; 200 pedestrians crossed, five stopped and about fifty observed. This test was made between 8 a. m., and 6 p. m., on Thursday, Sept. 7th.

According to railroad men Senatobians are very religious people and are not afraid to cross a track even if the train is bearing down on them. The public should be more careful.—*The Senatobia (Miss.) Democrat.*

LIFE VS. SPEED AT RAIL CROSSINGS

One can seldom pick up a paper these days but what has in glaring headlines the account of one or more automobile accidents, in which life has been snuffed out, or occupants of auto seriously injured and maimed for life at railroad crossings. We might safely say regarding this that in nearly every instance the accident is due to the carelessness on the part of the auto driver.

The majority of auto drivers "when hitting the pike," as the saying goes has for his main object "speed." When approaching a crossing whether obstructed from view by trees or otherwise he fails to use precaution by slackening speed as he should, and in many instances when the driver sees a train coming, gives his car more "juice" in order to clear the crossing ahead of the "mogul." Put-

ting life against speed is a hazardous proposition and there cannot be too much said against the foolishness of such drivers.

Few of those handling autos realize the danger that they are in at crossings. They put too much reliance on signals from approaching trains. In short they expect the railway employes to take more care of them than they do of themselves. The courts are awakening to this fact, and quite recently two cases have been decided in other states by the District Court that it is the bounden duty of one driving an auto to know that the way is clear before proceeding over a crossing.

We are informed that the railway companies have made several lists of late at busy crossings with the result that only one in ten passing over same even take the precaution to look in either direction for train.

We have been informed by one who has investigated a large number of such accidents in the past few years that in every case save one, it was the driver's opinion that he was wholly free from any negligence in any respect, and the railroad was grossly negligent in every respect. In the one case excepted the driver said, "had I been standing by the side of the track and seen a man do what I did, I would have sworn he was drunk or crazy."

Common prudence would seem to demand that the drivers of autos give some little care to the safety of himself, as well as his family. Many of them should bear in mind that their grandfathers were happy riding behind an ox team going at three miles per hour and when their father owned a team that would travel eight miles per hour he was the king of the community. Thirty miles per hour is much to slow for the present generation.

We feel that the railroads at least are doing all they can, under present circumstances, to eliminate this class of accidents. Quite recently a party of road's local officials took a trip over the line in Iowa, on a gas motor car, and made a stop at each crossing and ar-

ranged with the owners of adjacent lands to permit them to cut out trees, underbrush, and so far as was possible, give a better view at each and every crossing. One of the members of this party informed us that the owners of these lands were in hearty accord with the plan and in nearly every case gave them all they asked for and by their aid many of the heretofore obstructed crossings will be made much safer.

At more than ordinary blind crossings, they have recommended the installation of signal bells and on the whole, by expending a large sum of money and a good deal of time, expect to improve conditions materially.

The railroad company and the land owners cannot, however, do it all. If the railroads have the speed mania, what can be said of the drivers of the auto? Time and speed seem to be an all important factor with them. To beat a train over a crossing and by so doing give themselves approximately two minutes or less of time is a feat devoutly to be wished for. If a train be seen, say 1,000 feet away and is moving at a speed of say forty miles per hour, and is 1,000 feet long the caboose of train will clear crossing in thirty-three seconds, and to the credit of the auto and the foolhardiness of the driver, many of them make it.

The unprecedented loss of life, to say nothing of damage to property caused by autos being struck by trains on highway crossings, has reached such alarming proportions as to make it a matter for serious consideration. There is said to be approximately 175,000 autos in Iowa, or one for every thirteen persons. This would mean that one family at least out of five owns a machine. This consideration has been forced on the people in a comparatively short space of time and it seems to have scarcely dawned upon them that the auto is as much of a deadly instrument as is the locomotive.

Competition and the demands of the public has, in a measure, forced the railroad companies to become speed crazy. It is or should be conceded that

they have the right of way and assuming this to be true, then it should also be conceded that they cannot well reduce speed at the various country roads that they pass over. Iowa being a flat and level country, the expense of putting in overhead or underground crossings is very high and it will take some years to accomplish much in this respect. These improvements will come in time. In fact, the Illinois Central for one road in the state is putting in quite a number this year and quite a number have been recommended for next year's work.—*Jesup (Iowa) Herald.*

395 DRIVERS DIDN'T LOOK

As a result of an extensive campaign being staged by the Illinois Central Railroad company, to educate drivers and pedestrians to use more care at crossings where no watchmen are located, the following report was made today to Superintendent I. W. Hevron by Master Mechanic William O'Brien who watched the movements at the East Main street crossing in Clinton on Monday:

Mr. J. W. Hevron: Herewith result of a check made of vehicles passing over the tracks at the East Main street crossing, Clinton, between the hours of 8 a. m. and 6 p. m., Monday, Oct. 2, to ascertain what precautions are taken by drivers of automobiles and horse driven vehicles in the way of stopping, looking and listening for trains at railway grade crossings. I have also included check for bicycles and motorcycles showing a total of 330 automobiles, 25 motorcycles, 130 horse drawn vehicles, who from a very careful and close inspection performed as follows:

Looked

Automobile drivers—80.
Motorcycle and bicycle—10.
Horse drawn vehicles—35.
Total—125.

Did Not Look

Automobiles—285.
Motorcycle and bicycle—15.
Horse drawn vehicles—95.
Total—395.

Women More Careful

Mr. O'Brien, as well as Trainmaster

W. A. Golze, who watched and made a report on the Condit street crossing in Decatur last Friday, says that the women are five times the more careful drivers than men and drivers of mechanical vehicles do not take the necessary precautions.

Similar action is being taken at Lincoln, Mt. Pulaski, Springfield, and other towns the reports of which will be made within a short time.

According to a statement made by Superintendent Hevron, it would cost the Illinois Central Railroad company \$300,000,000 to eliminate grade crossings which is one-third the capital stock of this company.—*Clinton (Ill.) Public.*

DEATH TOLL OF THE AUTO

The most serious duty confronting the press of America is to wake up the public to a realization of the fact that the automobile is a modern juggernaut—a veritable car of death and disaster.

Day after day the newspaper columns are literally teeming with disheartening stories of motor manslaughter, but the public goes right along seemingly unconscious of the appalling loss of life, making little or no demand for more stringent regulation of automobile traffic, and the exercise of greater caution by persons who drive cars.

According to statistics compiled by the *New York World*, in the eight months between January 1st and September 1st of the current year, in twenty of the larger cities of the United States, automobiles killed 1,040 and injured 8,000 persons.

These figures, bear in mind, applied to only twenty large cities. Chicago and New York alone contributed more than two-fifths of the total. It is easy, therefore, to imagine that the grand total for the United States must have been something appalling.

In a letter issued a few days since, General Manager T. J. Foley of the Illinois Central, stated that during the past 90 days 18 persons have been killed and 36 injured in automobile grade crossings on the Illinois Central. Other railroads have had similar experience.

In a circular addressed especially to people who drive automobiles, Mr. Foley says:

The constantly increasing number of automobile accidents at grade crossings prompts the issuance of this warning to all who own, drive or ride in automobiles to Stop, Look and Listen before passing over any railway grade crossing.

Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are unavailing.

I will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will Stop, Look and Listen at grade crossings, the danger will be entirely eliminated.

The public must wake up to the fact that all grade crossings are dangerous. They must realize, furthermore, that the railroads have prior right-of-way at all crossings, and that it is much easier to stop an automobile than it is to stop a fast train.

Some folks will say that the railroads ought to abolish all grade crossings, and thus remove the danger. This, of course, is absurd. A careful estimate shows that to abolish the grade crossings on the Illinois Central alone would cost \$215,408,020, or nearly twice as much as the total capital stock of that company.

Since it is obviously impossible to abolish grade crossings, it becomes the duty of automobile drivers to exercise common sense and show caution at all crossings. Being careful for just a minute is much better than being a corpse for all time to come.—*Jackson (Miss.) Daily News.*

STOP, LOOK, LISTEN!

The Illinois Central Management caused a check of busy crossings at Cairo, Mounds, Carbondale, DuQuoin, Centralia, Pinckneyville, and Belleville, to be made Sept. 9, 1916, between the hours

of 8:00 a. m. and 6:00 p. m., by some of their most competent Officials, to determine to what extent people driving automobiles, horse-drawn vehicles, footmen, and others took in the direction of protecting their own interest by stopping, looking and listening for the approach of trains or engines before attempting to cross.

Check made by Asst. Trainmaster W. R. Givens—Crossing north of the Stock Yards at Mounds, Illinois.

Strange, but true, 105 horse-drawn vehicles, only 10 of which paid any attention to the movement of trains or cars. One case in particular stopped on the main line and held a conversation for four minutes without even looking to see whether or not there were any trains approaching from either direction.

Automobiles used this crossing, all going at a very high rate of speed, none making any effort to ascertain whether any trains or cars were approaching this crossing.

Nine bicycles using this crossing, none making any attempt to see the condition of this crossing.—*Mounds (Ill.) News*.

FAIL TO WATCH TRAINS

Carbondale, Sept. 11.—Trainmaster H. J. Roth of the local division office, checked every automobile, bicycle and horse drawn vehicle Saturday between the hours of 8 a. m. and 6 p. m. The purpose was to ascertain what precautions are taken by drivers of automobiles and horse drawn vehicles in the way of stopping, looking and listening for trains at railway crossings. The railroad company is securing the data solely for the protection of the public against accidents that are nothing more than the results of gross thoughtfulness and utter disregard for danger of approaching trains. Drivers of all vehicles have a tendency to become careless on account of the frequency of which they cross railroad tracks.

It is intended that the publicity of such information may build up a wholesome sentiment for careful driving and precaution by people.

The following data were ascertained

by Trainmaster Roth Saturday. It was done personally by Mr. Roth:

Automobiles—No efforts, 38; efforts, 99.

Horse drawn—No efforts, 58; efforts, 293.

Bicycles—No efforts, 12; efforts, 58.

Reference "no efforts" means drivers approached crossing without looking in both directions or looked in one direction and not in the other, approaching crossing at high speed to beat a train over crossing; three or four persons in vehicle or auto visiting, not paying attention to approaching trains. Several cases noted drivers started across immediately after train passed by without observing if train was approaching on other track in opposite direction. This is a very dangerous move on double track.—*Murphysboro (Ill.) Daily Republican-Era*.

CARELESS AUTO DRIVERS NEVER LOOK OUT AT RAILROAD TRACKS

Furthering its policy of safety first the Illinois Central Railroad has recently had men placed at various railroad crossings in Iowa to observe how far the public, especially those who drive automobiles, pay any attention to the ordinary idea of self-preservation.

A man, employed by the railroad company, was stationed at the railroad crossing half way between Le-Mars and Merrill last Friday to keep tab on vehicles. This crossing is familiarly known as the McElhaney crossing and is located near the A. C. Colledge farm.

Two or three fatalities have already occurred at this point in recent years. Before the trees on the north side of the crossing and the trees on the road running east and west to the track were cleared out it was one of the most dangerous crossings in the country.

Although the condition of the crossing has been improved and rendered much safer than in former years, it behooves automobilists and drivers of other vehicles to look out when approaching the track.

On Friday when the agent of the rail-

road company was stationed there to make a count of the automobiles which crossed between eight in the morning and six in the evening, he counted 118 cars which crossed this point. Of the 118 drivers who crossed the tracks, only thirty-nine of the drivers took the precaution to look either up or down the tracks to see if a train was approaching and of this small number only a few slowed up their machines on approaching the tracks. Seventy-nine drivers of cars went at full speed ahead over the tracks, pausing not an instant to look to right or left and seemingly oblivious of everything except to the speed of their car which they were apparently trying to accelerate. The speed demons would do well to remember the warning at railroad crossings, "stop, look, listen."—*Le-Mars (Iowa) Sentinel*.

1300 RIGS CROSS THE TRACKS IN TEN HOURS

It is strange but true that between the hours of 8 a. m. and 6 p. m. of one day there were 362 automobiles, 555 horse-drawn vehicles and 226 bicycles crossed Broadway crossing in Centralia which did not "Stop, Look or Listen" for approaching trains. There were 41 automobiles, 100 horse-drawn vehicles and 16 bicycles crossed Broadway between these hours that looked and listened. Out of the 1,300 rigs mentioned there were none who stopped before entering onto railroad tracks.

Owing to the large number of accidents due to automobiles and other vehicles being struck by trains this information is being put before the public hoping they will realize the danger in crossing tracks without either listening or looking and making some effort to protect themselves.

The Illinois Central management caused this check of busy crossings at Centralia, Cairo, Carbondale, Duquoin, Pinckneyville and Belleville to be made on Sept. 9, between the hours of 8 a. m. and 6 p. m. by some of their most competent officials to determine to what extent people driving automobiles, horse-drawn vehicles, footmen and others took

in direction of protecting their own interest by stopping, looking and listening for the approach of trains or engines before attempting to cross.—*Centralia (Ill.) Evening Sentinel*.

CARELESSNESS LEADS TO DEATH

So great has been the loss of life in automobile grade crossing accidents during the past ninety days that the flagmen at the different crossings of the Illinois Central were asked to keep count of the people who "stopped, looked and listened" when approaching the crossings. On last Saturday the following count was taken:

At the crossing on South Cross street 1,427 autos passed during the day, the drivers of 389 of these looked to see if a train was approaching; 958 teams passed, and the drivers of 145 of these looked; 3,293 pedestrians passed and 164 of these looked. On Webster street, 87 autos passed, none of the drivers looked; 194 teams, and the drivers of 13 of these looked; 1,173 pedestrians passed and 55 looked.

It is very apparent that carelessness is the rule in crossing railroad tracks, and it is a wonder that more accidents do not occur.—*Robinson (Ill.) Constitution*.

WHOSE FAULT?

The Illinois Central Railroad company has been carrying on an investigation the past few weeks all along its line, to ascertain who is mostly at fault for the numerous accidents that occur at railroad crossings. Mr. W. E. Ausman of Cherokee, trainmaster of this division of the road, reports the following result of having the crossing one mile west of Manson watched, a week ago last Friday: From eight a. m. till five p. m. ninety-six autos passed over the crossing, and out of this number only twenty-three slowed down, or made any pretense of trying to see if there was a train approaching. The crossing in question is a diagonal one, where it would be necessary to look closer than on a straight crossing. Results were similar

at other places, and the company has concluded that accidents are largely the auto driver's fault.—*Manson (Iowa) Journal*.

I. C. R. R. OFFICIALS ASK AUTO- ISTS TO BE CAREFUL

Officials of the Illinois Central Railroad Co. are inaugurating a campaign the object of which is to educate the automobile drivers to "stop, look and listen" before crossing a railroad track.

Practically all of the accidents in which automobiles are struck by trains are the fault of the automobile drivers themselves in being negligent in determining whether or not a train is approaching before attempting to cross the tracks, and the officials of the road appeal to the drivers of cars to look both ways before dashing across the tracks. W. E. Ausman, an official of the road in a letter to L. L. Jones, local passenger agent, says:

Last Friday I watched the road crossing about half way between Le Mars and Merrill and counted the autos passing over it from 8 a. m. to 6 p. m. and noted particularly whether or not they paid any attention to the railway track to see if any trains were approaching or not.

There were 118 autos passed over this crossing and only 39 of them paid any attention whatever as to looking to see if any train was coming and very few of these slowed up so as to be under control.—*LeMars (Iowa) Globe-Post*.

RAIL MEN BUSY

The Illinois Central Railway has been running a check on vehicles and pedestrians who cross their railroad tracks in this city as well as DuQuoin and Carbondale, Belleville, Pinckneyville, Mounds and Benton.

The number of careless persons is astonishing. Out of scores of machines and vehicles, at least 70 per cent did not look for trains, according to the DuQuoin check. The Centralia check has been in charge of Mr. Hatch, but has not yet been completed.

The railroad is doing this with an idea

to get those who cross their tracks to first observe rules of safety, stop, look and listen.—*Centralia (Ill.) Daily Review*.

RAILROAD CROSSINGS ARE DANGEROUS

Many Auto Drivers Do Not Take Warning As They Should

The unprecedented loss of life to say nothing of damage to property caused by autos being struck by trains on highway crossings has reached such alarming proportions as to make it a matter for serious consideration. There is said to be approximately 175,000 autos in Iowa, or one for every thirteen persons. This would mean that one family at least out of five owns a machine. This condition has been forced on the people in a comparatively short space of time and it seems to have scarcely dawned upon them that the auto is as much of a deadly instrument as is the locomotive.

Competition and the demands of the public have, in a measure, forced the railroad companies to become speed crazy. It is or should be conceded that they have the right of way, and assuming this to be true, then it should also be conceded that they cannot well reduce speed at the various country roads that they pass over. Iowa being a flat and level country, the expense of putting in overhead or underground crossings is very high and it will take some years to accomplish much in this respect. These improvements will come in time. In fact the Illinois Central for one road in the state is putting in quite a number this year and quite a number have been recommended for next year's work.

Few of those handling autos realize the danger that they are in at crossings. They put too much reliance on signals from approaching trains. In short they expect the railway employes to take more care of them than they do of themselves. The courts are waking to this fact, and quite recently two cases have been decided in other states by the District Court, that it is the bounden duty of one

driving an auto to *know* that the way is clear before proceeding over a crossing.

We are informed that the railway companies have made several lists of late at busy crossings with the result that only one in ten passing over same even take the precaution to look in either direction for train.

We have been informed by one who has investigated a large number of such accidents in the past few years that in every case save one, it was the driver's opinion that he was *wholly* free from any negligence in any respect, and railroad was grossly negligent in every respect. In the one case excepted the driver said, "Had I been standing by the side of track and seen a man do what I did, I would have sworn he was drunk or crazy."

Common prudence would seem to demand that the driver of autos give some little care to the safety of himself, as well as his family. Many of them should bear in mind that their grandfathers were happy riding behind an ox team going three miles per hour and when their father owned a team that would travel eight miles per hour, he was the king of the community. Thirty miles per hour is much too slow for the present generation.

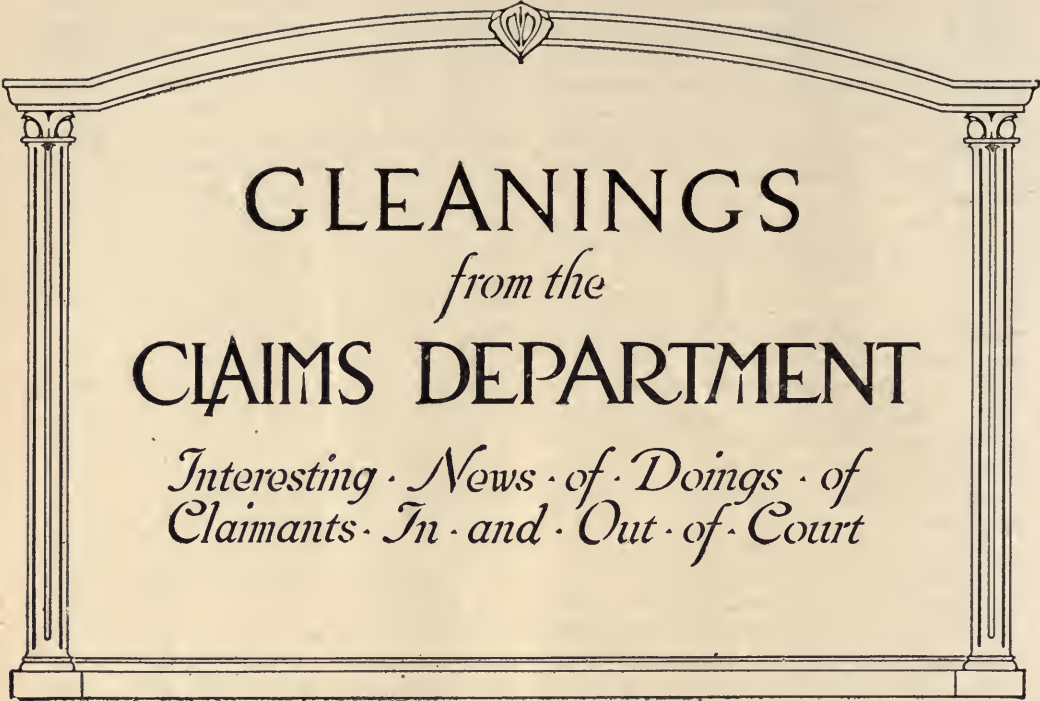
We feel that the company at least is doing all they can, under present circumstances, to eliminate this class of accidents. Quite recently a party of the road's local officials took a trip over the

line in Iowa, on a gas motor car, and made a stop at each crossing and arranged with the owners of adjacent lands to permit them to cut out trees, underbrush, and so far as was possible, give a better view at each and every crossing. One of the members of this party informs us that the owners of these lands were in hearty accord with the plan and in nearly every case gave them all they asked for and by their aid many of the heretofore obstructed crossings will be made much safer.

At more than ordinary blind crossings, they have recommended the installation of signal bells and on the whole, at the expense of a large sum of money and a good deal of time, expect to improve conditions materially.

The railroad company and the land owners cannot, however, do it all. If the railroads have speed mania, what can be said of the drivers of the auto? Time and speed seems to be an all important factor with them. To beat a train over a crossing and by so doing save themselves approximately two minutes or less of time is a feat devoutly to be wished for. If a train be seen, say 1,000 feet away, and is moving at a speed of say forty miles per hour, and is 1,000 feet long, the caboose of train will clear crossing in thirty-three seconds, and to the credit of the auto and the foolhardiness of the driver, many of them make it.—*Staceyville (Iowa) Monitor.*





GLEANINGS

from the

CLAIMS DEPARTMENT

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

ABANDONS HOPE Of Winning a Fortune on Claims of "Total" and "Permanent" Injury

J. H. Mathews Proves Himself a Perfect Specimen of Physical Manhood and Joins the U. S. Navy as "Coal Heaver" After Big Damage Suit

The following story concerning the aftermath of the celebrated personal injury damage suit of J. H. Mathews appeared in *The Winona (Miss.) Times* of October 27th:

There is an interesting document on file in the recruiting station of the Department of the United States Navy at St. Louis. It is the application of Joseph H. Mathews, dated July 18, 1916, to enlist in the U. S. Navy, together with the report of the physical examination, which was made by Dr. S. W. McEwan, medical examiner for the recruiting office at St. Louis. The application shows the name, date of birth, home address and

very complete and detailed information about the family of the applicant. It gives the education, occupation and other information. Among other things, Mathews shows in his application that he was at one time employed as brakeman on the M. K. & T. railroad at Sedalia, Mo., but says nothing whatever about his employment with the Illinois Central. It also shows that Mathews was at first rejected by the medical examiner of the navy because he had the picture of a nude woman tattooed on back of right and left forearms. Later on, however, Mathews was accepted and went to Norfolk, Va., where he entered the service of the United States navy, and is at present employed as third class fireman on board the North Carolina, which means that he is heaving coal for "Uncle Sam," said to be the hardest job in the service of the government.

The medical examination shows Mathews to have been a perfect specimen of physical manhood. For the purposes of the examination, he was required to

strip off his clothing and he was put through all kinds of muscular exercises and tests, all of which tests he passed satisfactorily. The slightest physical defect would have barred him from the service of the government. Even the picture of the nude woman tattooed on his arms came very nearly doing so.

This is the same Mathews who brought suit against the Illinois Central in May, 1915, for \$50,000.00 damages, in the Circuit Court of this county, alleging that he was seriously and permanently injured in an accident at Cairo, Ill., on the 3rd day of March, 1914. On the extent of the alleged injuries, we quote from the petition filed in court here by his attorneys, as follows:

"Plaintiff states that because of the wilful, wanton, reckless and negligent conduct on the part of the defendant railroad company in not keeping in good repair its roadbed as required by law, and also because of the wilful, wanton, reckless and negligent conduct on the part of said defendant for not repairing said roadbed when notified of its being out of repair and dangerous to persons in the employ of said defendant, he has been seriously injured and will be totally incapacitated for any work for the balance of his life. That he will be an invalid and dependent on others for his support and maintenance; that because of said fall and injury his head and spine were injured, and as a result of said injury to his head and spine he has been thrown into epileptic fits, and made sore, sick and lame; that ever since the said fall, said plaintiff has been confined to his bed, and has despaired of his life a great many times; and that he has suffered both in mind and body as a result of the accident."

At the time Mathews filed his suit here, he was a citizen of Pine Bluff, Ark., but when the alleged injury occurred, he was working for the railroad at Cairo, Ill. Just why Mississippi was selected as the place to attempt to "put over" the grand coup has never been explained. It will be recalled that the Railroad Company made the defense that while an accident did occur, yet Mathews was not

hurt and that he simulated injury which did not exist, and that the whole case was a "cooked up" affair from beginning to end. The first trial of the case occurred at the October, 1915, term, and resulted in a hung jury. Some of the jurors were in favor of awarding damages against the railroad as high as \$40,000.00, based upon the belief that Mathews was a hopeless cripple for life. As a matter of fact, there was strong medical testimony to this effect, but against it the Railroad Company produced even stronger medical testimony that there was no injury whatever, and supplemented this by proving that at his home in Pine Bluff Mathews had been in the habit, at times, of laying aside his crutches and indulging in the art of tango dancing with women of the underworld. No damage suit tried in this county in recent years attracted as much attention as did the two trials of the Mathews case. The last trial took place in April of this year, and the jury rendered a straight verdict in favor of the Railroad Company, which, according to the most recent developments in the case, shows that the jury had correctly analyzed the testimony.

It is estimated that the two trials of the case cost Montgomery county approximately \$1,000. From the number of doctors and experts, and other witnesses, brought here from Illinois, Arkansas and Tennessee, the expense to the railroad company must have been enormous, no doubt running into thousands of dollars. From the date of his alleged injury until last April, when the second trial of the case took place, Mathews got about with the aid of crutches. After spending many weary months in preparation for the fraud and in the expectation of taking a fortune out of the treasury of the Railroad Company, he no doubt became discouraged following the verdict of the second jury, and concluded to make amends by trying out his fortunes upon the briny deep in the service of his country.

Mathews, and the stir which he created in Circuit Court circles of this county, will be long remembered.

Much has been said and written about the attempted frauds perpetrated upon the railroads through personal injury damage suits, the imposition upon the courts and the people, the taxpayers in particular. Here is a concrete case which was pulled off in our own midst, by reason of which the taxpayers of this county as well as the Railroad Company, were victimized, and are common sufferers.

ANNEXED A HUSBAND

Anna Belle Phelps, colored, met Christopher Pitts on the train en route from Louisville to Hopkinsville, Ky., on August 11, 1915. When they reached Princeton, where they had to change cars, Anne Belle said she'd "Been there before," so they didn't bother to go around the train and show their tickets to the flagman, but boarded the motor car from the wrong side. The conductor soon found them in the compartment of the car reserved for white people, and after collecting their tickets, courteously informed them that they were in the wrong car, and would have to move back to the trailer, or rear coach, which was for colored people. This was something Anna Belle didn't know about, so she argued the question. The conductor explained the matter to her, and told her that they could remain seated until the train reached the next stop. But she was mad then, and said that if they had to move "they'd go right now." She warned the conductor that she was going to find out whether there was any law in Kentucky by which he could compel a lady to move from one coach to another while the train was in motion. The conductor watched them make the change, as did the flagman, who stood on the platform between the two coaches and who saw them comfortably seated in the proper car. Nothing more was said at the time.

Christopher, who was from Indianapolis, had intended to leave the train at Cerulean Springs, but after meeting Anna Belle, decided to accompany her to Hopkinsville, and when compelled to pay the customary 10 cents in addition to the regular cash fare from Cerulean to Hopkinsville, he was very much incensed, and

promptly announced that he was going to have a lawsuit, too. The rest of the journey was uneventful. Every one had forgotten about the matter until a month later, when Anna Belle filed a suit for damages, alleging a serious personal injury as a result of a fall on the coach platform! She demanded \$1,000 damages, and \$750 for loss of time, it transpiring that she was a trained nurse, and earned \$25.00 a week, caring for white people. She didn't cater to colored people, as they didn't have the money.

At the trial she produced a couple of doctors, who verified her tale of her injuries. Unfortunately for her, she couldn't prove that she received them on the train, which left every one wondering as to just how she did get them. It seems that she and Christopher, who was her only witness, had in the meanwhile discovered that they had a great deal in common, so, without consulting her attorneys, they got married, and this spoiled the lawsuit. Instead of being damaged Anna Belle annexed a husband.

It didn't take long for an intelligent jury to decide that Anna Belle had made up her mind to sue the Railroad Company for something or other, and had concocted the tale of the injury as the most promising cause of action, so the jury brought in a verdict for the railroad.

DEATH OF A HOG

Mrs. Rena Doom owns a little land on each side of the railroad track just south of Kuttawa, Ky., and for a long time has prospered accordingly. In fact, the claim business has been fully as profitable as farming. One day last May she discovered one of her prize hogs lying dead in a mud puddle, about forty feet inside the right of way fence, at the bottom of a sixty foot fill, a distance of at least one hundred feet from the track. She promptly sent for the section foreman, to put in a claim for the deceased hog, but the foreman told her that it was physically impossible for the animal to have been struck by a train, and refused to have anything to do with the

matter. She admitted that she didn't know what caused the porker's death, but argued, logically, that if a train didn't kill it, she didn't know what could have. She promptly retained an attorney and a judgment in her favor for \$22.00 and costs was rendered in the Kuttawa police court. Fortunately, however, the matter was not allowed to rest there, but was appealed to the Lyon County Quarterly Court. Her attorney waived a jury, and at the conclusion of the evidence, which was the first introduced by the defendant, the judge announced that the plaintiff had failed to make out a case, and judgment was entered in favor of the Railroad Company. All of which goes to show that while contact with a railroad train is perhaps the most certain way to kill a hog, yet there are other causes which may produce its death.

THE POOR MULE DIED

Gracey, Ky., October 18, 1916.
Mr. Hill:

Note attached photo of a gray mule, a frequent visitor to the Illinois Central Railroad Company's track. I personally called on the owner and requested him to keep said mule at home. However, the mule returned to the waylands. I ordered him "pinched" and placed in the city pound. Owner was notified to call and pay fine and refused to do so. Mule was ordered sold. No bids could be secured. The shock was so great the poor mule died.

Yours truly,
C. L. Wadlington.



OPERATING MOTOR CARS

Mr. B. Weeks, Superintendent of Telegraph, under date of October 12th, sent out a circular to all foremen, line-men and telephone maintainers, reading as follows:

"In connection with Rules and Regulations governing the operation of motor cars, it is imperative that our employes who are authorized to use these cars in maintenance of telegraph and telephone service should exercise every precaution to avoid accident or injury to themselves or others.

"While I believe that our men are operating these cars as carefully as possible, we must also be on the look out for negligence of others.

"A recent accident resulted in serious injury to occupants of a buggy, which statements indicate, was driven at a fast gait directly on the railroad track without these parties hesitating in any manner with a view to knowing that there were no trains or cars approaching, and the buggy was struck by a motor car used by some of our men, who claimed that the engine had been shut off and was simply coasting down the hill at a speed of from 6 to 8 miles an hour.

"When we figure that at a speed of 6 miles per hour an engine or car can run 528 feet in one minute or 8 feet in one second of time, and at a speed of 20 miles per hour an engine or car can run 1,760 feet per minute or very near 30 feet in a second, you will appreciate the importance of careful running, especially on approaching road crossings of any kind, and I trust that you will so control the handling of your cars as to avoid accidents of this kind."

OLD CUSTOM DYING OUT

The old custom of suing the railroads for damages every time a toe was stubbed within a mile of a railroad track, seems to be on the wane in Mississippi. Reports from various counties indicate the "damage suit industry" is not near so flourishing as formerly. The matter of giving the railroads and other corporations operating in the state a square deal has been rather persistently discussed in

the state press for the past couple of years, with the result that the average juror has reached the point where he sees both sides of the question. The man who serves on a jury nowadays is beginning to see it's just as unjust to give thoughtless, careless people or their families thousands of dollars of the railroads' money when they trespass on railroad property and are injured or killed as it would be to give these same people the farm or place of business of a member of the jury because they were injured on their property without having permission to be there.—*McComb Enterprise*.

JEFFERSON COUNTY (MISS.) CIRCUIT COURT

At the September term the suit of C. B. Mardis for \$2,600, account of a store and contents burned at Stampley, Miss., was tried, resulting in a jury verdict for the defendant. The case attracted more than ordinary attention, for the reason that the plaintiff had previously suffered several fires, and at the time of the trial was under indictment, being charged with having set fire, some years before, to a house owned by him. A circumstance which may have greatly influenced a verdict in favor of the railroad, was evidence to the effect that after the burning of the store certain articles claimed to have been buried, were found by representatives of the insurance company, hidden in a nearby building.

Three stock suits were also tried at this term, one by R. R. Lidell, seeking to recover \$150 for a mule killed. The claim agent had tendered him \$100 in compromise before suit, which he refused. The jury gave him \$90.00.

J. B. Spencer sued for a mare and colt killed by a train in December, 1915. The court gave a peremptory instruction for the railroad.

Clarence O'Neil had a suit for \$160 for two mules killed by a train. Proof showed that one was totally blind and the other blind in one eye, and that each had a piece of rope tied to its leg and corresponding pieces of rope were found by the crew of the train which struck the

stock, tied to the rail of the track. The jury found for the company, and it is understood that the grand jury is now looking into the question of whether these animals were tied to the track with malicious intent.

As trains have been derailed and trainmen and passengers killed or injured on account of striking stock, tying an animal on the track for the purpose of having it killed is likely to produce as serious consequences as throwing a switch or removing a rail, and one found guilty of such an act ought to be severely punished.

There were eight suits on the docket against the railway for killing dogs. Three were tried. In one a verdict of \$5.00 was obtained, and in the other two peremptory instructions were given for the defendant, whereupon the counsel in the remaining five cases dismissed three of them and agreed to dismiss the other two as soon as the clients were located. While an occasional dog suit has been filed in different counties, no such wholesale canine litigation has heretofore been started. While much may be said in favor of diversification in other lines, there already appears to be sufficient diversification in railroad litigation, and the lack of revenue resulting to the plaintiffs from these eight dog suits it is hoped will discourage this line of activity. The fact that the suit in which the verdict of \$5.00 was obtained cost the railroad company upward of \$75.00 in witness fees and costs, and probably the county an equal amount for the time of jurors, court, court attaches, etc., would make it appear more economical for all concerned to replace dogs meeting an untimely end on the track, from the public dog pound.

Issaqueena (Miss.) County

But one damage suit appeared on the docket against the Y. & M. V., at the September term of the Circuit Court of Issaqueena county, the case being that of Mary Beamon, colored, for \$5,000. The declaration stated that Mary was a passenger for Rome, Miss., but that the station was not announced and she was carried several miles past her destination, alighting

in a strange place and among strangers; that she was in mortal terror and suffered great mental anguish and was rendered sick and nervous. It was also claimed that when the train porter had ascertained that he had failed to call the station and that Mary had been carried by, "he was very much incensed and indignant and cursed and abused the plaintiff in the most shocking manner." This recital of horror and indignities was signed by three separate attorneys. Fortunately for the railroad the conductor in charge of the train in question, upon learning that this woman had been carried by her station made an immediate investigation, securing the names of several negroes who stated that the station had been distinctly called both by the conductor and the porter and these witnesses appeared at the trial and so testified. They also testified that Mary was seriously mistaken about the abuse and insults heaped upon her by the porter as they heard or saw nothing of the kind and that it did not occur. The jury promptly returned a verdict for the company. Mary had carried divers members of her family to the trial as witnesses, from her home near Rome, Miss., a distance of 120 miles, of course fully expecting a judgment which would defray such expense and leave a handsome profit besides. She and her relatives were seen at the Rolling Fork station purchasing return tickets and they were overheard to be computing the expense of the trip. Mary's horror and mental anguish over this expense seemed to quite equal that depicted in her declaration as the result of being carried by her station. If this negro's comments and actions are any criterion, the suggestion of another law suit against the railroad would likely be received by her with the same enthusiasm as the sight of a red hot stove by a burnt child.

Sharkey County (Miss.) Court

At the October term, a jury verdict was given the railroad in the suit of

H. Wander, for failure to install cattle guards.

At this term there was also tried the suit of M. Grundfest, for \$15,000, account burning of store and contents at Cary, Miss., alleged to have been set on fire by sparks from a locomotive, July 14, 1914, which resulted in a hung jury, eight for the defendant and four for the plaintiff. Three other suits have been filed in the same court for a total of \$4,000 damage growing out of the same fire. One of these cases, that of B. Goodman, for \$2,000, was tried at a previous term of court, when a jury verdict was returned for the railroad.

Sunflower County (Miss.) Court

During the October term of this court there was but one case for trial against the railroad, that being a suit by W. E. Eastland, for a team of mules killed and harness damaged. The amount sued for was \$600 actual and \$1,000 punitive damages. The proof showed that while an employe of Mr. Eastland was hitching these mules to a wagon they broke away and ran upon the track in front of an approaching passenger train, the engineer being unable to see them on account of intervening obstructions, until he was too close to stop. It is understood that Mr. Eastland has always been very friendly toward the railroad and all concerned regretted to hear of his loss and to note the ensuing litigation. It is hard to understand why anyone should feel that the railroad was at fault. It succeeded in convincing the jury that it was not and a verdict was returned in its favor. The case was most vigorously prosecuted, the plaintiff being represented by Judge Whitfield, a former member of the Supreme Court, of Mississippi, and Mr. Easterling, district attorney in that locality.

Coahoma County (Miss.) Court

This county, formerly the home of a large amount of litigation, furnished but one damage suit for trial against the railroad at the October term. Ed. Sutton, a negro, had a suit for \$2,000, account alleged assault and abuse, etc.,

by a conductor on the Helena District. The proof showed that a deputy sheriff boarded the train for the purpose of searching for whiskey and arresting negroes having it in their possession. The plaintiff attempted to interfere and though repeatedly warned to keep quiet, acted so obstreperously that the conductor found it necessary to tap him gently on the head. The proof showed that the conductor did not treat the negro any more roughly than was necessary under the circumstances and the jury concluded that the negro failed to make out his case and returned a verdict for the company.

Amite County (Miss.) Court

Several cases were on the docket for the October term, against the railroad, but while the company was ready for trial, the plaintiffs in all the cases asked for continuances and no trials were had. However, a motion for a new trial in the suit of Mrs. E. A. Ennis, account of the death of her son, due to alleged defective electric light wires at the shops at Vicksburg, in which a judgment was obtained at the previous term for \$13,000, was disposed of, the court setting aside the verdict on the ground of newly discovered witnesses and the fact that the star witness for the plaintiff was probably mistaken in his testimony. The verdict in this case was given wide publicity through the press. Verdicts adverse to the railway usually receive considerable publicity, while those in its favor receive little notice. However, in this instance, the Vicksburg Herald of October 11th, contains a notice of the granting of a new trial as follows:

New Trial Granted at Liberty in R. R. Case

Judge R. E. Jackson, of Liberty, Miss., yesterday set aside judgment for \$13,000 and granted a motion for a new trial in the suit of Mrs. E. A. Ennis vs. Y. & M. V. Railroad Company. The Plaintiff was represented by Attorneys Anderson, Vollar and Kelly, of this city and Ex-Gov. A. H.

Longino, of Jackson. The defendant was represented by Attorney E. H. Ratcliff of Natchez. Judgment for the above named amount was rendered at the February term of court. A new trial was granted because the defendant alleged it had newly discovered evidence.

This suit grew out of the death of John Ennis, a boiler maker helper, who died in the Vicksburg shops July 15, 1914, it being alleged that his death was caused by an electrical shock received from a light which he was holding just before he died. The case was tried at a former court term and the \$13,000 verdict that was set aside on the plea of newly discovered evidence was rendered by the jury in the case which will be hard fought at the next trial.

THE LIGHT WAS OUT

An aged negro was crossing tender at a spot where an express train made quick work of a buggy and its occupants. Naturally he was chief witness and the entire case hinged upon the energy with which he had displayed his warning signal.

A gruelling cross examination left Rastus unshaken in his story. The night was dark and he had waved his lantern frantically, but the driver of the carriage paid no attention to it.

Later, the division superintendent called the flagman to his office to compliment him on the steadfastness with which he stuck to his story.

"You did wonderfully, Rastus," he said. "I was afraid at first you might waver in your testimony."

"Nossir, nossir," Rastus exclaimed, "but I done feared ev'ry minute that 'ern durn lawyer was gwine ter ask me if mah lantern was lit."—*Puck*.

EXPENSIVE EXPERIENCE

Robert A. Probus, member of a bridge gang, claims that he was injured while employed near Muldraugh, Ky., on April 6, 1914, and instead of being considerate, as practically all of our employes are, he decided he

wanted trouble or a suit, and filed one for \$10,000. The case dragged through the courts until October 10, 1916, more than two years, when it was tried and decided in favor of the railroad. Probus was not only caused a lot of trouble himself in trying to win his case, but put the railroad to considerable expense in defending it. It sel-

dom pays to rush into the courts, and claimants are becoming to realize that they can handle their own complaints more satisfactorily and to better advantage than by resorting to the law. They are learning that railroad companies desire to act fairly and are ever willing to do their part to avoid trouble.

Distribution of Illinois Central Pure Bred Bulls to the Prize Winners in Baby Beef Club Contest at the Mississippi State Fair, Jackson, Miss.

Spends More Than Sum of \$20,000 on Pure Bred Bulls as Prizes for Farmer Boys of Mississippi—Great Railway System Pioneer in Developing What Is to Be Money Making Activities of Future—Officials Scatter Nuggets of Gold That Will Grow into Veritable Storehouses of Wealth—Finest Cattle to Be Obtained Given Away at the State Fair, and People Realize Generosity of Carrier

(From *Jackson Daily News*, October 27, 1916.)

THE Illinois Central Railroad, in presenting 47 pure bred bulls to members of the Baby Beef Clubs in Mississippi today at the State Fair grounds, gave most substantial evidence of its faith in the future of the cattle raising industry of this state, now in its infancy.

In presenting these bulls to the youthful farmers the great railway system has done for Mississippi what James J. Hill and the Great Northern Railroad accomplished for the great Northwest many years ago, when that system loaned bulls to the farmers, resulting in that section becoming one of the most famous in the world for its cattle industry.

The Illinois Central Railroad is blazing the trail for the cattle raising industry in Mississippi. It is the great pioneer in the development of the cattle raising and dairy industry, which far sighted men say will make this the greatest state in the Union at no very distant date.

The idea of presenting these pure bred bulls to boys of Mississippi who won the right to claim them originated with C. H. Markman, the progressive president of the Illinois Central system, as the head of that road, and the details have been worked out through the industrial and immigration department, of which John C. Clair is the head.

Mr. Clair is in the city today, and when he stepped out in front of the grand stand at 11 o'clock this morning at the fair grounds, and presented the bulls to the boys of the

Baby Beef Clubs the event marked a most important epoch in the history of Mississippi. In presenting the bulls Mr. Clair made an address of interest and note, telling the boys that the Illinois Central Railroad wanted to help those who wanted to help themselves. He said that the railroad, in giving the bulls, hoped that the putting of pure bred animals into the hands of progressive young farmers would result in propagation to the extent that herds would develop on many a Mississippi farm. He stated very frankly that the action of the railroad was not altogether philanthropic, saying the road realized that it would secure increased business when this state became a cattle raising center.

Mr. Clair said that he hoped in the future to hear that the young farmers would go back home and borrow money from their banks at 6 per cent interest to buy cows. "The banker who lends money to responsible farmers for live stock takes no risk," declared the speaker, amid applause. Mr. Clair also spoke of the influential bankers and factors in the business world which are lending their hearty support and approval to all movements to further the interest of live stock industries in Mississippi, saying it was a gratifying omen for the future.

In his address Mr. Clair spoke of the proper handling and feeding of pure bred cattle, and urged the youngsters before him to care for the bulls, and study up the most approved methods of handling and feeding them.

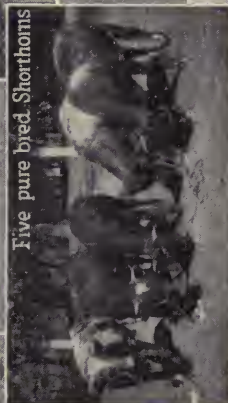
"The handling and feeding of pure bred cattle," said Mr. Clair, "leads to permanen-



Purebred Holstein



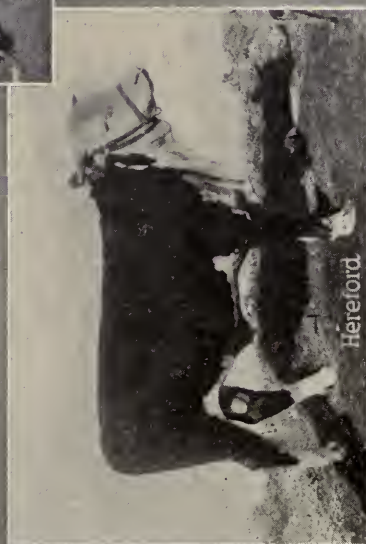
Pure bred Angus



Five pure bred Shorthorns



Shorthorn



Hereford

prosperity." He then discussed the beef cattle and dairy industries, saying that all live stock counties throughout the nation demonstrated the best type of rural citizenship."

Illinois Central a Pioneer

The Illinois Central Railroad, in giving away these 47 bulls of the very highest grade, which are valued at more than \$20,000, has accomplished the biggest booster feat for the cattle industry in the history of the Southern states. The giving away of the bulls means that this system has sent nearly half a hundred pure bred animals to different farms in eleven counties.

The Illinois Central, in making the generous offer, and giving the bulls as prizes to Baby Beef Clubs, under the direction of Dr. W. F. Farley, of the Mississippi Bureau of Animal Husbandry, imposed only three conditions, or requirements, as follows:

First—The county where the bulls go must be tick free.

Second—The county where the bulls go must have a demonstration agent.

Third—Only members of Baby Beef and Boys' and Girls' Dairy Clubs should compete.

Lends a Helping Hand

In giving away the bulls today the Illinois Central Railroad is lending a helping hand to the youthful farmers of Mississippi.

"We want to help those who help themselves," is the way one official of the railroad put it, and this trite sentence explains just why the railroad made the offer. The railroad wants to impress upon the farmer boys that they must work, and work hard, to secure the best results, and to succeed in life. The road believes the future of the beef cattle raising and dairy industries in Mississippi bears greater possibilities than any other line of development in Mississippi, and in giving the bulls it has scattered nuggets of gold, that will reap a harvest of wealth for those who will accept the opportunities offered, and learn how to raise cattle along scientific, modern and progressive lines.

Boys Must Work

In placing the pure bred bulls into the hands of youthful Mississippi farmers the Illinois Central Railroad, in effect says:

"We want the farmers and the farmer boys to do their own work in advancing the cattle industry, which means so much, not only to themselves but to the state as well. If they take these bulls, handle them properly, feed them well, they will soon see what intelligent handling of pure bred stock means. We want the boys to work, and work hard. We have given them an opportunity, of which we hope they will take advantage."

Co-Partnership Idea

The idea of co-partnership actuated the Illinois Central Railroad in giving the bulls

to the boys of Mississippi. In helping the farmer boys to be impressed with the fact that the live stock industry of the future offered the greatest possibilities of success of any industry in the state, the carrier realized that it, too, would receive returns in later years. The road only hopes that the boys will take advantage of the possibilities opening up before them.

How Bulls Distributed

The distribution of the 47 bulls in Mississippi was as follows:

Madison County, 3 Shorthorns, 1 Hereford, 1 Angus.

Hinds County, 5 Holsteins.

Warren County, 1 Holstein, 4 Angus.

DeSoto County, 5 Herefords.

Tate County, 5 Herefords.

Grenada County, 5 Herefords.

Yalobusha County, 2 Holsteins.

Holmes County, 2 Holsteins.

Holmes County, 3 Herefords.

Jefferson County, 5 Shorthorns.

Panola County, 5 Herefords and Angus.

Schwietert in Charge of Bulls

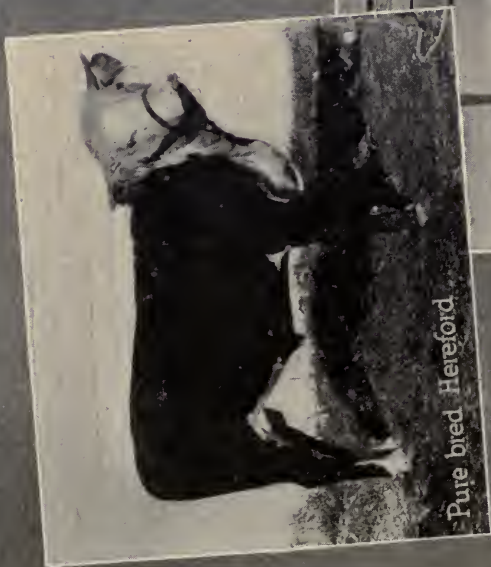
The work of assembling the bulls in Jackson was under the able direction of H. J. Schwietert, traveling industrial and immigration agent of the Illinois Central railroad. He had charge of transporting the animals here by passenger trains, and since they arrived has cared for them at the state fair grounds.

Mr. Schwietert is considered one of the best judges of cattle in the country, and has taken special pride in having the bulls given away today look well.

Pictures Tell the Story

The pictures of the pure bred bulls accompanying this article tell more powerfully than mere words can describe the influence of the gifts on the farmers of Mississippi, and the far reaching effects of this act of generosity. And not all generosity, either, because a great railroad system is a gigantic business, and naturally looks at everything from a business standpoint. The fact that the Illinois Central has spent \$20,000 in bulls for Mississippi farmer boys is the most convincing proof that the cattle raising industry is the feature of activities in Mississippi that will mean wealth, power and influence in the future.

The pictures of the bulls given away today tell a silent story of one of the greatest events in the history of the cattle raising industry of the south and they are eloquent testimonials of the foresight of a great railroad president, C. H. Markham, who has peered into the future with a clear vision, and as the representative of a great carrier system is anxious to help bring about the day when Mississippi shall be the leader in live stock activities.



Pure bred Hereford



Pure bred Shorthorn



Pure bred Holstein

FREIGHT TRAFFIC

DEPARTMENT



The Panama Canal

By W. M. Rhett

THE construction of the Panama Canal by this Government was commenced in May, 1904. According to program it should have been formally opened on January 1st, 1915. It was actually placed in use August 15th, 1914, although the ceremonial opening is yet to take place. It was closed in September, 1915, because of slides resulting in obstruction of the water-way and re-opened for traffic April 15th, this year, and has been used ever since. How long it will remain open is a matter of conjecture. The Government, so far as I know, has made no predictions, and the Canal Record, a weekly publication issued by the authorities at Colon, has nothing to say on the subject.

Mr. Hamilton, Traffic Manager for the Luckenbach Steamship Company, which, until recently, was engaged in coastwise traffic between New York and San Francisco, and had one sailing from San Francisco to New Orleans and return in 1915, recently testified that the engineers in charge of the Canal had found a large rocky ledge which is gradually moving towards the Canal, and until this is removed, which it is thought will take two years, the water-way will not be permanently opened. This, however, is more or less a matter of hearsay and guesswork. The Canal is now open, and a vessel drawing more than 28 feet of water passed through it since the reopening on April 15th.

This wonderful work, accomplished by our Government after being abandoned

by the French, is of immense economic value to the whole world, as the use of the Canal increases the world ship capacity without the cost of building and maintaining ships, and, in addition, saves time which means money. Outside of its great value to our Navy, it is at present worth more to Great Britain and other maritime nations than to us. It is hoped, however, with our awakening, which is now taking place, to the importance of having a merchant marine of our own which will compare with European nations, and without which it will hereafter be more impossible than ever, to measurably expand our foreign trade, we will become the chief beneficiaries of our own work.

The creation of this short cut between the Atlantic and Pacific Oceans must sooner or later prove of inestimable benefit to the Illinois Central System and the territory in which we are most interested. Not only does the Canal shorten tremendously the voyages between Gulf Ports and countries to which the United States now trades, which trade will inevitably increase, but it reverses the position of the Port of New Orleans as compared with New York and other Atlantic Ports. To the West Coast of North and South America, Australia, New Zealand, the Philippine Islands, Hawaii and the Orient, it changes the disadvantages of New Orleans as compared with New York in a matter of distance to an advantage. As an illustration, take the Port of Valparaiso, Chile, which fairly

represents that portion of Chile, from which about a million tons a year of nitrate of soda is exported to the United States, of which we have had a number of cargoes in New Orleans since April 15th. The distance from Valparaiso via the Straits of Magellan is to New York 8,460 nautical miles—to New Orleans 8,733, a disadvantage to New Orleans of 273 nautical miles, while via the Canal the distance to New York is 4,636 nautical miles—to New Orleans 4,035, an advantage in favor of New Orleans of 600 nautical miles. Thus New Orleans is bettered to the extent of 873 miles as compared with New York and there is an actual saving in distance of 4,698 miles through the Canal as compared with the route through the Straits of Magellan. The foregoing is also true of the voyages to any ports which must be reached from both New York and New Orleans either through the Straits of Magellan or the Panama Canal.

Strange as it may seem, the scarcity of ocean tonnage created by the European War, which has resulted in the temporary discontinuance of the use of the Panama Canal for coastwise business between the Pacific and Atlantic Coast, and curtailment of the business between the Atlantic Ports and the Orient passing through the Canal, has brought to our attention in an agreeable manner the benefits that we may derive by use of the Canal under normal conditions. We have had the pleasure of handling over our western line from Council Bluffs a portion of a very heavy movement of wool from Australia via the Pacific Ports to New York, Boston and Philadelphia. There have also been a number of cargoes of manila hemp from the Philippines destined to Chicago and manufacturing points in Canada, New York and New England, this movement being in addition to the usual shipments of matting, silks, curios, etc., from the Orient through the Pacific Ports overland to Chicago and New York. There has also been a large movement of wheat from Oregon and fir lumber from Seattle and Vancouver to New Orleans for export to Europe. We have had

a large tonnage of rice from the Orient via the Pacific Ports, Council Bluffs and New Orleans for Cuba. It is rather remarkable that rice should be brought into the United States from the Orient and forwarded by steamships from New Orleans to Cuba.

A very noticeable and unusual condition has developed with respect to raw sugar from Hawaii to the refineries at New York and Philadelphia. Ordinarily this sugar is handled by the American-Hawaiian Steamship Company from Hawaii direct to the Atlantic Ports. The steamship line mentioned has this movement under contract at a rate of \$10.00 per ton. On account of the demand for ships in the trade between Atlantic Ports and Europe, consisting largely of munitions of war and supplies, and the requirements for ship room to handle oil to the Orient—nitrates from Chile and general business to the Argentine, the American-Hawaiian Steamship Company has found it profitable to use only enough of their vessels to bring the sugar from Hawaii to Pacific Ports and pay the railroads \$12.00 a ton for handling across the continent, resulting in the steamship line hauling the sugar for nothing and paying out \$2.00 a ton more than they receive. By this means they are able to release seven ships of their fleet of ten for use in more profitable business. We have handled considerable of this sugar and expect to handle more.

Westbound we have had a large movement of automobiles for Australia and New Zealand from Detroit territory—railroad equipment and road making machinery for Russia from Chicago territory—naval stores from New Orleans to Japan, and there is in sight a shipment of 300,000 to 425,000 tons of rails for Russia to move via Pacific Ports from the Chicago, Pittsburgh and Birmingham Districts.

It will thus be seen that while the European War has caused the shortage of ocean tonnage by the sinking of many ships, and because of an even greater number having been requisitioned for transport service, thus taking them out of the merchant service, the volume of

business to be moved by ships has been enormously increased by the war. It is, therefore, not surprising that the lack of ocean tonnage is so acute.

But for the scarcity of ships and their use in more profitable service, we would undoubtedly have had before now steamship service between New Orleans and the West Coast of South America, the Orient, including the Philippines, and, perhaps, New Zealand and Australia and when normal conditions prevail we will have it.

Many cargoes of zinc ore from Australia have come to Gulf Ports since the commencement of the war. This ore moved to Illinois, Missouri, Kansas and Oklahoma smelters. In addition, Australia now ships to the United States large quantities of copper, wool and hides and will, in time, supply us with frozen meat. They use quantities of agricultural implements, automobiles, iron, oil, paper and tobacco, all of which are produced in sufficient quantities in our particular territory.

From the Philippines we receive immense quantities of sugar, fruits, nuts and fibre, and in return send them cotton, cotton goods, iron and oil.

The Orient supplies this country with large quantities of tea, wool, matting, silks and rice for our own use and for shipment to Cuba, straw goods, etc., and takes in return cotton, cotton goods, iron and petroleum products, all of which are produced in large quantities in the southern territory adjacent to New Orleans.

From the West Coast of South America we will handle nitrate from Chile, coffee from Venezuela and Colombia, copper from Peru and Chile, cocoa from Ecuador, and send them in return iron, machinery, lumber, bread stuffs, packing house products, cotton goods and oils.

However, the trade from the United States to the West Coast of South America is at present pitifully small and out of proportion to what we get from them. Europe has the call on that business, and owing to lack of ships we are unable to take advantage of the opportunity to get this trade created by the interruption of business from Europe.

We will also have coastwise service between New Orleans and our Pacific Coast to bring the fruits, green and dried, vegetables, canned goods and fish to the middle west, and return the manufactured products produced so abundantly in territory as near to New Orleans as to New York. The ships using New Orleans for this trade saving 600 miles ocean voyage in each direction as compared with New York—New Orleans being that much nearer to Colon, the Atlantic end of the Panama Canal.

At present the Panama Canal is comparatively idle, considering its capacity and the use it will be put to under normal conditions. There is not a single regular line of coastwise steamers making use of it compared with five coastwise steamship companies operating 20 ships using that waterway when it was closed in September last. The fact that it is not a factor in the coastwise business at present is evidenced by the fact that the Interstate Commerce Commission has recently handed down a decision wiping out the authority previously granted the Trans-Continental line of making low rates between the Atlantic and the Pacific Seaboards to meet water competition, disregarding rates to or from intermediate points.

While it is generally known that ocean rates are exorbitant, and have been so since shortly after the beginning of the war, the extent of the advances can be better appreciated by taking a few commodities. The rate on cotton from New Orleans to Liverpool has been as low as 18¾ cents. In the past year it has reached \$3.00 per 100 pounds. We have booked linseed oil cake to Antwerp and Rotterdam at 9 cents and the rate has recently exceeded \$1.00. Dr. Pratt, Chief of the Bureau of Foreign and Domestic Commerce, recently stated in a letter that the following advances had occurred in the last two years.

On grain —	900%
flour —	500%
provisions —	400%

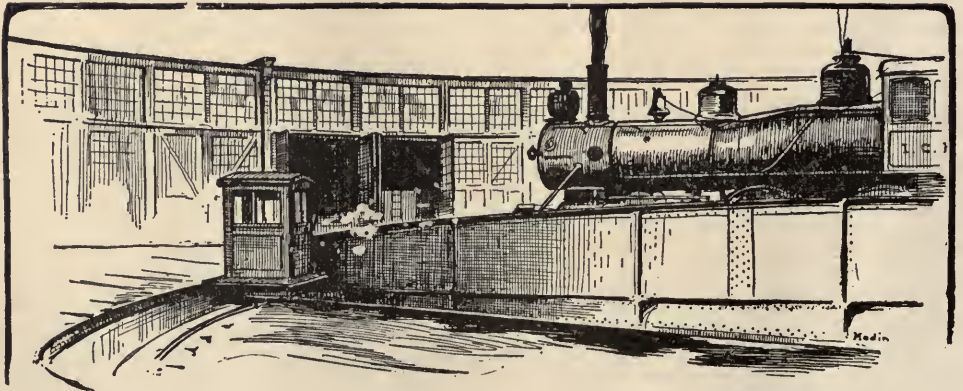
Mr. Hamilton, Traffic Manager of the Luckenbach Steamship Line, testified

in April that their ships engaged in the foreign trade were making $2\frac{1}{2}$ times as much as they could in coastwise trade. He thus accounted for the abandonment of their service between Atlantic and Pacific Ports.

As an indication of better things to come, the Trans-Atlantic Steamship Line, a reliable concern, has inaugurated monthly sailings from Calcutta to New Orleans. We hope they will bring us large quantities of burlaps, oils, spices and other East Indian products.

In conclusion a few facts relating to the canal and its operation may be interesting. While Colon and Panama are the two cities on the Atlantic and Pacific Coast of the Canal Zone, the corresponding ports are Cristobol and Balboa. The canal is 44 miles long, its level is 86 feet above the sea which is maintained by two sets of locks, Gatun locks near the Atlantic end and Miraflores locks near the Pacific. The water supply is from Gatun Lake, which is also

part of the route. The Atlantic entrance is northwest of the Pacific entrance and not east as is frequently supposed. Ships navigate the Canal with their own power, sometimes assisted by tugs, except when passing through the locks they are towed by from 4 to 6 electric locomotives. The canal tolls are on loaded vessels \$1.20 per net ship ton which is 100 cubic feet of carrying capacity of revenue freight—when in ballast 72 cents per net ship ton. For the year ending August 14th, 1915, the first year of the canal operation, 1317 sea going vessels with 6,494,673 tons gross measurement passed through the canal. This was about 22 percent of the business done by the Suez canal for the same period. Vessels in coastwise trade through the canal are not allowed to discharge or take on cargo at canal ports for the reason that while the canal zone is administered by U. S. authorities, the ports of Christobol and Balboa are considered foreign ports outside of our customs regulations.





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 subject of the Prevention of Malaria is one of the most important matters that presents itself to employes and citizens living on the Southern Lines. Therefore, it is considered most timely that we are able to publish the papers in the magazine which were presented at the Ninth Annual Meeting of the Joint Association of Surgeons of the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies, held at Chicago, May 26th and 27th, 1916. These articles have appeared in the Railway Surgical Journal, the official organ of the Association, to whom credit is given.

Editor.

Measures Useful in the Prevention of Malaria, with Special Consideration of Prophylaxis in Railroad Construction

Battle Malone, M. D., Division Surgeon, I. C. and The Y. & M. V. R. R.,
Memphis, Tenn.

THE phase of this great question of control of malaria, which is of most interest to us as Hospital Department surgeons, is the campaign for prevention among employes of the company. If we can accomplish this, however, we will not only eliminate the enormous loss of efficiency, now so noticeable in certain districts in the malarial season, thus benefiting the company and employes alike, but the object lesson of controlling malaria in certain groups cannot fail to have a most beneficial educational effect in the communities in which the work is done. The Hospital Department which we represent here has undertaken to do what it can to control malaria among its employes; the absolute control and eradication of the disease is, of course, a governmental task.

The great bulk of employes of this company are citizens of communities from which the regulations of sanitary officials have more or less effectually banished malaria. In those towns in which methods of prevention of malaria have not been adopted it must remain with their health officers, and not with the railroad company's Hospital Department, to stamp out the diseases completely. But the prevention of malaria in municipalities and thickly populated districts will prove but an

infinitesimal part of the task of entirely eradicating the disease.

It is always to be remembered that the Anopheles is a country cousin and those who are familiar with the vast areas of suitable breeding places in the brakes, marshes, bayous and undeveloped lands in the south, readily appreciate the colossal task of completely controlling malaria.

Those of the employes of the company who live in towns which have efficient health officials are, of course, protected with their fellow citizens by the sanitary laws which are in force. To mention only one point—such employes as have just been mentioned live, to a large extent, in screened houses and so escape malaria. It is the employes who live and work out on the right-of-way for whom we should plan particularly in any anti-malaria campaign. Bridge gangs, section hands and those who are engaged in construction work, or, as we call them, "extra gangs," are forced to live under such conditions as render them especially liable to contract malaria. They have to live almost entirely in camp cars, which are moved from place to place along the right-of-way as the progress of the work may require. There could not exist a more prolific breeding place for mosquitos than

along the average railroad right-of-way in the south. Borrow pits are everywhere and I am sure that anophelines must regard borrow pits as their happy hunting grounds.

Recently, through the courtesy of General Superintendent Egan, who accompanied me, an inspection trip was made over part of the Memphis Division, and every set of camp cars we found was within 100 feet of one or more borrow pits, partly filled with stagnant water and in two instances the cars were immediately over these pits.

Perhaps my interest in this particular class of employes may be found in the fact that of the 121 cases of malaria, which we had in the Memphis hospitals last season, 60, or more than one-half, were of the extra gang camps, and this, too, in spite of the fact that quinine had been distributed and should have been administered in prophylactic doses to every employe. Conditions being such as they are, consideration must be given to all methods which may prevent malaria in these camps, and especially in the extra gang camps, which consists, as a rule, of about 25 negro laborers and a white foreman.

The methods which have been successfully employed in getting rid of malaria are:

First, by destroying the breeding places of Anopheles, either by draining, filling in or oiling. We find that the company is employing this method extensively and it is accomplishing results when carried out properly around large yards and shops. For instance, around Nonconnah yards last season a number of pits were filled in and a considerable amount of oiling was done, but out on the road where these camps are, the company has authority only on its right-of-way, and while it is desired that all borrow pits be drained or filled in, the occupants of the camp are not much protected by having this done when just across the fence of the right-of-way there is plenty of undrained land. So this method is not going to prove efficacious in keeping malaria out of these camps. Just here I should like to mention two things which are being done on the Memphis Division for the betterment of sanitary conditions and for the improvement of the general appearance along the road.

The first of these is to bring the land along either side of the track on the right-of-way under cultivation. The other is that in recent construction, instead of borrow pits we find drainage ditches, the dirt from the road bed being taken evenly from each side along the track. This is, from a sanitary standpoint, a splendid advance. We found, for a stretch of miles over the beautiful piece of roadway on the Swan Lake cut-off, no borrow pits.

What is to be regarded as the next best method of prevention is that of keeping the Anopheles away from well people by careful screening, or by the use of mosquito bars. I am of the opinion that the widespread custom, which is becoming more and more prevalent

in the south, of having houses, verandas and sleeping porches thoroughly screened has done more to lessen malaria than all other measures combined, but it is absolutely useless to try to make a railroad negro keep a screen in place. The company provides that camp cars shall be screened and the cars are probably fairly well screened when they are sent out on the road, but the negroes will not let the screens stay in place long after they move in. In the camps which I have inspected, in not a single instance was a car occupied by a negro found with all the screens in place. In each camp the foreman has a separate car for his office and sleeping room and some instruction as to the proper care of the screens, and we have seen to it that such instructions are being given, will give fairly thorough protection to the foremen, but it appears to be an almost hopeless task to keep the mosquito out of the negroes' cars.

The third method, that of killing all the parasites in the blood of infected persons, to which might be applied Ehrlich's term, "Therapia sterilisans magna," would prove most efficacious, if all cases of malaria could be treated in a hospital.

Dr. Evans at the Memphis conference spoke at some length of his confidence in what might be accomplished by this method, but it is doubtful if it is applicable to the class of employes to which we are here giving special consideration. To quote from Ross on this point, "for public health work, cases cannot be treated with the elaboration of detail employed in hospital practice. All we can do is to recommend a general line of treatment." While Dr. Evans may be perfectly right in expecting more good results generally from the employment of this method than from any of the others, we cannot, for the present at least, hope to do much with it in railroad camps.

Coming, then, to the last method, the prophylactic use of quinine, we find the measure upon which we must rely for accomplishing our purpose in railroad construction, and we find in these camps, conditions which make it possible to carry out this method systematically and thoroughly. The laborers occupy common quarters; are directly under the supervision of the foreman, and such a regulation as taking quinine can be enforced with military-like discipline. In railroad and other construction work malaria has been controlled absolutely by the prophylactic use of quinine. As related by Cruz in his contribution to Ross' book, a continuous daily dose of 50 centigrams was given to every one connected with the survey for the South of Bahia Railway, with the result that "not one of the persons subjected to the regime fell sick, whereas others who accompanied the party without belonging to it, and who would not submit to the same prophylaxis, were attacked by malaria." Numerous such instances could be cited.

In every successful campaign which has been waged against malaria—at Panama, at Ismailia, at Marathon, in the Agro Romano, in armies, and in the construction of public works in malarious countries, the prophylactic value of quinine has been recognized. As to whether it is better to give it in continuous daily doses of 5 gr., which is the Italian or Celli method, or as recommended by Koch, the administration of gms. 1, every seventh and eighth day, there seems to be much difference of opinion. Ross, Celli, Gorgas and Carter, and White of our Public Health Service, recommended the daily dose. On the other hand, Maj. Fowler of the British Army, in his contribution on "The Prevention of Malaria Among Troops Under Peace Conditions," and Col. Melville, also of the British army, in discussing "The Prevention of Malaria in War," both advise the Koch method. Savos, after comparing the two methods in the Marathon, says: "The Koch preventive method seems likely to meet with considerable difficulties in our country; that of Celli in combination with the destruction of the larvæ of the *Anopheles* gives excellent results and is an ideal method of combating malaria." There is no question, however, that our object can be accomplished by the Koch method, which is the one which the Hospital Department has adopted.

Last year a supply of quinine was distributed through the supervisors and placed in the hands of each foreman, and instructions given him as to the proper method of giving it to the employes under him. In December, Dr. Dowdall issued a circular on Malaria in which he expressed some satisfaction over the results which he thought had been obtained. On the Memphis Division we had no cause for satisfaction. From June 1st to December 31st, 1914, we had treated in the hospital 102 cases of malaria, 45 of which came from the extra gang camps. For the same period in 1915 we had 121 cases with 60 from

the extra gang camps. It is only fair to state, however, that reports from all over the south would indicate that last year malaria was more generally prevalent than for many years. Still the showing made was very conclusive that we had not succeeded at all in controlling the situation; the reason for the failure was simply that the foremen had not seen to it that the employes took the quinine. In every case of malaria coming from these camps the patient was asked if he had taken any medicine before he had his chill and in every case the answer was "No." If we are to succeed then in our efforts along this line, it is apparent that we must first secure the co-operation of the foremen, and to do this we must teach them something of the meaning of prophylaxis.

The average layman thinks medicine is a thing to be taken when one is sick. He naturally has no conception of the difference between medical therapeutics and hygienic therapeutics; in fact, it has never occurred to him that there is such a thing as a latter. I believe if we can get the foremen to understand what we are driving at we can secure their co-operation. With this end in view we have already had one conference with all the supervisors of the division. They now understand our object and through them we hope the foremen will be brought into line. The co-operation of the local surgeons of the department is now very desirable.

If those in whose territory these camps are situated will take occasion to look up the foremen and tell them about the prevention of malaria, go over his instructions with him, and inquire into his methods of carrying them out, we cannot fail to get more accomplished. This work is not going to take care of itself. If it is to prove worth while we will have to keep in behind it constantly. To paraphrase a quotation which we were accustomed to mouth in our sophomore days, "Eternal vigilance is the price of efficiency."

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

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Illinois.
Dear Doctor:—

Jackson, Tenn., Sept. 29th, 1916.

I want to express my appreciation and thanks for the fine service and treatment accorded me while I was a patient at Illinois Central Hospital in Chicago. I wish to thank the attending Staff and likewise the faithful and attentive nurses that attended me while under their care.

My operation was very successful and I have improved wonderfully con-

sidering the short stay in the hospital. I feel like a new man, strong throughout my whole system, and I can say that I am free from a condition that has given me considerable trouble for many years past.

I write this for the benefit of others that may have the same trouble.

Thanking you again for the good attention shown me while in the hospital, I am, with best wishes,

Yours very truly,

(Signed) J. A. Pendleton,
Switchman,
Jackson, Tenn.

Clarksdale, Miss., May 2nd, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:—

Noting a letter in the Illinois Central Magazine of April, 1916, under heading "Letters of Appreciation of Treatment Received at Hands of Hospital Department," one of which individually interested me, signed by James Powers, this letter being addressed to Sharp & Smith, who furnished him his artificial leg.

As I was confined at Mercy Hospital at the same time that Mr. Powers was and we both were having our limbs made at the same time, it especially interested me to hear of his success in wearing his artificial limb. You are apparently aware that there is quite a good deal of knocking against Sharp & Smith by other limb makers who gain access to the hospital, and I wish to add my testimony to the fact that I believe that there is no better limb maker and fitter than Mr. H. C. Colcutt. The limb that he made for me has given satisfaction in every respect. Have worn it now for more than two years with no expense whatever. I also wish to add that my hospital treatment both at Memphis, St. Joseph's Hospital, and Mercy Hospital, Chicago, could not have been any better, and I feel that all I. C. and Y. & M. V. employes should be proud of these institutions.

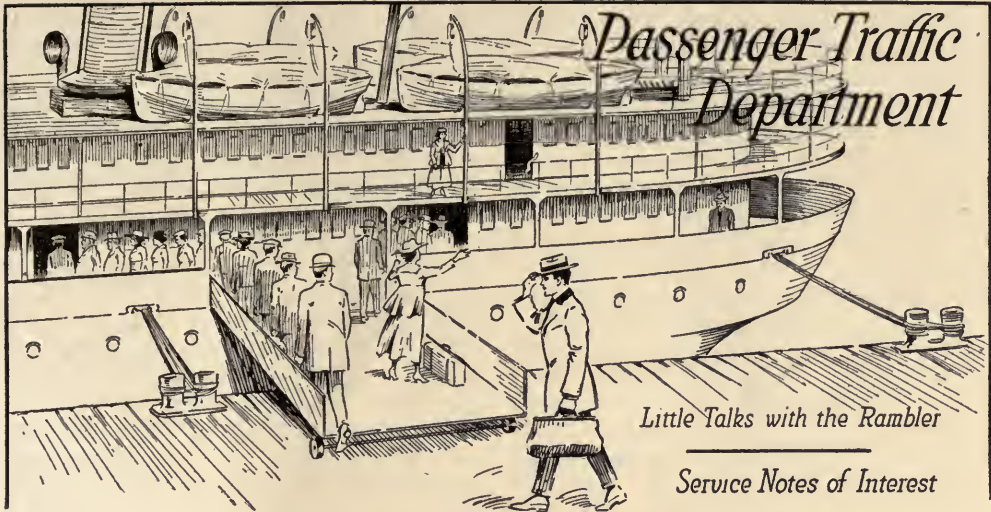
Thanking you and your assistants for the past treatment that was given me, I am

Very truly yours,

(Signed) S. J. Young,
General Foreman,
Clarksdale, Miss.

**AT THE MEETING OF THE TRAVELING ENGINEERS' ASSOCIATION, HELD IN THE SHERMAN HOTEL, CHICAGO, ILL.,
OCTOBER 24 TO 27, 1916, THE FOLLOWING
OFFICERS WERE ELECTED:**

B. J. Feeny, President, Illinois Central Ry., Memphis.
H. F. Henson, 1st Vice President, N. & W. Ry., Crewe, Va.
W. L. Robinson, 2nd Vice President, B. & O. Ry., Baltimore, Md.
G. A. Kell, 3rd Vice President, Grand Trunk Ry., Montreal, Que.
W. E. Preston, 4th Vice President, Southern Ry., Knoxville, Tenn.
L. R. Pyle, 5th Vice President, Soo Line, Minneapolis, Minn.
Next Convention to be held in Chicago, September, 1917.



A Matter of "Atmosphere"

"Yes," said Tyro, "oftentimes a single word will ruin or make a cause. I have heard something to-night which, should it strike the popular vein as it struck my ear, would probably turn the scale of this political campaign."

I had met him on the street down town one evening at an unusual hour for him to be abroad. This last he explained, however, by saying that he had left his desk and gone to a political gathering for the express purpose of getting what he called "atmosphere." "You know," he continued, "I am supposed to write learnedly on the political situation, for which, as well as for all questions of the day, men in my profession are in touch in various ways with what is going on in the outside world, and are generally able to balance this and that fact one against the other, and thereby arrive at a fair conclusion as to the real merits, or situation, on a given interest. Nevertheless, occasionally I like to get out and touch elbows directly with the interest that happens to be uppermost in the minds of the people, and concerning which I am obliged to write more or less. It gives me what I believe your Snap-Shot Bill, as applied

to pictures would call 'atmosphere.' True, I may not have heard on this occasion anything in particular that I will make use of, but somehow it puts me in the rhythm of politics to come in such close contact with them as I have been this evening, aside from the interest there was in hearing a really good speaker." "But," I said, "how about the phrase or statement you mentioned that might make or break, presumably some candidate, should it take among the people as it appealed to you?" "Ah," he laughed, "I am not going to tell you what it was. I am waiting to see if you and others will discover it in the reports; and I am naturally curious to know what its result will be. It may pass unnoticed. It was not a particular charge, defense or declaration. In a way it was simply an aside, but it had a potent jingle that is capable of being very effective if it strikes a harmonious chord in the masses. Many a high political aspirant has been defeated or made in the past on less."

The next day, when at luncheon at the club with the Rambler, I mentioned my chance conversation with Tyro and the Rambler seemed much

interested. "I know what Tyro means by 'atmosphere,'" he said. "While the term is used very commonly by artists and writers, who oftentimes make it synonymous with such terms as 'local color' and other phrases, it is really felt, although unrecognized, in almost all directions. Take for instance our recent family meeting held at Grand Central Station, Memphis, October 5 and 6. It was, you know, a meeting of Passenger Department representatives, 35 of us being present, with the Passenger Traffic Manager presiding. The men came from various directions, according to their territory, and the meeting lasted all of Thursday and during the forenoon of Friday. Its objects were to discuss in either a broad or detail way, as circumstances might dictate, various matters pertaining to the department; particularly in connection with the winter campaign for passenger traffic. For instance, the new Panama Limited train to be put on between Chicago, St. Louis and New Orleans was a very important matter considered. Its schedules, character of equipment and various details of service were explained and discussed, and the advertising campaign for its exploitation was announced. The Seminole Limited train to Florida was also considered from various points of view; its present schedules were considered satisfactory and it was agreed that the general plan of advertising the train should be substantially as last season, with possible minor changes as circumstances seem to warrant. Home-seekers' traffic to Florida was discussed in this connection, and the matter of tourist sleeping cars to Jacksonville was taken into consideration to be determined upon definitely in the future, according to what necessity might develop. Announcement was made of new steel chair cars to be introduced on trains Nos. 1, 2, 3 and 4, and the discontinuance of observation cars on Nos. 1 and 2, and south of Memphis on Nos. 3 and 4. Suggestions followed as to the character of equip-

ment on other trains, and all were requested to observe the general nature and condition of equipment in the course of their travels over the line, with the end in view of reporting unsatisfactory conditions that may come to their notice. Those present were reminded as to what was expected in requesting annual transportation for members of their families; and the new pass regulations of the Interstate Commerce Commission, effective January, 1917, covering issuance on direct request of employes, were read and explained. Folder distribution was discussed very generally, including distribution service, and, on being suggested, it was approved that representatives be advised 15 days in advance of a new issue of folder in order that any change in supply could be certified to the Advertising Department, it being understood that the same supply as of the previous issue would be forwarded unless representatives promptly advised to the contrary. In this connection it was also suggested and approved that plain wrappers for forwarding folders be furnished, certain printed matter to be eliminated therefrom. In the matter of patrons requesting that trains be stopped at unscheduled points, it was explained that all requests in that direction submitted to the general office at Chicago were referred to the General Manager, and that all such requests should include full explanation of reasons why such a request was made. The Blue and Gray Reunion at Vicksburg in October, 1917, was announced and reference made to action of the last session of Congress in appropriating \$150,000 towards the enterprise; representatives being requested to keep in close touch with the situation and report progress from time to time. Details concerning the 1917 Mid-winter Vacation Party to the Mardi Gras were gone over, as also were certain features of an advertising nature in connection with United Fruit Company tours to the tropics. The dining car service came in for a share of attention, as did the necessity of

representatives personally supervising the transfer and delivery of special cars to connecting lines. The subject that probably received the greatest percentage of time, owing to the many angles it presented, was that of solicitation; encompassing, for illustration, the importance of securing correct detail information, co-operation, following-up, and the like. Samples of novelty advertising were submitted and considered, and explanations and suggestions were made on the subject of expense and operation of outside agencies. The plan to improve relations between passengers and employes was reported to be working out satisfactorily, and as a rule to be received favorably by patrons. For educational and other reasons a plan was suggested for transferring Southern representatives to the North during the winter months, which suggestion being favorably received, certain transfers were considered. In connection with the practice of representatives sending copies of correspondence to members of other departments, attention was called to certain undesirable features attendant thereon, and discretion urged to the end of avoiding the mailing of unnecessary matter. The desirability of, and objections to, showing stopovers in the folder were gone over at some length. The suggestion was made that all present bear future meetings in mind with the end in view of noting, as they occur, subjects which it would be beneficial to have put on the docket for discussion. The meeting ended with a most interesting talk by Mr. G. B. Harper, Assistant Industrial and Immigration Commissioner, on the work being done by his department through demonstration farms, live stock, dairying, and the like."

"You see," concluded the Rambler, "from this rough outline as to what was done at that meeting that we were busy. I do not know whether I have enumerated all the points that were brought up, but I remember in our formal report it showed 20 items. The

point I want to make, however, concerning the meeting as a whole is this: There is no question of its profit in even a dry business way notwithstanding the fact that but very few points were definitely and formally acted upon and settled. As a whole it was more of an interchange of views—a matter of discussions, explanations, suggestions and instructions. Nevertheless, it clearly, judging from the manifest interest taken from start to finish, did not prove in any sense a matter of dry business detail to any of those present; for throughout all there was an 'atmosphere,' such as Tyro talked about, that prevailed the entire time. A dignified informality removed all restraint and while certain social features were entirely absent, even outside of meeting hours the renewance of old acquaintances, the discussion of common business interests, and quiet good fellowship made that 'atmosphere' still dominant during the entire period of our stay in Memphis."

"I understand," was my response to the Rambler's long talk, "the similarity between Tyro's search for 'atmosphere' and that which you experienced at your meeting. Each of the men got in close touch with the passenger traffic affairs that interested all, and with each other. But what do you suppose," I added, to change the subject, "Tyro meant when he told me of the little twist he discovered at his political meeting, that, if it should happen to strike a responsive chord, would have such a potent influence in the fortunes of some political aspirant, faction or party?" "O," laughed the Rambler, as he reached over for a lump of sugar from the bowl and proceeded to first dip it in the water in his tumbler before placing it in his mouth as a sort of finishing touch to the lunch, "it might have been one of a dozen things, and I am not prepared to even guess what. I do know, however, as we all do, that strange things occur, and unexpected results are experienced, from little happenings, or even a chance

word. Would-be presidents have been defeated by indiscreet utterances of a follower; and, as you certainly know, queer things occur all about us every day. The most remarkable little thing, however, that I think I ever heard of happened some years ago in connection with a ticket. But it is time to be going, and I guess I'll have to tell you that some other time." "No," I said, gently pushing him back in his chair as he began to arise, and putting a cigar in his hand at the same time, "I am in a mood to hear it now. You are in no hurry, you only think you are." "Well," was the good natured response, as he reached over for the matches, "since you feel that way, here it is. It occurred on one of our Great Lake steamship lines, and you probably wouldn't believe it if anyone was telling it but myself and if it wasn't subject to verification as having really happened. Now listen. Just preceding the departure of a certain steamship from its initial port, the wind was blowing a gale, and the ship was so light that the gangplank of the steamer was at quite an angle when the crowd was filing onto her just previous to her departure. Two lines of people had been formed, one for those not having berth or stateroom tickets and the other for those who had such tickets; the system being for the head of each line to go to different windows. Among those in the line having tickets was a lady who was holding in her hand her passage and stateroom tickets. Of a sudden a gust of wind blew the stateroom ticket out of her hand

and it was carried overboard between the dock and the side of the ship, down towards the water. It was caught, however, by an empty floating fruit crate, the wind holding the ticket flat against its slats. The blowing away of the ticket was seen by all in the immediate vicinity, and also by some on the vessel's deck who had secured their staterooms and were watching the crowd embark. Among the latter was a lady who was afterwards to figure in the matter. The ticket was held for a short time against the slat of the crate, then by a sudden veering of the wind the crate floated around so that instead of the ticket being directly against the wind, and so held fast by it across the slats, it suddenly became back of it, or in the wind, so that the ticket was released from the crate and the wind blew it up on to the deck of the ship. It fell at the foot of the lady mentioned who had seen the whole performance; she putting her foot on it so that in time the ticket was restored to its owner."

The Rambler evidently did not like the quality of the cigar I had given him, for, on finishing his story, after a few vigorous puffs in which he attempted in vain to bring it back into proper condition of burning, he threw it viciously into the cuspidor. Perhaps a bit nettled by his action, I said to him with mock sadness, "Rambler, I never knew you were in the habit of 'drawing the long bow.'" "I am not," was the quick response, "what I told you was true."

Service Notes of Interest

On November 15 a change of schedules will take place on the Illinois Central and the Yazoo & Mississippi Valley, complete specific details of which are not available at the time of the publication of this November magazine. The following principal features of the change, however, may be mentioned, with the understanding that in the matter of additions or cor-

rections changes may occur. Of certain minor changes only earlier departures are mentioned.

A new "Panama Limited" train will be inaugurated on November 15 from Chicago and St. Louis, and on November 16 from New Orleans; to make the run between Chicago and New Orleans in 23 hours and between St. Louis and New Orleans in 19 hours. It will be

an all-steel, electric lighted, all sleeping car train of the highest class, no coaches being carried. Its departure from Chicago and from New Orleans will be at 12:30 p. m., arriving at New Orleans and Chicago at 11:30 a. m. the next morning; from St. Louis the departure to be at 4:30 p. m. A through New Orleans sleeping car will be carried from St. Louis on a new train, No. 207, to make connection with the "Panama Limited" at Carbondale; returning, the through sleeping car will be carried on train No. 208, arriving at St. Louis at 7:20 a. m., the arrival and departure from New Orleans being 11:30 a. m. and 12:30 p. m., respectively. The equipment of the "Panama Limited" will consist of buffet car, dining car, drawing-room, sleeping cars, and composite sleeping car containing four compartments, two drawing rooms and a library observation car section. North bound it will also carry the Memphis-St. Louis sleeping cars now being carried on No. 204. In the composite car a drawingroom and compartment, or two or more compartments, may be used en suite; and included in the special features of the train will be a barber shop, shower bath, lady's maid (manicuring, hair dressing, etc.), valet service and telephone service before departure from Chicago and New Orleans. Between Chicago and New Orleans stops will be made only at Champaign, Centralia, Carbondale, Cairo, Memphis, Grenada, Canton and Jackson, Miss., with conditional stops at Kankakee, Mattoon, Effingham and Hammond. This "Panama Limited," trains Nos. 7 and 8, between Chicago and New Orleans, and Nos. 207 and 208 between St. Louis and Carbondale, is a train in addition to the former Panama Limited trains, Nos. 3 and 4, and 203 and 204. This last will continue to be operated under the name of the "New Orleans Limited" and the "St. Louis and Chicago Limited;" thus giving, with the "New Orleans Special," trains Nos. 1 and 2, and 201 and 202, a triple daily service between Chicago, St. Louis and New Orleans.

The "Daylight Special" from St. Louis will leave that city at 8:57 a. m. instead of 10:15 a. m., and arrive at Chicago at 4:37 p. m., which earlier departure from St. Louis should be particularly noted. No. 534 will leave St. Louis at 4:13 p. m. instead of 4:49 p. m., and No. 524 will leave St. Louis at 7:25 a. m. instead of at 7:50 a. m.

Train No. 207 will be a new train, connecting with the "Panama Limited." Present train No. 207 will become No. 203. Train No. 203 will become No. 209. No. 22 will leave Cairo at 5:00 p. m. instead of at 5:30 p. m. A new train, No. 222, connecting with No. 22 from Cairo, will be scheduled to leave Carbondale at 8:15 p. m. and arrive at St. Louis at 11:30 p. m.

No. 4 will arrive at Chicago at 10:45 a. m. instead of 11:00 o'clock, making up five minutes each on Tennessee, St. Louis and Illinois divisions.

No. 204 will be discontinued, Memphis to Fulton.

On the Tennessee Division train No. 106 will leave Memphis at 7:45 a. m. instead of 7:55 a. m. Train No. 110, between Memphis and Fulton, will leave Memphis at 5:15 p. m. instead of 4:40 p. m., and make regular stops only at Covington, Ripley, Dyersburg, Rives, Gibbs, and flag stops at Halls, Newbern and Obion. A new train, No. 136, will leave Memphis at 5:35 p. m. for Fulton, making all intermediate stops.

Nos. 133 and 134 between Memphis and Grenada will be discontinued.

Sleeping car changes will be somewhat extensive, so that the following arrangement will take place of that now existing in the various trains mentioned:

Trains Nos. 1 and 2 will carry a sleeping car between Chicago and Gulfport, Chicago and Eagle Pass, and Memphis and New Orleans. Trains Nos. 3 and 4 will carry sleeping cars between Chicago and Memphis, Chicago and Hot Springs, Chicago and San Antonio, and a sun parlor observation car between Chicago and Memphis. Trains Nos. 9 and 10 will carry sleeping car between Chicago and Pa-

ducah, Chicago and Memphis, and drawing room and compartment sleeping cars and a sun parlor observation car between Chicago and Jacksonville. Sleeping car now being carried between St. Louis and New Orleans on trains Nos. 201 and 202 will be discontinued. New No. 209 will carry a sleeping car, St. Louis to Jacksonville, in connection with the Seminole Limited, train No. 9, and St. Louis to Memphis in connection with train No. 3, from Carbondale. No. 204 will carry the Jacksonville-St. Louis sleeping car of the Dixie Flyer from Fulton to St. Louis; also sleeping car, Paducah to St. Louis. New No. 203 will carry sleeping car, St. Louis to Memphis, St. Louis to Paducah, and the Dixie Flyer sleeping car, St. Louis to Jacksonville. No. 208 will carry into St. Louis the Jacksonville-St. Louis sleeping car from the Seminole Limited, train No. 10, the New Orleans-St. Louis and the Memphis-St. Louis sleeping cars from the "Panama Limited," No. 8. Nos. 109 and 110 will carry between Fulton and Memphis the Chicago-Memphis sleeping car from trains Nos. 9 and 10.

On the Yazoo & Mississippi Valley, No. 15 will have earlier departure from Memphis. No. 39 will have earlier departure from Memphis and Clarksdale, and No. 224 will have earlier departure from Lula. No. 41 will leave Memphis from 20 minutes to a half hour earlier.

In addition to the above changes, a new card on the Iowa Division will go into effect on *November 12*, on which will be the following changes:

No. 631 will leave Ft. Dodge at 6:00 a. m. instead of 6:10 a. m. and arrive Sioux City at 10:55 a. m. No. 712 will leave Sioux Falls at 3:30 p. m. instead of 3:45 p. m. and arrive Cherokee at 7:20 p. m., as at present. No. 28 will leave Ft. Dodge at 6:00 a. m. instead of at 6:20 a. m.; arrive Waterloo at 9:35 a. m., as at present. Sun-parlor observation car will be placed in operation between Fort Dodge and Sioux City in trains Nos. 611 and 612 commencing with train No. 611 leaving Fort Dodge Sunday, November 19th.

The following convention announcements for November and December, 1916, should be carefully gone over by agents and kept in mind, with the end in view of obtaining business therefor in cases where applicable to their territory:

Name of Organization, Location and Date

National Conference on Marketing and Farm Products, Chicago, December 4-9.

Fire Marshals Association of North America, Nashville, November 16-18.

Minor Baseball Leagues of United States, New Orleans, November 18.

Drug, Chemical and Allied Trades Exposition, Chicago, December 2-10.

Western Roenigen Society, Chicago, December 16.

Jewish Chautauqua Society, New Orleans, December 22-27.

National Association of Tanners, Chicago, November 15.

National Creamery Buttermakers Association, Minneapolis, November.

Billposters and Billers Association of United States, Minneapolis, December.

Western Funeral Benefit Association, St. Louis, December.

Phi Sigma Epsilon International Fraternity, St. Louis, December.

Annual Meeting Church of God in Christ (Colored), Memphis, November 25.

United Daughters of the Confederacy, Dallas, Tex., November.

Interstate Trap Shooting Tournament, St. Louis, November.

American Social Hygiene Association, St. Louis, November.

Federal Council Churches of Christ in America, St. Louis, December 6-13.

I. O. O. F., Grand Lodge of Illinois, Springfield, November 21.

Garment Manufacturers Association, Chicago, November.

International Live Stock Exposition, Chicago, December.

American Historical Association, Cincinnati, December 27-30.

Western Surgical Association, Indianapolis, December 15-16.

National Commercial Teachers Federation, Chicago, December 26-31.

American Society of Agricultural Engineers, Chicago, December 27-29.

"Jacksonville's amazing growth will be shown in eloquent figures before the Federal Farm Loan Board at its meeting here next Thursday, when Florida's claim for one of the farm loan banks will be presented," says the *Florida Metropolis* of the 21st ult., of Jacksonville, Fla. Walter Mucklow, certified public accountant, has completed a compilation of figures showing growth in population, valuation and other items, citing figures for the years 1900, 1910 and 1915.

It is shown in the tabulation that Jacksonville's population in 1900 was 24,428; in 1910, 57,699, and in 1915, according to the city directory, which is taken as authoritative, 94,465. The gain in the 15-year period, 1915 over 1900, is 65,037. The gain in 1915 over 1910, a five-year period, is 36,766, and the figures for 1910 show a gain of 29,271 over 1900. Thus it is shown Jacksonville's gain has been steady and at a rate equalled by few cities in the country.

The Atlanta, Birmingham & Atlantic Railway Co. announces the inauguration of sleeping car service between Atlanta and Hampton Springs, Fla., beginning November 15, the route being A. B. & A. Ry., Atlanta to Moultrie; V. M. & W. R. R., Moultrie to Morven; South Georgia Ry., Morven to Hampton Springs; the schedule being: leave Atlanta 11:00 p. m., arrive Hampton Springs 12:20 p. m. the next day. This service has been inaugurated account of the attractions of Hampton Springs as a

game and fishing resort and the renown of its magnificent Hotel Hampton, the latter being located on the Fenholloway River, 12 miles from the Gulf of Mexico.

The Atlantic Coast Line announces the inauguration of the "Tampa Special" and the "Pinellas Special," as follows: The "Tampa Special" will leave Jacksonville on and after November 6 at 9:15 a. m. for Palatka, Sanford, Orlando, Kissimmee, Lakeland, Plant City, Tampa, and Port Tampa, at 9:15 a. m. daily.

The "Pinellas Special," beginning December 4, will leave Jacksonville at 10:30 a. m. and daily, except Sunday, thereafter for Tarpon Springs, Crystal Beach, Sutherland, Dunedin, Clearwater, Belleview Hotel, Largo, Cross Bays, Pinellas Park, Lellman and St. Petersburg.

A local Illinois Central card ticket, reading Dubuque to Galena, D 421, with date obliterated, has been sent in as an interesting relic with the following story attached thereto. It was picked up from the sweepings at Amboy in December, 1885, by Conductor Sharkey when he was a car cleaner.

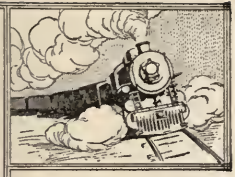
The Southern Pacific Company announces the Apache Trip as a one-day detour from the main line in connection with the establishment of tri-weekly Pullman service between El Paso and Globe.

The Atlantic Coast Line announces that, effective November 2, train No. 58, Montgomery-Savannah, will be held at Waycross, Ga., 15 minutes for connection with Seminole Limited train No. 93.





TRANSPORTATION DEPARTMENT



Efficiency Meeting, Held in the Train Master's Office, at Dubuque, Iowa, on September 30, 1916

PRESENT.

H. G. Duckwitz, Train Master,
P. E. Talty, Chief Dispatcher,
H. O. Dahl, General Yard Master,
B. E. Gober, Night Yard Master,
T. Becker, Round House Foreman,
W. B. Sievers, Agent,
F. Fautsch, Engine Foreman.
G. Letch, Sr., Engine Foreman,
M. Maher, Engine Foreman,
F. Cain, Engine Foreman,
W. Wiedner, Switchman,
G. Letch, Jr., Switchman,
E. W. Eden, Switchman,

P. Kenneally, Switchman,
F. Ploeger, Engineer,
L. Tearney, Fireman,
O. O'Hara, Engineer,
G. H. Rohrbach, Fireman,
D. F. Huntton, Asst. Chief
Clerk, Superintendent.
G. Koch, Car Distributor,
H. LeVan, Yard Clerk,
F. Rhomberg, Yard Clerk,
W. Murray, Yard Clerk,
M. O'Meara, Yard Clerk,
E. McLaughlin, Train Master's Clerk.

Meeting opened by Train Master Mr. Duckwitz, who explained to all present that the object of this meeting was for the purpose of discussing and analyzing the various questions of importance bearing on yard operation and expenses connected therewith, also as to methods in vogue as to keeping check of the various items connected with yard expenses, such as wages, of yard employes, and other expenditures such as, fuel, water, supplies, etc.

For the information of all concerned a number of reports covering annual expenditures of yard operations on Minnesota Division were read, showing the comparisons for each year since 1910. It developed that while expenses have increased considerably, the increase of business has also increased proportionately with a large reduction in yard hours.

Requirements as to yard master's keeping posted on daily expenses are thoroughly understood, and have been in

effect at Dubuque for the past two years. The methods of keeping such records were thoroughly analyzed, and in our opinion, the forms now in use will answer all purposes and can be readily understood by anyone interested.

In conclusion Train Master, Mr. Duckwitz and General Yard Master, Mr. Dahl related a few of the points brought out at the Chicago meeting, which they attended, and thereby afforded the opportunity to listen to other representatives from Divisions of the Northern and Western lines, all of whom related the conditions and their methods of handling traffic to conform with the conditions in their own localities. This afforded an excellent opportunity to compare notes, and possibly profit by the experience or methods in effect at the other places. It was explained that a similar meeting on our own Division or District would, no doubt prove equally beneficial, as it offers opportunities where the less ex-

perienced employe may profit by hearing from those more proficient.

In closing the meeting the employes were thanked for their interest in their work, which appears to be amply verified by the liberal attendance, and shows that the endeavors towards a closer co-operation has proven a success, as is further verified by the high rank attained by the Minnesota Division, during the past three years.

Other subjects were discussed, such as rough handling to equipment, and subsequent damage to freight, prompt handling to equipment, prevention of accidents, courtesy and soliciting business. Particular stress was put on rough handling of cars, and after quoting a number of figures from statement prepared by Loss & Damage Bureau, showing amounts charged to operating expenses in the month of August for lost, damaged and delayed freight, it was explained that amounts paid out on account of rough handling were far in excess of items charged to other causes. The information this statement contained proved to be of much interest to the yard men and believe that the knowledge they have obtained will bear good results.

The present extreme scarcity of equipment, all classes, was liberally discussed, and seems to be a very live topic for all connected with the handling of cars. Agent, Mr. Sievers, is making special efforts to induce consignees to release cars, as well as insisting upon prompt loading where empty cars are placed to fill orders, often going to the extremes of personally calling upon the representatives of business concerns. This is followed up by yard masters, yard foreman and yard clerks, who have been taught to follow up the individual car with a view of obtaining its release, as the value of a car day of the various

classes of equipment is known by all concerned.

In the prevention of accidents in yards, particular stress was placed on avoiding injuries, not only to employes, but also to others. It was explained that special care must be exercised at street crossings, especially so where no watchman or other safety devices are installed. The observance of blue flag on repair track or otherwise, was brought to the attention of all yard and engine-men and find that rules covering this feature are fully complied with.

Minor accidents due to mishandling of switches, several of which have occurred within the past month, were gone over, and several suggestions offered to prevent recurrence. It appears that in nearly every instance of derailment by reason of improper handling of a switch was due to a misunderstanding at a time when more than one employe handled the same switch.

From remarks made by several of the foremen, it is evident that their relations with our patrons are of a very friendly nature, and has been the source of obtaining a shipment occasionally, which, no doubt, would be routed elsewhere under contrary conditions. General Yard Master, Mr. Dahl, has been especially successful in his several endeavors in this respect, which is a result of prompt and reliable service performed.

MR. L. W. BALDWIN PROMOTED

Mr. L. W. Baldwin formerly General Superintendent, Southern lines recently General Manager of the Central of Georgia has been elected Vice-President and General Manager of that company. His many friends on the Illinois Central are greatly pleased to learn of his promotion.



Mr. J. J. Gaven

An Appreciation by a Former Employee

ON October 24th, in Fairview Cemetery, Fulton, Ky., a little company of relatives, a large number of railroad officials and former employes of Mr. J. J. Gaven, formerly Superintendent of the Tennessee Division, gathered to lay away his body for its final sleep.

The bright Southern sunlight filtered through the tall old trees, the birds sang and the solemn burial services sounded in the quietness of the cemetery at once, a hail and farewell to the comrade who had kept the faith and fought a good fight.

During the last few years of his life he was not in good health and for the greater part of the time he lived his life and did his work severely when men of less courage would have given up in despair. Cheerfully, hopefully, and with equanimity did the weary watcher await the inevitable summons that bade him say farewell to his beloved family and friends, to surrender everything that mortals hold so dear, even when the eagle eye of youth is dimmed with age, when the stalwart frame is bent and broken by the weight of years and the once strong arm is palsied by infirmity.

"For who to dumb forgetfulness a prey,
That pleasing, anxious, being e'er resigned,
Left the warm precincts of the cheerful day,
Nor cast one longing, lingering look behind."

Eternity was not to him a land of mystery, of shadows and of gloom. His strong and fervent faith easily penetrated the filmy veil that separates time from eternity, revealing to him glimpses of those glories in the land beyond the "shadows." The mysteries of life and death are hidden from the ken of mortals in the great source from whence they come. The blind fate cuts the thin spun thread as she pleases, with no thought of whence or whether.

What terrors has death for such as he? Why should the tears of the stricken bedew his lowly grave sod? For behold, the soul of man is a pilgrim seeking the Holy Grail of joy forever. Out of God's great Anywhere it came, into God's infinite Somewhere it goes on its eternal quest, with its pack on its back and its staff in its hand.

To those who knew Mr. Gaven best his life was conspicuous by its good qualities. A keen mind, tempered by an unsuspected vein of humor, a loyal unselfishness to his



J. J. GAVEN

friends and his work and a high and serene courage were elements in his character that only those who knew him best fully appreciated.

Few of his acquaintances understood the courageous spirit that lived within his frail body.

Slow to make friends, yet, he was ever the staunchest and most loyal of friends. No trouble was too great nor any call for help too small to claim his attention.

To have known him in the friendship relation was both a privilege and a revelation.

He has gone but his memory lives in the hearts of his many friends on the Illinois Central Railroad.

"Soldier, rest! Thy warfare o'er,
Dream of fighting fields no more,
Sleep the sleep that knows no breaking
Morn of toil nor night of waking."

FROM THE LAW DEPARTMENT



Commerce Notes

Conflict between state and interstate rates.—In *Chattanooga Sewer Pipe Co. v. Southern R. Co.*, 41 I. C. C. 406, it was found that the rates on sewer pipe in carloads from Chattanooga, Tenn., to destinations in North Carolina subject the complainant, its traffic and the City of Chattanooga to undue prejudice and disadvantage in comparison with competitors shipping between points in North Carolina on intrastate rates prescribed by the State. "The question presented is not novel. We held in *Railroad Commission of La. v. St. L. S. W. Ry. Co.*, 23 I. C. C. 31, that interstate carriers applying lower rates to state traffic than they contemporaneously apply to interstate traffic under like conditions unjustly discriminate against interstate traffic even though the lower state rates are compelled by the state in the exercise of its lawful powers. Our findings in *Royster Guano Co. v. A. C. L. R. R. Co.*, 38 I. C. C. 190, which named rates on commercial fertilizer from Norfolk, Va., to North Carolina points, were to the same effect."

Fresh meats and packing house products.—Carload rate of 20 cents per 100 pounds, producing for the average distance of 342 miles 10.5 mills on fresh meats and 9.3 mills on packing house products, was not found unreasonable. "Distance is not the sole criterion of reasonableness of a rate. Group rates are made with reference to the average distance from all points within the group, and in considering a blanket rate we must offset the rate from or to the nearer point against that from or to the more distant point." (*Interstate Packing Co. v. C. M. St. P. R. Co.*, 41 I. C. C. 396.)

Coal rates to East St. Louis.—Follow-

ing *Illinois Coal Cases*, 32 I. C. C. 659, the Commission found in *Coal Operators Traffic Bureau v. B. & O. S. W.*, 41 I. C. C. 361, that rates on bituminous coal from group 2 points in Illinois to St. Louis, Mo., are not unlawful.

Class rates on veneer.—"Upon complaint that the rates charged by defendants for the transportation of veneering or thin native wood lumber from Augusta, Ga., to eastern and western destinations, were in excess of the rates legally applicable and unreasonable; held, that the specific commodity rates published to apply on thin lumber were legally applicable, and that such rates are not shown to have been or to be unreasonable. Complaint dismissed." (*Augusta Veneer Company v. Southern Railway Company*, 41 I. C. C. 414.)

Excelsior rates again sustained.—Following the case of excelsior from St. Paul, 36 I. C. C. 349, the Commission found in *Minneapolis Manufacturing Company v. N. P. R. Co.*, 41 I. C. C. 400, that rates on excelsior in carloads from Minneapolis, Minn., to specified destinations in Illinois, Tennessee, Louisiana and in all states west of the Mississippi River, except Iowa and Minnesota, and from Marinette, Wis., to Houghton and Calumet, Mich., are not shown to be unreasonable or unjustly discriminatory.

Court review of Commission's orders.—In *St. Louis Southwestern R. Co. v. U. S.*, 234 Fed. Rep., 668, the United States District Court for the Western District of Kentucky held that the duty of the Court in reviewing an order of the Interstate Commerce Commission is limited to determine whether the order is within the power of the Commission and

is based on substantial evidence heard and considered by the Commission, also that all presumptions are in favor of its findings as to the reasonableness of rates. In *Lehigh Valley R. Co. v. U. S.*, 234 Fed. Rep. 682, the District Court for the

Eastern District of Pennsylvania, it was held that such orders are reviewable only in so far as to ascertain that there was a hearing and that the order was not arbitrary but based upon relevant evidence. Authorities are cited in the opinions.

The following is a clipping from a local Colombo, Ceylon, newspaper. The train was delayed five hours through this accident. There were 50 elephants in this herd. These animals run wild in southern Ceylon, the government not permitting them to be shot.

TRAIN RUNS INTO AN ELEPHANT

Engine Derailed On Northern Line— Down Train Not Arriving Till This Evening.

The goods train from Talaimannar, which precedes the passenger train, ran into an elephant between Madawachchi and Anuradhapura last night. The whole engine was derailed, and the road was badly damaged.

This was the meager information received at headquarters today of an accident which, we believe, to be unique in the history of our railway. The appearance of elephants on the northern line is not an uncommon occurrence, and on this account the engines carry strong headlights. Trains have been known to be held up for some time by elephants

on the road, but this is the first time that a train has actually run into an elephant, and it is not to be wondered at that the engine was derailed and the road badly damaged. We have yet to learn what happened to the elephant. The passenger train usually leaves Madawachchi at 12.22 a. m. so that the accident must have occurred before midnight. The line was re-opened and through traffic resumed this morning, the down train leaving Anuradhapura at 9 o'clock, and the up train at 9:45 a. m. The down train was not expected to reach Colombo earlier than 5:30 p. m., though a notice in the Post Office "Daily List" today spoke of the train being expected to arrive five hours late.

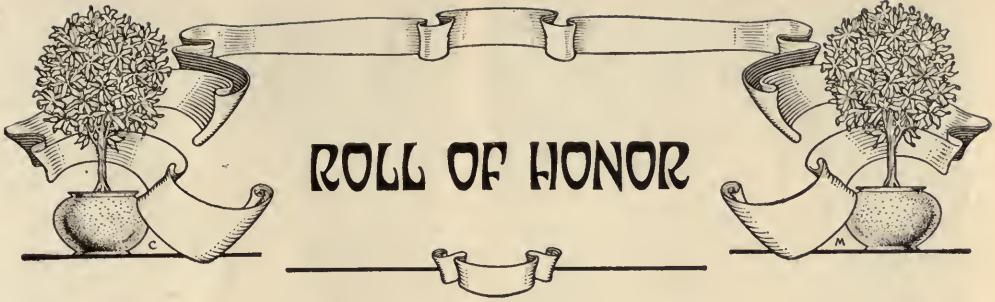
A New Track Book

A new track book by Kenneth L. Van Auken has made its appearance. There is a vast amount of information valuable to aspiring Foremen and Roadmasters within its pages. The title is "Practical Track Maintenance." The various chapters treat exhaustively:

- The labor problem.
- Development of track foremen.
- Handling of labor.
- Renewing ties.

- Relaying rails.
- Ballasting and surfacing.
- Foreman's reports.
- Spring work.
- Summer work.
- Fall work.
- Winter work.
- Track work in the tropics.
- Yard maintenance.
- Rapid improvement of a section.
- Track materials, tools and appliances.





ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
John Brennan	Crossing Flagman	Springfield	17 yrs.	6/30/16
Sid Pinkston (Col.)	Section Laborer	Kerrville	34 yrs.	8/31/16
Charles St. John	Operator	Canton	54 yrs.	8/31/16
John W. Carlin	Assistant Treasurer	New York	52 yrs.	10/31/16
John R. Mayher	Flagman	Iowa Div.	19 yrs.	7/31/16
John Lumley	Conductor	Wis. Div.	31 yrs.	9/30/16
Amos Williams (Col.)	Section Laborer	Vaiden	30 yrs.	10/31/16
Wm. T. Buck	Special Representative	Chicago	28 yrs.	12/31/16



NATHANIEL P. MILLS, SR.

MR. NATHANIEL P. MILLS, SR., was born in Dublin, Ireland, May 28, 1846, and died July 26, 1916. He

left Dublin when 17 years of age, working his way to Canada as a midshipman, enlisted and served in the Canadian army from 1864 to 1867. Enlisted and served in the American army from 1867 to 1870. Was engaged in farming from 1870 to Nov. 7, 1881, when he was employed as agent for the Illinois Central Railroad Company at Eylar, Ill., later on being transferred to Smithland, Iowa. Served in the capacity of agent until June 1, 1916, at which time he was retired on a pension on account of having reached the age limit.

L. L. NEELEY

MR. L. L. NEELEY first commenced work for the Illinois Central Railroad Company in August, 1884, and served as agent at the following stations: Blairsburg, Iowa, one year; New Hartford, Iowa, three years; Waverly, Iowa, one year; Rock Rapids, Iowa, fourteen years; Fonda, Iowa, one year; Sioux Falls, S. D., three years; and was then transferred to Storm Lake, Iowa, where he remained until retired on a pension April 1, 1916.



L. L. NEELEY

ORVILLE ROSS

AFTER having reached the age of 70 years Mr. Orville Ross, Operator at Ballard Junction, was retired on a pension September 30, 1916.

Mr. Ross was one of the oldest employees on the St. Louis Division, having served as station agent at East Cairo and Operator at Ballard Junction for 44 years. His length of service, of course, is an indication that he was a diligent and conscientious employee.

W. F. THOMAS

MR. W. F. THOMAS entered the service of the Illinois Central Railroad Company, Aberdeen District, September 1, 1883, and served continuously up to the time of his death August 20, 1916. Mr. Thomas was one of the oldest engineers on the Mississippi Division, and was always considered a faithful and loyal employee.



WILLIAM F. THOMAS



ORVILLE ROSS

Appointments and Promotions

Effective October 25, 1916, Mr. Richard O. Wells is appointed Freight Agent at Chicago, vice Mr. Edwin L. Kemp, transferred.

Effective October 28, 1916, Mr. Egbert I. Rogers is appointed Road Master of the Iowa Division, with office at Fort Dodge, vice Mr. Hugh Gilleas, retired on pension.

Meritorious Service

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

Illinois Division.

During September the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

Conductors: W. H. Gerry, C. White, R. Gums, J. P. Lennon, J. R. Hoffman, B. F. Dressler.

Flagmen: E. Ryan, M. Comstock, F. Sweeger, D. Flynn, J. Sedlick, A. Graff, J. Gardner, C. Scuffham, H. Magnusen.

Gatekeepers: O. Gerhardy, G. J. Powers, Wm. Bowe, T. C. White, Wm. Callon, R. J. Fraher, A. D. Purner, Belle Onsel, Daisy Emery, Margaret King, Eleanor Jacobs, Margaret Heldenbrand, Anna Smith.

Conductor F. A. Hitz on train No. 17 September 6th lifted trip pass account not being countersigned and collected cash fare.

Conductor D. Twomey on train No. 326 September 7th lifted employe's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor D. S. Weigel on train No. 2 September 10th and No. 10 September

13th declined to honor card tickets account having expired and collected cash fares.

On train No. 23 September 17th he lifted foreign interline ticket account having expired and collected cash fare. Passengers were referred to passenger department for refund on tickets.

Conductor H. B. Jacks on train No. 34 September 16th declined to honor going portion of card ticket account having expired and collected cash fare.

Conductor E. M. Winslow on train No. 3 September 27th lifted trip pass account not being countersigned and collected cash fare.

St. Louis Division

Conductor W. L. Wilder on train No. 223 September 9th lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor A. E. Reader on train No. 2 September 15th lifted trip pass account not being countersigned and collected cash fare.

Conductor R. Powell on train No. 224 September 21st lifted trip pass account being in improper hands and collected cash fare.

Conductor W. C. Walkup on train No. 208 September 25th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 201 September 26th he lifted trip pass account not being countersigned. Passenger purchased other transportation to cover trip.

Conductor C. T. Harris on train No.

207 September 29th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Springfield Division

Conductor J. B. Stewart on train No. 124 September 4th, 123 September 12th, 124 September 17th and 131 September 29th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Wisconsin Division

Conductor M. R. White on train No. 36 September 7th lifted employes term pass in accordance with bulletin instructions. Passenger refused to pay fare and was required to leave the train.

Conductor B. Lichtenberger on train No. 132 September 12th and No. 119 September 29th, declined to honor card tickets account having expired and collected cash fares.

Minnesota Division

Conductor P. Joyce on train No. 30 September 21st lifted going portion of employes trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

Iowa Division

Conductor D. B. Johnson on train No. 715 September 19th 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 F. P. Coburn on train No. 121 September 3rd declined to honor returning portions of local tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Tennessee Division

Conductor H. L. Newton on train No. 110 September 5th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. E. Nelson on train No.

105 September 22nd declined to honor mileage book account having expired and collected cash fare.

Mississippi Division

Conductor C. M. Anderson on train No. 5 September 1st declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor O. A. Harrison on train No. 33 September 3rd lifted identification slip Form 1572 account passenger not being provided with pass and collected cash fare.

Conductor H. Weir on train No. 234 September 6th lifted going portion of employes trip pass account returning portion being missing and collected cash fare.

Conductor M. H. Ranson on train No. 23 September 12th declined to honor card ticket account having expired and collected cash fare.

Conductor F. J. Hines on train No. 24 September 14th declined to honor mileage book account having expired. Passenger purchased other transportation to cover trip.

On train No. 5 September 20th he declined to honor returning portion of trip pass account having expired and collected cash fare.

On train No. 24 September 19th he declined to honor trip pass presented for transportation in the opposite direction and collected cash fare.

On train No. 5 September 30th he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Louisiana Division.

Conductor R. E. McInturff on train No. 35 September 3rd declined to honor.

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.

special form Sunday excursion ticket New Orleans to McComb, account being presented by other than original purchaser. Passenger left the train.

On train No. 24 September 6th he lifted mileage book account date of sale and limit having been altered and collected cash fare.

On train No. 24 September 24th he declined to honor local tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 24 September 18th and No. 23 September 30th he declined to honor mileage book account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 24 September 4th lifted annual pass restricted to interstate travel account being presented in connection with an interstate trip. Passenger refused to pay fare and was required to leave the train.

Conductor H. D. Wood on train No. 34 September 8th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. S. Sharp on train No. 35 September 10th lifted 30 trip family ticket account having expired and collected cash fare.

Conductor M. Kennedy on train No. 381 September 10th and No. 331 September 21st declined to honor mileage books account having expired and collected cash fares.

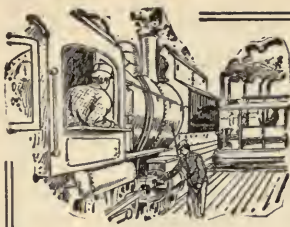
Memphis Division.

Conductor C. H. Ferguson on train No. 212 September 11th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor T. A. Cannon on train No. 523 September 17th declined to honor card ticket account having expired and collected cash fare.

On train No. 521 September 18th he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. S. Lee on train No. 401 September 17th lifted identification slip



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 50c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Form 1572 account having expired and collected cash fare.

Conductor G. T. Reeves on train No. 522 September 18th lifted returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. M. Carter on train No. 40 September 25th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Vicksburg Division.

Conductor R. C. Buck on train No. 36 September 18th lifted mileage book account being in improper hands and collected cash fare.

Illinois Division

Conductor J. J. Monahan, Train 55, October 25, has been commended for discovering and reporting F. G. E. 25162 with no light weight stenciled on same. Arrangements were made to have car stencilled.

Conductor O. H. Norman, Extra 1553, October 25, has been commended for discovering and reporting M. C. 4799 improv-

erly stencilled on one side. Arrangements were made to have same corrected.

Conductor I. G. Bash, Extra 1779 south, October 3, has been commended for discovering and reporting I. C. 100226 and I. C. 88086 with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Section Foreman P. McGuire, of Clifton, has been commended for flagging Extra 1579 north, between Clifton and Chebanse, account of blazing hot box, October 14; and also on October 23 for flagging Extra 1643 north at Clifton, account of brake-beam dragging, which was removed by train men.

Engine Foreman M. Thompson, Helpers H. Kirkman and E. W. Hughes have been commended for discovering and reporting broken switch point on north bound main track at Hospital, October 21. This action undoubtedly prevented possible accident.

Agent C. L. Harris, of Anchor, has been commended for discovering and reporting broken rail in main track at curve near Anchor station, October 21. This action undoubtedly prevented possible accident.

Conductor Squires and Engineer Thornton, Extra 1754, October 19, have been commended for discovering and reporting eight inches of rail gone from track south end of Gilman yard. This action undoubtedly prevented possible accident.

Section Foreman William Weisenborn, of Buckley, has been commended for discovering and reporting brakebeam dragging under C., St. P., M. & O. 39291, October 13, Extra 1579 south.

Engineer Frazer, Train 383, engine 1425, September 30, has been commended for stopping engine in time to prevent accident when horse and wagon with no driver pulled up on road crossing at Ninety-first Street.

Foreman G. Coen has been commended for discovering brakebeam dragging under car handled in Extra 1649 north at Neoga, October 4. Train was flagged and crew notified. Brakebeam was removed, thereby preventing possible accident.

Operator G. H. Ring has been commended for discovering brakebeam dragging on car in Extra 1751 north, October 19, at Kankakee Junction. Brakebeam was removed, thereby preventing possible accident.

Operator R. V. Devenoughes has been commended for discovering brakebeam down on N. Y. C. 329274. Train Extra 1729 was flagged while passing Manteno, October 15, brakebeam was removed, which action prevented possible accident.

Brakeman C. H. Dean, Extra 1641, October 8, has been commended for discovering broken arch on I. C. 92866 while inspecting train at Gilman.

Engineer G. L. Tenny and Conductor

Winslow have been commended for prompt action taken in extinguishing fire at Pesotum on the morning of October 10, when a pile of 1,000 grain doors were discovered in flames, fire having been started by trespassers.

Brakeman J. Swanson, 391, October 2, has been commended for discovering bent axle on C. G. W. 13632 at Hersher. Proper action was taken and car was returned to Kankakee for repairs.

Section Foreman C. Curtis has been commended for flagging 71, September 20, two and one-half miles north of Manteno, account of brake rod dragging on car in train.

Towerman G. H. Templin, Matteson, has been commended for discovering fire in coal car train Extra 1728 north, October 25, while train was passing tower at Matteson. Train was stopped at Homewood, but fire had previously been discovered by the crew and extinguished.

Conductor C. D. Greenleaf, Fordham, has been commended for discovering and reporting brakebeam dragging on I. C. 89479, Extra 1645 south, at Pullman Junction, October 23.

St. Louis Division

Signal Maintainer F. Tolin has been commended for discovering and reporting broken rail in main track just ahead of Train No. 5, October 4. Train was flagged and section foreman notified and repairs were made. This action undoubtedly prevented possible accident.

Brakeman R. Cavaness has been commended for discovering broken rail in Kings siding, September 30, after several trains had passed over same, the rail being in such condition that finding same, no doubt, prevented possible accident.

Springfield Division

Jake Bealer, laborer, Beason, Ill., has been commended for discovering car N. A. W. 45993 off center that Conductor Wallace had switched out at that station, October 7, and calling conductor's attention to same.

Minnesota Division

J. H. Price, agent at Julien, has been commended for discovering brakebeam dragging in car passing his station. He signalled crew, train was stopped and obstruction was removed, thereby preventing possible accident.

J. E. Kline, operator Scales Mound, has been commended for discovering brakebeam dragging in car as train passed his station. He signalled crew and train was stopped before any damage occurred.

Mississippi Division

C. P. Winn has been commended for discovering broken joint in track near station at Horn Lake, October 21, and having repairs made by section foreman. This ac-

tion undoubtedly prevented possible accident.

Conductor Homer Weir has been commended for discovering brakebeam down under car in Train 57, while train was passing him at Carroll, October 17.

Division News

Springfield Division.

Authority has been granted for an extension of the yard facilities at Clinton in an attempt to relieve the congestion now experienced.

The facilities now existing have long been insufficient for the efficient handling of the ever growing business through the local yards.

This authority provides for the extension north of the present north yards



Apply "Safety First" Principles to your Jewelry Buying

Can you by looking at a watch or piece of jewelry, tell how it will look ten, twenty or forty years from now?

If not, it means a good deal to you to know your jeweler, and therefore you should make the acquaintance of Milton Pence, who for two decades has been supplying dependable jewelry to "the boys" of the I. C. Among those you rub elbows with at the shops are many proud possessors of watches and other articles bought from me as long as twenty years ago—things that are as good today as the day they were made, and will be the same twenty years hence.

From coast to coast I have earned the title of "the railroad man's jeweler." Among railroad men in general—and I. C. men in particular—I enjoy a larger patronage than any jeweler in the United States. My business has been built up through the "boosting" of appreciative customers.

There isn't a finer selection of railroad watches anywhere than you'll find in my stock. Howard, Elgin, Illinois, Waltham and Hamilton movements—cases for every taste and requirement at a considerable saving from what the same thing would cost you elsewhere.

You can't buy a diamond from me that isn't absolutely flawless—but you can buy a stone that's above criticism at a price below par. Furthermore, should you at any time wish to turn a Pence diamond into money, I will take it off your hands at the price you paid me, less a small stipulated discount. I will issue to you a Pence diamond bond—a legally binding agreement to do this.

I put on no "front," but I'm a stickler for thorough-and-through quality. No matter what you may want in the line of good jewelry for any member of the family, you can make a safe and pleasing selection here. And by riding up 4 floors in the elevator you bring the price down to bed rock. I have no excessive rents or uniformed attendants to charge you for.

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with four ninety car tracks. The present main track to be used as a yard track. The new main track to be located on the extreme west of the yard and will lessen the curvature of the present main by eliminating a reverse curve.

The large part of the switching will be done on these new tracks so as to do away with the constant switching across the main streets of Clinton.

The J. O. Lynch Construction Company will do the grading with a steam shovel outfit immediately.

Signal Maintainer A. H. Goddard at Mt. Pulaski is enjoying a few days' vacation visiting relatives in Chicago.

H. B. Thrasher traveling valuation clerk has been in Clinton for a few days on company business. He has made many friends during his short stay. In fact he has become so infatuated with the town and its inhabitants that we expect him back often in the future to visit some of his friends.

Mr. Niles Bethel, carpenter at Clinton shops will visit in New Orleans, La.

Mr. D. C. Potter, engineer, wife and

son Wilbur will visit friends and relatives in New Albany, Indiana.

Mr. Jefferson Mikels, boilermaker helper at Clinton will visit in Fort Ritter, Indiana.

Mr. Hansford Tatham, machinist helper at Clinton will visit in Louisville, Ky.

Mr. T. B. Scott, engineer and wife will visit friends and relatives in Stroh, Indiana.

Mr. W. F. Meneffee, wrecking foreman at Clinton will visit in Zanesville, Ohio.

Mr. Ivan Mills, car inspector at Clinton, wife and son will visit in Nevada, Mo.

Mr. Edward C. Jordan, assistant time-keeper in the master mechanic's office has resigned and Mr. C. H. May who has been roundhouse clerk will take his place.

Mr. Thomas J. Burk, tin shop foreman at Clinton will visit friends and relatives in Cincinnati, Ohio and Lexington, Kentucky.

Mr. Charles Overleese, engineer, wife and son will visit friends and relatives in Greensburg, Indiana.

Mr. Henry Delbridge, derrick engineer, and wife will visit in Columbus, Nebraska.

Mr. Harrold Lovenguth and Mr. Thornton B. Howard employed at Clinton shops will visit in New Orleans, La., and Nashville, Tenn.

Mr. Paul D. Vandervort, clerk in the general foreman's office at Clinton, has resigned and Mr. Lyle Crum has taken his place.

St. Louis Division Mounds

General Foreman D. L. Barthel is a very hard man to get along with these days, probably due to the recent arrival of an eleven pound son. Papa Barthel seems to have recovered fully from the shock.

Trainmaster Hatch of Centralia, and Travelling Engineer Exby of Carbondale, passed through Mounds, Oct. 19th, from Cairo, where they had been attending a staff meeting. Asst. Trainmaster Givens and Gen. Foreman Barthel also attended.

Maud Wall Southall, who was employed as abstract clerk, recently resigned to enter school in Louisville, Ky. She is preparing for Home Missionary work. F. E. Walker

was transferred from the transfer shed to fill the vacancy.

Hope is still entertained that actual construction work will replace the current rumors of the new hump yard for Mounds, which promises to make it one of the most modern freight terminals in the country.

B. H. Lentz, weigh master at the transfer platform left Oct. 21st for points in Montana.

Inspector J. C. Gamble attended Grand Lodge of Knights of Pythias held at Decatur, Ill. He reports an excellent meeting.

E. G. Bridwell returned from his vacation spent in Minnesota, Wisconsin and the Dakotas. He reports a fine trip, also can discount all the latest fishing and hunting yarns. We did not get to see any of the results of his hunting or fishing trips, but hope to realize a sample next time.

J. L. Marley spent Oct 16th with his parents in Pinckneyville, Ill.

E. A. Parks, Chief Clerk to the Gen. Foreman, has returned from a vacation which was spent in the east. He had the misfortune, however, of being stricken with appendicitis while in Pittsburgh, Pa., was operated on successfully, and is now recovering nicely.

East St. Louis

Miss Celia Thomas, clerk in Agent Wells' office, who has been confined to her home for the past six weeks account of illness, is again convalescent and back at her desk.

Miss Anna Kahr, our accommodating telephone operator, is back on the job after an extended stay with relatives in the North.

Inbound Warehouse Foreman, N. R. Huff, will depart Saturday evening for the club grounds near Reynoldsville, for a duck hunt. We hope Nick gets the limit.

Chris Rohm, our congenial coal clerk, who has been incapacitated for the past two months by an attack of rheumatism, is again at work.

Carbondale Freight House

Ira Spain the efficient Platform Foreman at Carbondale, has returned to his first love after a trial at the Tie Plant as Yard Foreman.

What Edison among horses first discovered the secret of co-operation in fly brushing? You see them standing three or four together, under a tree in the pasture. They are side by side, head to tail. Each horse keeps his tail flying, and he brushes the troublesome insects off his neighbor's head. It is the acme of intelligent co-operation. Maybe all of the horses always knew it. And maybe some wise old horse once discovered this method of helping yourself by helping your neighbor and told all other horses about it.

Ray Humes, the popular ticket man at Carbondale, has resumed duty after his sum-

mer vacation which was spent in the West, including Estes Park and other parts of interest. W. B. Grissom filled the position while Mr. Humes was away.

The discovery of America cost a little more than seven thousand dollars, at least so say some documents that have just been found in the archives of Genoa. These documents give the value of Columbus' fleet as three thousands dollars. The great admiral was paid a salary of three hundred dollars a year, the two captains, who accompanied him, received a salary of two hundred dollars each, and the members of the crews were paid at the rate of two dollars and fifty cents a month.

C. N. Scott, Agent, Murphysboro, attended the third quarterly Loss & Damage Meeting of Northern Lines held in Sept. in Gen. Supt. Clift's office, Chicago.

Any man with an ordinary common brain can make good if he has the willingness to run that brain up to at least eighty percent of its highest efficiency.

No man in this business works for another man. All of us work together, one with another for our company for the success of the Illinois Central R. R. Co.

Indiana Division

Lots of Specials! During Home Coming Week, October 11th to 14th inclusive, special trains were run, Mattoon to Newton to accommodate crowds returning home. Special consisting of two sections (twelve coaches each) will move from Bloomington, Ind., to Indianapolis, Saturday, Oct. 28th, account Indiana University Football Game vs. Tufts of Indianapolis.

Business still increasing—10% above corresponding period last year.

Mr. Morris Kemper, of the Accounting Force is now a benedict. He and Miss Nora Moore were married Oct. 11th. Our very best wishes to the Newlyweds!

Mr. R. E. Laden, Chief Clerk to the Road Master, is spending his vacation in Vicksburg, Miss. and Rockford, Ill.

Miss Edna Riggs, stenographer, has returned from a trip to New Orleans. Miss Helen Coulter substituted in Miss Riggs' position.

File Clerk Harry Sumner is confined to his home with scarlet fever, several members of his family being afflicted. He is being relieved by Mr. Clifford Severns.

Dispatcher E. C. Russell is also on the sick list—at present, he is in Chicago at the Illinois Central hospital.

Miss Victoria Gustafson, stenographer, is back from Peoria where she was called by the death of a relative.

Misses Florence McShane and Edith Riggs, stenographers in superintendent's office, have returned from several days spent in the South.

Mr. M. L. Boulware, clerk in division storekeeper's office, has returned from his vacation, spent visiting relatives in Arkansas.

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Honestly made to the last stitch **Lee Union-A-alls** give maximum service—reinforced strain points, triple-sewed seams, riveted buttons, eight convenient pockets—can be obtained in white, pincheck, blue, or khaki.

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Piecework has been installed in the car department at Indianapolis, Ind. C. O. Sexson, piecework checker at Mattoon, has been transferred there to take care of the work.

Mr. Wm. Ballard and family, lead piecework checker at Mattoon, have returned from their vacation, which was spent visiting in Jacksonville, Fla.

Vicksburg Division

On account of Ringling Brothers circus coming to Greenville October 31, several special trains will be operated to take care of the large volume of travel expected on that date.

Our "Old Reliable" engineer, Mr. Adam R. Bingleben has been retired on pension from active service with this company, after having served about thirty-five years faithfully and to the satisfaction of his superiors. While "Mr. Ben" no longer pulls the throttle of the locomotives, we know that his heart is still with us, and ours is still with him. Notwithstanding the fact Mr. Bingleben is up in the sixties, he is as active as some at a much younger age, and we believe he still has many years of good health before him. May God's richest blessings be with him and his.

Mr. C. G. Richmond, assistant agent Loss and Damage Bureau, made check of stations on this division during the month of October, and found everything in good condition, considering the fact some of the agents had more work than they could take care of. Mr. Richmond was accompanied over the division by Division Claim Clerk Mr. L. H. Michaux.

Mr. W. R. Roberts, agent at Nitta Yuma, Miss., is away on a thirty-day leave of absence, visiting friends and relatives in North and South Carolinas.

Mr. Nelson E. Jacobs, agent at Lamont, Miss., has been retired on pension after thirty or more years of faithful service. Mr. Jacobs has worked in various classes of service with this company, and stuck to his post of duty through thick and thin, and is deserving of the pension this company has granted. We all wish for him good luck, happiness and prosperity.

Mr. J. E. Borne is acting as agent at Lamont for a few days until transfer can be made to Mr. Walter W. Sparks, who has bid in Lamont station.

Born unto Mr. and Mrs. M. P. Massey, a girl, October 10, this being an addition to the accounting department.

Born unto Mr. and Mrs. J. M. Chandler a boy, October 16. An increase in chief dispatcher's force.

Mr. Oliver Crandell, train master's clerk, has resigned, effective November 1, to accept position at Vicksburg.

Miss Mattie Roach, chief clerk to road master, is away on her vacation, which is being spent with friends and relatives at Meridian, Miss., Jackson, Miss., and Jackson, Tenn.

Conductor Ed Clay has bid in the Motor

Car run, No. 115, between Rolling Fork and Greenville, relieving Conductor Buck, who took charge of trains 35-36.

Mr. S. G. House has accepted position as operator in Chief Dispatcher Chandler's office. This position installed account of the heavy business.

Mr. W. P. Lawton has accepted position as third trick dispatcher, relieving Mr. R. H. Mays who resigned his services with this company effective September 28.

Conductor Chas. B. Garner has taken charge of the Cleveland-Greenville Accommodation, relieving Conductor F. C. McCleish.

Mr. R. G. Sterling, who has been in the employ of this company as clerk at Helena, Ark., has been transferred to the Greenville freight office in the capacity of claim clerk, vice Mr. F. E. Dunn, promoted.

Mr. T. L. Dubbs, superintendent, attended Monthly Expense Meeting in Mr. Foley's office October 27.

The cotton movement has been the heaviest in this section for the past two months, and it has been a very difficult matter to supply sufficient cars to handle this commodity, and with the high prices the farmers are getting for it, they should be able to take life easy until time to begin the next planting.

"Why don't you get rid of that mule?"

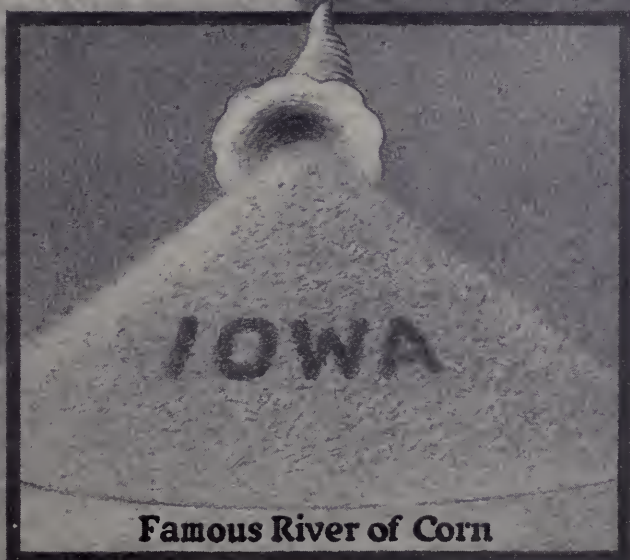
"Well, suh," answered Erastus Finkley, "I hates to give in. If I was to trade dat mule off, he'd regard it as a personal victory. He's been tryin' foh de las' six weeks to get rid o' me."

Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day, with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipe, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 189 S. Station E, New York City, and get the very interesting free book that will be sent promptly upon application.

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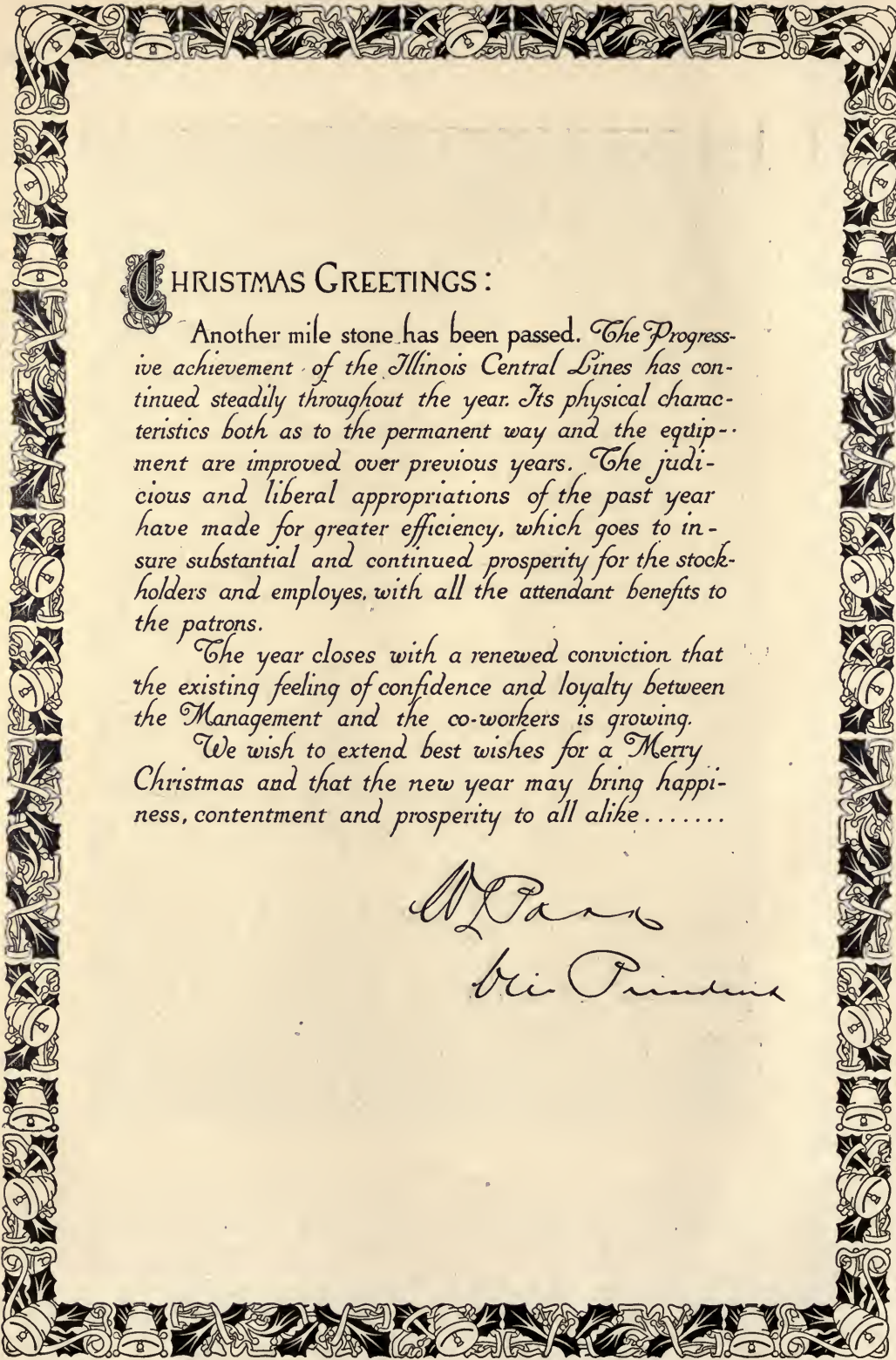
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T. H. SULLIVAN

Mr. T. H. Sullivan, Superintendent of the Iowa Division, entered the service of the Illinois Central Railroad Company as water-boy, of construction train at Cherokee, Iowa, in 1875, served later as section man, freight house clerk, brakeman, conductor, trainmaster and superintendent.



CHRISTMAS GREETINGS:

Another mile stone has been passed. *The Progressive achievement of the Illinois Central Lines has continued steadily throughout the year. Its physical characteristics both as to the permanent way and the equipment are improved over previous years. The judicious and liberal appropriations of the past year have made for greater efficiency, which goes to insure substantial and continued prosperity for the stockholders and employes, with all the attendant benefits to the patrons.*

The year closes with a renewed conviction that the existing feeling of confidence and loyalty between the Management and the co-workers is growing.

We wish to extend best wishes for a Merry Christmas and that the new year may bring happiness, contentment and prosperity to all alike.....

W. T. Davis
for President

ILLINOIS CENTRAL Magazine

Vol. 5

DECEMBER, 1916

No. 6

The Transportation Question

Address Delivered by Mr. W. L. Park, Vice President of the Illinois Central Railroad,
Before the Indianapolis Transportation Club, Indianapolis,
Indiana, October 31, 1916

THE railroad question, to my mind, is not a commercial one; it is a national question. Its ultimate solution will test the very foundations of our Government. Unless we can accord to the investor and shareholder justice and equality before the law, we cannot have domestic tranquility and prosperity, nor can we meet the competition of foreign countries commercially. Our defenses against foreign aggression are jeopardized under present and growing conditions. The Preamble to our Constitution recites that,

"We, the people of the United States, in order to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do ordain and establish this Constitution for the United States of America."

These provisions of the Constitution have been found to be, in the main, correct and but few departures from the original draft have been considered desirable. There has, however, been an attempt in recent years to create discord and unrest through arraying one class against another by departures from its precepts. It has assumed prominence in the political propaganda against the railroad owners, and is now being extended

to others who attempt commercial transactions on a large scale. I shall, naturally, deal with that feature of this condition of affairs affecting the carriers.

Our railroads were put in operation in 1830. The first half of the Nineteenth Century closed with only twenty-three thousand miles of indifferent railroads in the United States. The century closed with over two hundred thousand miles of railroads. This period of railroad construction was the most marvelous industrial achievement in the world's history. With it came the extension of the telegraph and telephone to every part of the country, bringing about industrial co-ordination and scientific research and achievement to the extent that our national wealth increased during the last half of the century from seven to over a hundred billion dollars, now estimated at one hundred and ninety billions. Great commercial enterprises were launched; factories sprang up everywhere through the East and South; new empires were opened up in the West. Uncle Sam gave everyone a farm near a railroad. Fortunes were made in mining, forestry and agricultural pursuits. The use of automatic machinery in manufacturing swept the cobwebs of antiquity aside, and prosperity smiled upon all who were worthy—and some who were not.

It was quite natural that in promoting

gigantic railroad projects, during this era of intense industrial accomplishment, fortunes were made or augmented, otherwise the money and effort would have gone into more attractive investments. Some practices no doubt were indulged in that were questionable, and it is quite likely that some were dishonest.

I am not here to apologize for any of the shortcomings of the early railroad men; their financial transactions and operations were in harmony with the conditions that existed at the time. Many reasons for procedure now questioned were fully justified at the time, and are now forgotten or wilfully overlooked in biased criticism, with ulterior objects. The railroads were conducted upon as high a plane as other concurrent business, and in accord therewith. The Government, Federal, State and Municipal administrations were as lax in their functions as were those who governed business transactions. If the railroads gave rebates, they were demanded by the shipper and accepted by them without any qualms of conscience; Congressmen, Government, State and Municipal officials did not request passes—they demanded them, and charged their constituents with the legal mileage allowances. The little cardboards were welcome and sought, even though the recipient may have been high in administrative circles, or was habited with judicial robes. Those highest in office ordered special trains for themselves and friends, without a thought of recompensing the stockholders. If discrimination in passes and other favors obtained, the railroads were coerced into giving them. When the obnoxious practises came to injure the general public they put a stop to it—much to the gratification of the railroad managers.

Our railroads under the accounting supervision of the Interstate Commerce Commission, and properly conducted States Commissions, are now being operated upon as high a plane of business ethics as any other industrial activity.

In changing methods long established and of so great a magnitude, there, naturally, occurred opportunities on the part

of the public for misunderstandings, and suspicion of improper methods, many of which did not exist. The uninvestigating public could easily be led to believe for a while much that was not true, by demagogues, who, to obtain political preferment, exploited all sorts of panaceas to cure an imaginary railroad affliction. They have made the patient mightily sick! Over forty thousand miles of railroads are now in the hands of receivers—the greatest percentage by one-half in the history of this country.

The Vanderbilts, Mr. Cossatt, the Garretts, the Ames, Mr. Harriman, Mr. Hill, and other great railroad builders, through the confidence investors had in their integrity and constructive ability, brought millions to our railroads for extensions and betterments. Their reputations have stood the shock of repeated attacks, but confidence in railroad credits has suffered. No railroads are now being built, and practically none are under reconstruction; locomotives and cars are not being purchased and maintenance is being deferred.

The Pacific mail has been driven from the ocean, and the great Oriental business turned over to exclusively foreign bottoms. The merchant marine is being swept from the Great Lakes by unwise class-legislation and ill-considered labor laws.

Where will it all end? If we cannot be honest and fair with each other, it will soon resolve itself into a chaotic business condition, affecting seriously every commercial activity in this country.

The railroads have no fear of the verdict of public opinion, once the public mind is fairly informed of the true relations. The great majority of our citizens have no special need of studying these relations; therefore, unless informed by neutral means of the true import of the financial and physical features of railroading, their minds are, naturally, impressed with the spectacular features which are kept before them by the demagogues. They have pictured to them that the railroads of the United States take in over three billion dollars

a year, but as to the enormous machine required to produce this, they are told but little. They are not clearly informed as to what constitutes a railroad. It is the general impression that it consists of some rails upon which cars run, with depots for passengers and freight, at convenient intervals. As a matter of fact, this is only a part of its activities, which embrace large manufacturing plants and repair shops for building and repairing cars and locomotives; elevators, docks, tugs, ferries and other marine equipment, coal mines, forests for ties, gravel pits, creosoting and zinc-chloride tie-treating plants, great storehouses, lumber and timber yards, rolling mills, etc., all employing professional, technical and mechanical skill of all descriptions. As our attention is daily taken by war news and admonitions to prepare for warfare, we might draw some comparisons by using war terms:

The Illinois Central system alone, which represents but one-fortieth of the railroad mileage of the United States, requires in its tracks enough steel to make over 177,000 five-inch guns, sufficient to place one every 150 feet along our five thousand miles of coast. Made into armor piercing shells for our 12-inch guns, there would be sufficient for over 30,000 rounds, for a battery of one hundred pieces. These same rails, placed end to end, would go three-fourths around the earth at the equator. The ties in the tracks, placed end to end, would go once and three-fifths time around the world. Our freight cars placed end to end, would form a continuous barricade along 565 miles of coast. Every year the Illinois Central

transports the equivalent of about one-third the population of the United States. During the five fiscal years ended June 30, 1915, the Illinois Central performed passenger service equivalent to moving over twice the population of the entire world for a distance of one mile, and it performed this stupendous task without killing a single revenue passenger in accidents to passenger trains. During the year ended June 30, 1915, the system moved freight traffic equivalent to handling the entire 1913 steel production of the United States from Chicago to St. Louis. To accomplish this required the consumption, during the fiscal year 1915, of over six per cent of all the coal mined in the State of Illinois in 1913. The services of over 50,000 employes were required and the payroll was equivalent to over forty-two per cent of the value of the gold mined in the United States in 1913.

All the railroads ask is a fair deal from the Government, and fair rates from business men, following which they will give you service that cannot but expand your business enormously, strengthening the Government, thereby assuring us that commercial supremacy that is now knocking at our door, and which can be taken if we, as a nation, rise to the emergency. We must not mistake the "Champagne prosperity" incident to war conditions for permanent prosperity. It lies deeper than this, and cannot come until business men assert themselves so strongly that equality before the law must again obtain, and when they shall put their unequivocal stamp of disapproval upon the prostituting of justice to selfish or political ends.



The Age of Experiment in the Mississippi Valley 1825 to 1845

By C. R. Calvert, Traveling Freight Agent

Continued from October

The fight was taken up by the newspapers, some for and some against the charter and this question became one of the issues in the campaign for governor, in 1835. It was charged that Charles Lynch, one of the candidates, was opposed to the charter, but his adherents claimed that he favored the railroad, "under the proper restrictions." This was understood to mean that the road should cross the Pearl River at Columbia and proceed up the east bank of the river to Jackson. The opponents of the road, when they found it would be impossible to prevent the granting of the charter, insisted that it should be built on the east side of Pearl River. Mr. S. S. Prentiss, who represented Wilkinson County in the state legislature, led the fight, on behalf of the river towns, and in one of his speeches, he is quoted as follows:

"Mr. Prentiss said that he did not want to injure the State of Mississippi for the purpose of adding wealth and grandeur to another state and the question was, therefore, what was best for the state.

"New Orleans is not a seaport and any vessel that can come across the Balize can come to Natchez or Vicksburg.

"Mississippi has as good harbors as Mobile; but, while Mobile is growing in wealth and importance, Mississippi harbors are unknown. This is because Mobile has the river and the railroad would make them equal on that score, and Pearlinton would then advance in wealth and importance.

"We are asked, with an air of triumph, what good it would do to run the road east of the Pearl River. I

would say it would be like giving them another Mississippi River. Suppose the God of Nature should propose to give us another Mississippi River and we were allowed to select the location, would not the eastern tier of counties be the very place we would locate it?

"We do not oppose the railroad, but we do not want it built where it will destroy our own markets on the Mississippi River at Natchez and Vicksburg in favor of New Orleans; and the wealth and character of the counties east of the Pearl River furnish as good territory as those west."

The Natchez Courier said, editorially:

"Allow that New Orleans shall always be the market place and that it may be true that the planters of this state are interested in a New Orleans Railroad more than in a Natchez Railroad, it is not unlikely that a New Orleans Railroad west of the Pearl River would entirely destroy a Natchez Railroad, a Vicksburg Railroad or a Port Gibson Railroad, and annihilate our towns on the river.

"This is our main objection to the railroad."

However, Col. Wilkins, in addressing the meeting at Natchez, in October, 1835, brushed aside these fears, and with the optimism of the times, said:

"If our legislature should be so lost to all sense of the dignity and inviolability of our state as to concede to the New Orleans road a passage through the state with all of the privileges they ask, I still affirm that we have all the facilities in ourselves to insure full participation in the trade in the face of the most gigantic competition."

The editor of the *Mississippian*, at Jackson, in reply to these views, said:

"If the Natchez Road must be cherished and upheld at the sacrifice of the grandest work of internal improvement ever devised by man we are willing that it should never have an existence. We think these roads should be placed in competition with each other—we go for free trade and sailor's rights, and, if the Natchez road can not sustain itself on these grounds, let the project fall."

The opposition succeeded in holding off the charter during the entire sessions of 1835-36, the Lower House insisting on the route east of the Pearl River, while the Senate held for the route on the west side, and the legislature adjourned in a deadlock over this question. When the bill finally passed, at the January term, 1837, it provided for the location of the road *west* of the Pearl River. Thus was begun the fight of the State of Mississippi for a seaport to compete with Mobile and New Orleans, the history of which contains some interesting material for a separate study.

Notwithstanding the delays to the charter in Mississippi, the work on the Nashville road was pushed vigorously. Twenty-five thousand dollars was raised by the individual promoters and a preliminary survey of the entire route was completed by the middle of the summer, 1835, and on October 22, 1835, a letter from Mr. Joshua Baldwin, acting president of the road, was printed in the *Mississippian*, at Jackson. The letter read as follows:

New Orleans, August 29, 1835.

Mr. Breedlove,
Dear Sir:

Our engineer, Mr. Ranney, has submitted to me, as acting president, his report; but, from the absence of some members and sickness of others, no quorum can be formed now, and, consequently, no action can be had upon it by the board.

The total distance from here to Nashville is 565 miles and this, with the 500 miles of lateral road, have been surveyed within the short space of six

months at an expense of \$25,000, all contributed by individuals.

* * * * *

The average cost of construction per mile will be \$15,165, for a single track, but graded for a double one, when it shall be necessary to add another it will increase the cost \$550 per mile.

The breadth of railroads, generally, in this, as well as other countries, has been fixed at four feet nine inches; but, Mr. Ranney suggests the propriety of extending this to five feet six inches and adduces, as reasons for this unusual breadth, the greater stability of the machinery, less liability to accident, more compact and powerful engines and more commodious cars.

The rail weighs about 55 pounds per lineal yard and cost, with the necessary fastenings, about \$4,000 per mile. Fifty miles are already contracted for, deliverable in February."

In the latter part of the year 1835 fifty miles of the road were under contract, commencing at the head of Canal Street, New Orleans, and running around the west side of the lake. The work was pressed forward without delay until twenty-five miles were in operation and twenty-five miles additional were well advanced in the course of construction.

* * * * *

Hardly less vigorous was the work on the Natchez road. The charter was approved February 26, 1836, authorizing the "Mississippi Railroad Company" to "construct a railroad from the Mississippi River at Natchez to some suitable point in the northern extremity of the state," so as to pass through the towns of Gallati, Jackson, Livingston and Canton.

The first rail were laid in December of that year (1836), and, by the first of January, 1837, cars were running over a short portion of the track. In the early part of 1838, cars were running on regular schedule between Natchez and Washington; and, on September 27, 1838, the company issued the following notice:

"From, and after, this date, the cars

will leave the depot for Washington at 8½ A. M., and at 4 P. M. On Sundays, at ½ past 8 A. M., ½ past 11 A. M., and 3 P. M.

"Servants going on the cars must have written permission from their owners to that effect.

"Passengers will please obtain their tickets from the office before taking their seats.

"Persons sending freight by the cars will please send a description of it to the office.

ISAAC J. COURSE,
Genl. Agent."

In November, 1838, the Natchez Courier published a letter signed "An Old Man," in which he tells of the wonderful sight he witnessed when the train left for Washington.

There were three burden cars with 40, 40 and 41 bales of cotton and one passenger car capable of carrying sixty passengers, with separate apartment for ladies.

Capt. Couch told me that their engines were powerful enough to take as many more.

A bucket of water was placed on the front car and a black boy placed alongside of it, thus providing a certain means of extinguishing the fire on the moment of its first appearance.

The Manager of the cars was engaged with a negro man in covering the cargo with what the sailors would call a tarpaulin to secure it from a casual spark from the chimney of the locomotive.

On August 31st, 1839, trains were running to Franklin, twenty-five miles, and a good part of the road to Jackson was under construction.

* * * * *

Progress on the road from Vicksburg was also good. By the first of 1837 several miles of rail had been laid and the steam engine had been tested and found to work well. The first regular trip was run over five miles of track from Vicksburg, on May 15th, 1838, and, on November 1st, 1838, regular schedule was established from Vicksburg to the Big Black River, with two trains daily. On July 20th, 1839, a trial

trip was made to Mr. Edwards' Place, eighteen miles, and, before January 1st, 1842, trains were running through to Jackson, stopping at Edwards for breakfast.

* * * * *

An act of the Mississippi legislature, at the session of 1839, provided for a plan of internal improvement, carrying an appropriation of five million dollars, and included among other items a railroad to be constructed by the board of commissioners from the Mississippi city. * * * to some point in Pontotoc county, with laterals therefrom, one extending to some point in Tishomingo county and one extending to the Mississippi River at some point in Tunica county.

This act also provided for a railroad from Jackson to Pontotoc, or some other point to connect with the road from the coast.

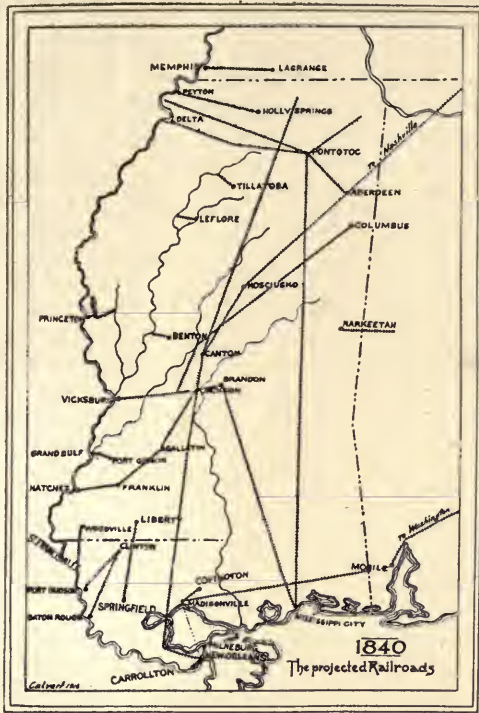
* * * * *

Up to this point, the entire railroad fabric was, apparently prosperous and promised to cover the whole valley with a net work of railroads running north, south, east and west, and connecting Washington, on the east with the Pacific Ocean, on the west; but later developments indicated that this was only another "Mississippi Bubble" and that it was rapidly approaching the point of dissolution.

Map No. 3 shows the location and extent of the railroads that had been chartered prior to January 1st, 1840, covering approximately 2,500 miles of railroad, having one terminus or more in the Mississippi valley.

* * * * *

As soon as it had become apparent that money could not be raised by the usual methods for these unusual enterprises, some of the railroad companies petitioned the legislatures to grant them banking privileges, for the purpose of "creating capital." In its last analysis, this meant the privilege of issuing bank notes, almost without restriction, in payment for the construction of the railroads,—and for other purposes—the greater part of which notes were un-



MAP NO. 3

protected and were worth little more than the paper upon which they were printed. Such banks were located at Natchez, Vicksburg, Grand Gulf, Woodville, Columbus, Holly Springs, Aberdeen and Brandon, with branches at other points. It was charged that one of these banks began operations with \$110 in silver and one twenty dollar gold piece, and borrowed one hundred thousand dollars from the banks in New Orleans, for which they issued their notes (and the notes were never redeemed).

Because of the facility with which this capital could be "created," it could be obtained by almost any one and for almost any purpose, and the craving for speculation thus received another stimulus. This quickly led to the inevitable result: the country was flooded with bank paper which depreciated until specie was driven from circulation; the government demanded specie in payment for public lands taken up, thus creating a demand for specie that could not be

supplied; the banks suspended specie payments; credit was destroyed and the whole industrial structure toppled and fell with a crash.

The New Orleans and Nashville Railroad Company, with fifty miles or more under contract and with twenty-two miles in actual operation, became bankrupt; and, although the state of Louisiana issued bonds in an effort to save the road, the company passed out of existence, the rails and equipment were finally sold to the Mexican Gulf railroad.

The Mississippi Railroad had twenty-five miles of road in operation from Natchez to Franklin when the crash came, when both bank and the road suspended operations; the road was left to decay and the equipment abandoned.

The Mississippi and Alabama Railroad had graded from Jackson to Brandon and the ties were laid; the piles had also been driven for the bridge over the Pearl River when the bank failed and the state, as the largest creditor, took possession of the property.

The Clinton and Port Hudson Railroad had defaulted in the first payment of the interest on the bonds issued by the state of Louisiana. It finally became necessary for the legislature to authorize the state treasurer to pay the interest on the bonds up to March 10th, 1841, when the road was declared forfeited to the state.

The Memphis and LaGrange Railroad was compelled to give up the struggle in the summer of 1842 and that enterprise passed entirely away without leaving any monument to mark its existence.

In brief, the banks, with very few notable exceptions, suspended, the railroads, without funds, stood discredited before a public that had invested its present wealth and pledged its future expectations in the stocks and bonds. Railroad building came to a standstill with only two short roads completed and with a total of less than one mile in operation, out of the numerous picturesque projects and magnificent mile-ages that had been placed before the public.

The present was without encouragement and the future without hope.

* * * * *

Very early in the days following the suspension of specie payments, charges of corruption began to appear against the banks. The Mississippi and Alabama Railroad and Banking Company, commonly known as "The Brandon Bank," had undertaken to build approximately two hundred miles of railroad; but, was charged that the profits of the bank had been taken to enrich the officers and directors of the bank and that no attempt had been made to construct any part of the railroad with the exception of the twelve miles between Jackson and Brandon, and that was only half finished when the end came. It was claimed that when the examiners closed the bank, it had in circulation between three and four million dollars in "post notes" at a depreciation of fifteen to twenty percent and that there was no specie to redeem or exchange to check more than one-half of this amount.

The Jackson paper had this to say in regard to the bank at Vicksburg:

There are many strange stories in circulation about the suspension of the Commercial and Railroad Bank of Vicksburg. * * * The whole matter is wrapped in mystery and the paper of the bank is at a discount of twenty to thirty percent.

Thus, a bank chartered five years ago with extraordinary privileges for the purpose of constructing a railroad from Vicksburg to Jackson, has in that brief time, twice suspended specie payments and the road is not near half completed. Instead of using its energies to construct this great work, the bank has been turned into a shaving shop for the manufacture of shin plasters for the benefit of a few reckless gamblers and speculators who have controlled its destinies.

But, what can be expected when such institutions are wielded by men without capital, commercial knowledge or ability of any sort?

The Vicksburg Sentinel was even

more open in its charge of questionable dealings when it said:

There is no doubt that the Bank, or its President, had engaged a half million of the Texas bonds and had paid the whole in Commercial and Railroad Bank paper, *payable on demand*.

We believe the paper, payable on demand to the amount of \$300,000 was placed in the Merchants Bank of New Orleans. We are under the impression that Mr. Robbins, has succeeded in sequestering the funds and thus the whole speculation is blown sky high.

The whole transaction, we fear, will turn out the most monstrous that these most degenerate days of banking and financiering ever produced.

Similar charges were made at other points; public indignation grew more open and the charges more pointed and ominous. When the examiners finally closed the bank at Brandon its operations were found to be so nefarious and so far reaching that it has become a by-word for crooked finance.

Then came the aftermath.

The President and one of the Directors of the Brandon Bank took the slaves owned by the Company, which constituted about the only remaining asset that was portable, and started overland for Virginia; but a party of the irate stockholders started in pursuit, and when they overtook them in Alabama, took possession of the slaves, paying for them with the worthless bank paper. The President could not face the storm following the failure of the bank and soon afterwards, committed suicide.

* * * * *

The Vicksburg Sentinel followed up its attack on the Bank at that point, and the issue of April 14th, 1842, contained the following editorial:

The present wretched condition of rotten concern must satisfy the stockholders that we told them the truth and that they have been grossly deceived by their owners and their false and flagrant representations which they made.

The stock is not worth two cents on

the dollar and the paper is not worth ten cents.

If our Vicksburg overseers will swindle foreign stockholders for the benefit of domestic debtors, their moral sense will soon lead them to swindle foreign stockholders for the benefit of themselves and their indebted confreres.

On that afternoon, the Editor received a note reading as follows:

Mr. J. S. Fall:

Sir:—In your leading editorial in this morning's Sentinel you have laid yourself justly liable to a demand for satisfaction for the gross and slanderous attacks upon me as one of the trustees of the Railroad Bank.

I have, therefore, to request that you will be generous enough to send a friend at your earliest convenience to the opposite side of the river to prepare the preliminaries of a just and honorable account of such an attack upon me.

Respectfully

T. E. ROBBINS.

Mr. Fall replied.

Mr. T. E. Robbins:

Sir:—Your note has been received, at as early a period as convenient, a friend shall wait upon you to make arrangements in my behalf.

Respectfully

J. S. FALL.

The meeting was arranged for April 16th between four and five P. M. on the Louisiana side of the river opposite Vicksburg; but the seconds with a desire to settle the matter without bloodshed, agreed to a compromise which contemplated public withdrawal by the Editor of the charges against Mr. Robbins. When the principals arrived, Mr. Fall indignantly repudiated the compromise and repeated the charges, insisting upon the meeting as arranged. He therefore selected another friend to represent him in the second attempt.

The second meeting was the occasion of much ceremony; the record states that there were "two or three hundred witnesses"—but Editor Fall, apparently, justified his charges without loss of life,

for we find both men taking an active part in subsequent events and the Editor returned to the attack in the next issue of the paper.

A certain Mr. Milligan, who is characterized as "one of the henchmen of Mr. Robbins and one of the bullies of the railroad gang," who was one of the spectators, charged that Mr. Fall had not fought fairly but had fired before the word was given. Mr. Fall found the said Mr. Milligan in the lobby of the Glidewell house, in Vicksburg, and intimated that he was a liar, a scoundrel and poltroon, "with other significant and abusive epithets;" but, as he was unarmed, Mr. Milligan declined to argue the question until he could get a gun. When he had gone for a gun, Editor Fall decided that, as he had only two pistols, he would be at a disadvantage, and he also went for a gun. While maneuvering for position, however, he "jarred the hair-trigger of his 'Yager'



MAP No 4

and the charge entered the ceiling, and, before he could again get ready for action, the civil authorities interfered and bound the Editor over to keep the peace.

This, apparently, closed the incident.

* * * * *

The "Mississippian," in an editorial under the caption "The Banks running away," summarized the situation in these words.

Every mail brings the news of the sudden departure and flight of a bank officer. It is not long since one or two left Madison county and another left Yazoo county.

We would like to lay a wager that twenty bank officers and directors will

leave the state for Texas in less than twelve months.

Is it not fair to presume that those who have been robbing the public will steal each other's share of the plunder when the public refuses to be longer plundered?

And subsequent developments fulfilled the prediction.

Map No. 4 shows the railroads in actual operation on January 1st, 1845. and, on comparing this showing with the projected roads, as shown in map No. 3, we are forced to the conclusion that the Age of Experiment which had begun so brilliantly twenty years before, ended in complete and overwhelming disaster.

No. <i>500</i>	FORM 3.			
MISSISSIPPI AND TENNESSEE RAILROAD,				
<i>Harrison</i>	STATION, <i>Nov 17</i> 1869			
Received from <i>C P Burkhalter</i> the following				
packages or articles, marked as per margin, in apparent good order, viz :				
MARKS AND DESTINATION.	DESCRIPTION OF ARTICLES.	WGT.	RATE.	CONDUIT
<i>C P B</i>	<i>5 Bales Cotton</i>	<i>3⁰⁰</i>	<i>9m</i>	
<i>By Consignee To</i>				
<i>Ralph Morrell & Co</i>				
<i>Memphis Tenn</i>				
<i>Charges \$2.50</i>				
<small>Agents must be particular to specify marks, weights, &c. Be careful to state the condition in which Freight is received.</small>				
<i>Wm Burkhalter Agent.</i>				



What the

World thinks

ILLINOIS CENTRAL

From Railway Age Gazette, Oct. 13, 1916

The Illinois Central has performed the rather remarkable feat of making a substantial reduction in transportation expenses in the fiscal year ended June 30, 1916, as compared with the previous fiscal year. Operating revenues were the largest in the history of the company—\$69,077,000, or 11.21 per cent more than in 1915. The ton-mile rate was the lowest in the history of the company—5.46 mills, comparing with 5.48 mills in 1915, the previous low rate. The achievement of reducing the ratio of transportation expenses to total operating expenses from 35.77 in 1915 to 31.62 in 1916 was accomplished by the substitution of 48 Mikado locomotives for 72 smaller locomotives retired; by better supervision of train movement, and by a very successful campaign of fuel economy and of attention to loss and damage and other claims. The new Mikados were equipped with superheaters, and superheaters were put on one Atlantic type and two Pacific type passenger locomotives.

The result of the betterment in available power is striking. The ton mileage of all freight carried was 8,514,500,000 in 1916 as compared with 7,522,100,000 in 1915, an increase of 992,400,000, or 13 per cent. The average length of haul was about the same—243 miles in 1916 and 240 miles in 1915. The mileage of revenue freight trains decreased by 2.14 per cent. The mileage of helping and light freight locomotives decreased by

20.13 per cent. The average trainload of all freight was 595 tons in 1916 as against 523 tons in 1915. The tons of all freight per revenue service locomotive-mile, excluding switching miles, was 582 tons in 1916, comparing with 509 tons in 1915.

The increase in trainload was helped by a better balanced traffic, loaded freight car mileage increasing by 12.63 per cent, with empty car mileage increasing only by 2.39 per cent. The average loading per loaded car, however, was not quite so good in 1916 as in 1915, being 23.80 tons and 24.09 tons respectively. The principal increase in freight traffic was in the tonnage of bituminous coal handled. This amounted to 14,065,000 tons in 1916, or 40.16 per cent of the total tonnage carried, and to 12,389,000 tons in 1915, or 39.57 per cent of the total tonnage carried in 1915.

The Illinois Central had hard sledding from 1911 up to the last half of 1915, through no fault of its management, but because of strikes, washouts and other unfortunate occurrences which could not be guarded against. Even in the fiscal year ended June 30, 1916, one of the factors which added considerably to the revenues of the Atchison, Topeka & Santa Fe and the Southern Pacific—the fact that the Panama Canal was closed—probably took away from the Illinois Central's revenue. There is evidence in this year's annual report to show that up to the time of the arrival of the new Mikados the Illinois Central's locomotive situation had never quite recovered

from the effects of the shopmen's strike four years ago. In 1911 the Illinois Central was in magnificent physical condition. The strike and the floods since necessitated very heavy maintenance expenditures, and in this connection the Illinois Central management wisely spent considerable sums for additions and betterments, even when new capital was mighty hard to get. The result of this policy was quite suddenly shown up when the locomotives necessary to make a fuller utilization of the plant were bought.

In 1916 there was a total of \$6,098,000 spent for additions and betterments to road and equipment, of which approximately \$2,400,000 was for equipment covered by equipment trust certificates. There was a credit of \$481,000 for steam locomotives retired and \$448,000 for freight cars retired. Additions and betterments include the installation of 294 track-miles of electric block signals, there being 452 miles additional now in process of installation. When this work is completed the entire railroad from Chicago to New Orleans will be block signaled. An engine house, car shop, washout plant, office and turntable were built at Dyersburg, Tenn., and a 10-stall roundhouse and 85-ft. turntable, etc., put in at Jackson, Tenn., and improvements were made to mechanical facilities at Freeport, Ill.; Waterloo, Iowa; Ft. Dodge, Iowa; Cherokee, Iowa, and Nonconnah yard, at Memphis. New mechanical coaling stations were built at three points in Illinois and at one point in Iowa and one point in Kentucky.

Maintenance of way expenses were affected by the cost of restoring tracks and bridges damaged by a tornado and high water near New Orleans in October, 1915, and also by higher rates of pay to section men. The total spent for maintenance of way and structures in 1916 was \$9,507,000, an increase of \$640,000 over the previous year. Maintenance of equipment expenses were abnormally high because of extraordinarily heavy charges for repairs, depreciation and retirement of freight cars.

Mention should be made of the fact The total spent for maintenance of equipment was \$16,548,000, or \$2,604,000—18.67 per cent—more than in the previous year.

that the Central Fruit Despatch, which was organized in 1912 to take over the refrigerator service business of the Illinois Central, has proved unprofitable. The operations of this subsidiary were discontinued on September 1, 1914, and the Illinois Central accepted and took into its profit and loss account a loss of \$547,000 on the venture.

Notwithstanding the heavy maintenance expenses, the financial results of the year's operations are more nearly like those of the Illinois Central before it ran into its streak of hard luck in 1912. Total operating revenues in 1916 amounted to \$69,077,000, an increase of 11.21 per cent over 1915. Notwithstanding an increase in taxes of \$490,000, operating income amounted to \$14,155,000, an increase of \$3,277,000 over 1915. After paying interest charges there was available for dividends \$11,655,000, or \$4,949,000 more than was available in 1915. The 5 per cent dividends on the \$109,286,000 outstanding stock called for less than half of the amount available for dividends in 1916. The only securities sold during the year were \$1,900,000 equipment trust certificates. At the end of the year there was \$5,638,000 cash on hand, an increase of \$3,052,000 over the previous year, and no loans and bills payable, the bills payable of \$1,000,000 outstanding at the beginning of the year having been paid off.

The following table shows the principal figures for operation in 1916 as compared with 1915:

	1916.	1915.
Average mileage operated.....	4,767	4,770
Freight revenue	\$50,045,039	\$44,446,222
Passenger revenue	13,582,092	13,851,677
Total operating revenues.....	69,077,343	62,111,552
Maintenance of way and structures	9,506,527	8,866,250
Maintenance of equipment	16,547,749	13,943,804
Traffic expenses	1,252,366	1,238,732
Transportation expenses	21,841,050	22,217,903
General expenses	1,763,356	1,655,794
Total operating expenses.....	51,173,728	47,975,197
Taxes	3,724,021	3,233,838
Operating income	14,155,087	10,878,473
Gross income	23,775,831	18,837,300
Net income	11,807,565	6,859,162
Appropriations	152,932	153,903
Dividends	5,464,800	5,464,800
Surplus	6,189,833	1,240,459

WATCH YOUR STEP

The Illinois Central Railroad is conducting a campaign to impress on the public along its lines the necessity of being careful when crossing railroad tracks. According to a letter from Mr. T. J. Foley, general manager of the Company, during the last ninety days, eighteen persons have been killed and thirty-six injured in automobiles in grade crossing accidents on the Illinois Central. The above statement of Mr. Foley's should certainly impress the public of the importance of being careful in this matter. Just think of it, eighteen killed and thirty-six injured in auto accidents alone on the crossings of one railroad within the short space of ninety days. This a most impressive statement and it should certainly cause those using railroad crossings to pause, stop, look (both ways) and listen before venturing across a railroad crossing whether they are riding in autos, buggies, wagons, riding motorcycles, bicycles or walking. Neither Mr. Foley or the Illinois Central would have the public think the railroad company is seeking to place the entire blame for these constantly re-occurring crossing accidents on the public. Quite frequently both parties to the accident are to blame. It is the opinion of the railroad officials, however, that should the public co-operate with the railroad in this matter of being careful at railroad crossings the number of accidents would be materially reduced. There is little danger to the man, woman or child who, before crossing railroad tracks, stops, listens and looks, both ways before proceeding. It should be remembered that it is a much easier matter for the public to keep out of the way of locomotives than it is for an engineer to bring his engine to a sudden halt when he sees a vehicle or person on the track. Stop rushing across in front of trains, and look both ways before crossing and it's more than probable you will not be numbered among the many who go to their death from year to year through thoughtlessness in the face of danger. Keep the thought constantly in your mind that railroad crossings are dan-

gerous—VERY DANGEROUS. Some will wonder why, if the crossings are so dangerous, the railroads don't build overhead bridges or viaducts at each of them. On the Illinois Central system there are eight thousand grade crossings. To make them all absolutely safe for the public it would cost \$215,408,020.00, or just a little less than twice the amount of the capital stock of the Company. At the crossings where the traffic is unusually heavy the Illinois Central is as rapidly as possible putting in overhead bridges or viaducts, but it must be appreciated this method of eliminating the danger at all crossings is impractical. Until this "safety first" campaign was started it was quite generally believed the majority of persons when crossing railroad crossings were reasonably cautious, but a count of the people and their actions at a number of the crossings showed a great number are almost, if not entirely indifferent to the danger to their life and limb while making use of the crossings. On Thursday, October 5th, a tab was kept on those using the crossing just north of the depot here with the following result: Auto occupants 22 per cent looked one way, 42 per cent looked both ways, 36 per cent did not look. Motorcycle riders, 100 per cent looked one way; Bicycle riders 38 per cent looked one way, 30 per cent looked both ways, 32 per cent did not look. Wagon drivers, 32 per cent looked one way, 44 per cent looked both ways, 23 per cent did not look. Occupants of buggies, 38 per cent looked one way, 40 per cent looked both ways, 22 per cent did not look. Pedestrians, 31 per cent looked one way, 34 per cent looked both ways, 35 per cent did not look. Equestrians, 55 per cent looked one way, 36 per cent looked both ways, 9 per cent did not look.—*McComb City Enterprise, McComb, Miss., October 19, 1916.*

WHERE DOES YOUR BOY PLAY?

(By A. F. Shelton, Special Officer, I. C. Railroad yards at Paducah.)

You fathers and mothers—do you ever ask yourselves, "Where does my boy play? In what neighborhood, with

what companions, with what form of play apparatus?

I know a boy whose mother was a very busy woman, and a good woman, too, who did not think it important to keep close account of her boy during his play hours. But one evening they brought the little fellow home, his left foot frightfully and hopelessly beyond all use whatever.

He had been playing in a railroad yard around box cars and while playing between two cars a switch engine coupled into one of the cars and he was knocked down. None of the train crew or switchmen knew he was there.

After that his mother began to believe in keeping tab on her boy during play hours, but it wasn't any use then, for Johnny had only one foot and he couldn't stray far away from home on that.

I know of another boy who was backward, stunted in growth and mentally defective, because of a fall one evening while he was playing on top of a box car, where he would not have been had his mother exercised the proper care. It wasn't the boy's fault, for he was only following a natural inclination to play—the kind of apparatus did not deter him in his search for recreation and amusement. Because his mother was too busy with other things and too unconcerned in her boy's play and his associates, he is now a confirmed cigaret smoker, a liar and a thief, and at times of vicious tendencies. Not having sufficient things to interest him at home he naturally strayed off to the alleys and vacant lots behind his home and there made the acquaintance of boys much older than himself in the knowledge of the world and in vices.

In this atmosphere and amid these surroundings and playmates he learned first to swear, then to smoke cigaretes and then to steal; after that other habits followed easily for him.

Any one who has made even a cursory study of unsupervised play could add from their own observation many other similar results of misguided, misdirected and morally tainted boys and young men,

some of them perhaps more striking than these.

And in the majority of instances there is a small doubt that the injury might have been avoided if the fathers and mothers had known where their boys were.

"I did not know that he played with those boys or in the railroad yards," has been the plea of extenuation of many a father and mother standing before the juvenile judge in behalf of the boys who have committed some breach of the law.

Where your boys play makes a tremendous difference in your home life, in the happiness of your family. Parents do not often enough realize how many dangers beset the path of boys today—dangers that once yielded to will forever blight their young lives if not snuff them out. In the larger cities today there are seemingly ample play facilities properly supervised so that thousands of boys need not come into very close contact with the dangers of the average play life. In the smaller cities and towns, little, if any of the play life of the community is supervised, so that the responsibility of the parent is double.

I have seen the back yards of several different families in a large city, fitted into ideal play grounds and it is just as easy for families in smaller cities to provide proper play apparatus for their boys. Then the mother can go ahead with her work and know that her boy is safe and within reach and in good company.—*The Paducah Evening Sun, November 14th, 1916.*

ILLINOIS CENTRAL IS HIGHLY PRAISED.

ILLINOIS CENTRAL management is given high praise in the latest issue of the London Statist, which, in an analysis of the property brought up to the present time, says:

"Through competition of the most severe character with water transport, the Illinois Central has to deal with a traffic bearing relatively low rates, and always it has been essential to operate that traffic with great economy. To do this has meant that a road of easy gradient and double tracked for a considerable length has had to be provided, while such equipment of all kinds



Lizard Creek



Lizard Creek



I. C. Bridge
across Des Moines River

Scenic

Fort Dodge



has had to be placed in service as would keep expense within reasonable limits.

"At one time the prosperity of the road depended almost entirely upon agricultural crops, especially in the neighborhood of Chicago. A considerable change has occurred in the character of the traffic, and although to some extent the property of the road is still influenced by the spending power of the farming community, which fluctuates according to the size and value of the various crops, the quantity of bituminous coal now being conveyed from the coal fields of Illinois to the manufacturing centers is becoming heavier each year, and now represents over 40.5 per cent of the total tonnage conveyed.

"In the 12 months to June 30 last, Illinois Central obtained unprecedented gross earnings, net earnings, net income and net profit. The rate of profit earned has been exceeded in years long past, but at that time the amount of common stock outstanding was much below the present figure, and the expense of dealing with traffic was nothing like so heavy as at present time. With the exception of grain, hay, cotton and anthracite coal, each of which items was only slightly down, every description of tonnage conveyed showed improvement last year; the more noteworthy being bituminous coal, which expanded 14 per cent, and lumber, which increased 21 per cent.

"One noteworthy point is that the addition of \$2,817,000 to the gross receipts in the past two years has been accompanied by an increase of only \$7,000,000 in the operating expenses, so that nearly the whole of the gain in gross revenue has been added to the net earnings. What is the more significant is that maintenance outlays last year were \$2,338,000 ahead of those for 1913-14 and that there was a shrinkage of practically a similar amount in conducting transportation expenses.

"No better guide exists as to the scientific progress of a railroad than the course of its ration of conducting transportation expenses to gross receipts, and when we say that with all the troubles and trials of recent years the Illinois Central last year brought down its ratio for such expenses to a lower level than for many years—at any rate, for the past 20 years—it will be evident that great strides have been made by the officers in the economical handling of the company's traffic."—*Kansas City (Mo) Post, Tuesday, October 31, 1916.*

FEDERAL VALUATION OF THE RAILROADS IN THE UNITED STATES

ON October 23, 1916, the Interstate Commerce Commission posted upon its bulletin board a notice of its tentative

valuations of the property of the Texas Midland, and Atlanta, Birmingham & Atlantic Railroad Companies. As the report did not summarize the findings, various incorrect statements have appeared in the public press with reference thereto. I have, therefore, prepared the following statement showing correctly what appears in the Commission's report with reference to the Atlanta, Birmingham & Atlantic Railroad Company.

Thomas W. Hulme,
General Secretary.

Cost of reproduction of property owned and used (not including land).....	\$24,155,000
Lands owned and used.....	2,291,413
Lands owned, not used.....	1,165,000
Materials and supplies.....	433,000
Mulga Branch, leased to another operating company....	788,000

Total	\$28,832,413
Add to this cash on hand, but not reported by the Government	200,000

Grand total\$29,032,413

The Government's total of \$29,000,000 may be contrasted with the \$37,000,000 in cash which was obtained as the proceeds of the sale of securities issued and expended for the construction of new lines and acquisition and rehabilitation of other lines, now part of its main line and branches. The officers of the Atlanta, Birmingham & Atlantic Railroad Company contend that the property could not be reproduced, at this time, for less than this amount.

The Division of Valuation, as a matter of administration, has prepared its estimates on the lowest basis, leaving, as required, to the Interstate Commerce Commission the determination of all matters in dispute. The Commission has announced that it has not passed upon the many questions involved in the determination of correct principles and methods, but that it will do so as illustrated by the inventories that are first presented to it for consideration with the carriers' objections, and that its decisions

in these cases will serve as a guidance for its future work. It is, therefore, to be expected that the Government's findings of twenty-nine million dollars for the Atlanta, Birmingham & Atlantic Railroad will be materially increased upon its ultimate determination of correct principles and methods.

THE CROSSING PERIL

A recent investigation into the cause of grade crossing accidents conducted by the Illinois Central Railroad showed an astonishing recklessness on the part of motorists and other travelers who take chances at a railroad crossing. Watchers were placed at certain of these crossings for a day with instructions to observe how many motorists and other passersby observed the admonition to "stop, look and listen." The result was amazing. It showed that not one automobile driver in ten even slowed up as he approached the railroad.

The result of this experiment is a strong case for the railroads in placing the blame for the crossing peril. It is probably true that the great majority of the fatalities from this cause which are unhappily ever on the increase, are due to a total disregard of caution on the part of motorists. Drivers of horse-drawn vehicles are sometimes careless, too, but comparatively few of these run into danger in the reckless manner that characterizes the motorist.

So long as automobile drivers insist on going at breakneck speed on country roads and attempting to butt trains off the tracks, we are going to have fatalities of this kind. It is too much to expect of the railroads that they should protect the public from its own carelessness. It is true that they should do all in their power to prevent accidents, but until the grade crossing is eliminated entirely, they cannot be expected to abolish this evil without the co-operation of the automobilists.

The tremendous cost of wholly abolishing the grade crossing makes it out of the question for many years to come, if ever. It might help some if the roads would erect on the public highway a

hundred yards or so from each crossing a warning sign for motorists. This the car driver should rigidly observe. It would not seem impossible to provide some type of automatic gates, electrically worked, that would close on the approach of a train and raise after it had passed in the same manner that block signals do. But this sort of system has not yet been successfully worked out. Until something like that is accomplished it is up to the motorist to "stop, look and listen." —*Waterloo Evening Courier and Daily Reporter*, November 8, 1916.

DANGER AT CROSSINGS

Illinois Central Carries on a Campaign Against Reckless Auto Drivers.

"STOP, LOOK AND LISTEN!"

Flood Country With Posters in Plea to Have Autoist Drive Carefully at Crossings.

In an effort to bring to the attention of the automobile owners the danger in not obeying the rule of "Stop, Look and Listen" at railroad crossings, the officials of the Illinois Central have issued thousands of large placards, asking the public this question: "Which should stop, the train or the automobile?" The placards state that the question is submitted to the public to decide and then shows in statistics why the automobile, and not the train, should stop at dangerous railroad crossings.

Many Fatalities Result

The cards show that during a period of four months, from June 28th to October inclusive, there were twenty-four persons killed and forty-nine persons injured in automobile grade crossing accidents on the Illinois Central system. Other railroads report practically the same conditions. It shows that there is now one automobile for every forty-four persons in this country and that this number is increasing rapidly. The plea for safety states that unless the drivers are not more careful the number of



ILLINOIS CENTRAL STATION, FORT DODGE, IOWA.

grade crossing accidents will increase as rapidly as the number of automobiles in use.

In speaking of the conditions resulting from careless driving across the grade crossings, one of the local authorities of the Illinois Central said:

Drivers Don't Look

"Recently the Illinois Central has carefully checked one hundred grade crossings located on all parts of the system. Compilation of the checks discloses the startling information that 72 per cent of the automobile drivers do not look in either direction, but run over the crossings at a reckless and dangerous rate of speed in total disregard of their own safety. For these reasons we have adopted the slogan of "Stop, Look and Listen."

In their efforts to try and decrease the number of these accidents, the officials of the Illinois Central devoted practically the entire November issue of their magazine, showing facts regarding these accidents.—*Dubuque Times Journal*, Nov. 17, 1916.

AUTO PERIL AT GRADE CROSSINGS

The November issue of the Illinois Central Magazine is largely devoted to the auto grade crossing peril, with particular reference to the carelessness of auto drivers in crossing railroad tracks.

"Stop-Look-Listen" is the motto attached to a cartoon showing a train and an auto approaching the crossing at the same time and the question is asked, "Which should stop, the train or the auto?" In the leading article entitled, "Automobile Peril," it is stated that twenty-two persons were killed and fifty-one injured in automobile grade crossing accidents in a period of four months on the Illinois Central system. The company has 8,000 public grade crossings and 5,000 private farm crossings, a total of 13,000 crossings.

Recently the Illinois Central had 100 grade crossings, located on all parts of the system, carefully checked between 8 a. m. and 6 p. m. to determine the ex-

tent to which automobiles exercise caution at grade crossings. Compilation of these checks at these hundred crossings shows that 72 per cent of the auto drivers paid no attention to the fact that there was such a thing as a railroad crossing in existence, but drove ahead, often at high speed, and, to say nothing of stopping, did not even check speed or look to right or left. On the contrary, of the horse drawn vehicles that used the crossings during the same period the drivers of 73 per cent did take precautions.

During the four months in which twenty-two autoists were killed by Illinois Central trains not a single driver of a horse-drawn vehicle was even seriously injured. The moral the magazine seeks to draw, and which it apparently is justified in doing, is that auto drivers are reckless at railroad crossings and that the vast majority of grade crossing accidents are the fault of the automobilist. In other words it is up to the auto driver to stop, look and listen, for the engine driver cannot stop and while he may look he cannot prevent a reckless auto driver from dashing in front of his train to the certainty of a serious if not fatal accident.—*The Evansville (Ind.) Courier*, November 26, 1916.

YOU SHOULD STOP, LOOK, LISTEN

Advice to Motorists That Would Save Many Accidents

The following is an editorial which recently appeared in the *Waterloo Evening Courier*:

"A recent investigation into the cause of grade crossing accidents conducted by the Illinois Central railroad showed an astonishing recklessness on the part of motorists and other travelers who take chances at a railroad crossing. Watchers were placed at certain of these crossings for a day with instructions to observe how many motorists and other passersby observed the admonition to 'Stop, Look and Listen.' The result was amazing. It showed that not one

automobile driver in ten slowed up as he approached the railroad.

"The result of this experiment is a strong case for the railroads in placing the blame for the crossing peril. It is probably true that the great majority of the fatalities from this cause which are unhappily ever on the increase, are due to a total disregard of caution on the part of motorists. Drivers of horse-drawn vehicles are sometimes careless, too; but comparatively few of these run into danger in the reckless manner that characterizes the motorist.

"So long as automobile drivers insist on going at breakneck speed on country roads and attempting to butt trains off the tracks, we are going to have fatalities of this kind. It is too much to expect of the railroads that they should protect the public from its own carelessness. It is true that they should do all in their power to prevent accidents, but until the grade crossing is eliminated entirely, they cannot be expected to abolish this evil without the co-operation of the automobilists."

The Illinois Central is doing everything possible to give as widespread publicity as possible to the matter of educating the users of automobiles to Stop, Look and Listen before crossing railroad tracks at grade.—*Bulletin-Journal. Independence, Iowa, Thursday November 16, 1916.*

ILLINOIS CENTRAL STILL UP AND DOING

Company Still Continues to Make Vast Improvements in and Near Benton

The Illinois Central has a large force of men at work in the Buckner bottoms raising the main track three or four feet in order to get it above the high water mark. Work of this character has just been completed in Middle Fork bottoms and this part of the I. C. will be in first-class condition before many months. The company has spent thousands of dollars in this county the past two years and it begins to look as if their work on

improvements has just fairly begun.

The company is daily putting down more yardage in Benton and vicinity and will soon have more miles of track in the county than any other road entering it. We understand that work will soon be started on the new roundhouse and when it is permanently located here, our population will be materially increased by a large number of railroad men.

A new time card went into effect Wednesday and the most important change is on the afternoon west-bound passenger, which is now due here at 3:52. Passengers taking this train for St. Louis will connect at Pinckneyville with the Illinois Central's new Panama Limited and will arrive in St. Louis at 7:52. This is an improvement long looked for by the patrons of this road living on this division and does away with the long tiresome journey heretofore experienced.

The local freight trains were also changed and will hereafter make their runs out of Benton and return in the place of running from Pinckneyville to Eldorado and Eldorado to Pinckneyville. This change will cause a large number of engines to tie-up in Benton over night.

We should all take our hats off to the Illinois Central.—*Benton, Ill., Republican, Nov. 17, 1916.*

RAILROAD INCORPORATIONS ENTITLED TO FAIR PLAY

WHILE high prices prevail and money flows into every rural section, the average farmer may not know the hardships of railroad management.

Everything that makes up the rolling stock and its movement is costing more now than ever before. Shorter hours and safety appliances augment the sum total of operating railroads and this increase in running expenses must be looked after and provided for if the railroads continue in business.

Political law makers have often moulded sentiment against railroads for effect and to get votes, thus causing the people to form erroneous conclusions against fair play for these corporations.

This county feels the need of more

railroad mileage and one of the best methods to get more railroads is to be friendly to those we have.

It takes millions of dollars to build railroads and monied men are like the balance of us, they want to make paying investments.

It costs very little more now to ship a car of cattle to St. Louis than it cost ten years ago, although the shipper gets more than twice the price for his shipment that he received ten years ago. It costs the railroad company more to carry the car now than it did ten years ago, yet, the Interstate Commerce Commission so regulates freight rates as that railroads do not get rates in proportion to the value of the shipment.

It is well for everyone to consider both sides of a question and try to be just towards every interest whether it be the local farmer, shipper or the railroads over which his product travels to market.—*Livingston (Ky.) Enterprise, Nov. 8, 1916.*

AT RAILROAD CROSSINGS

The astonishing fact that the great majority of people dash across railroad tracks without looking in either direction is brought out in a careful check being made by officials of the Y. & M. V. and Illinois Central railroads.

On Thursday an accurate record was made of the vehicles and pedestrians crossing the Y. & M. V. tracks on the Bayou Sara road, just north of Baton Rouge. Of a total of 211 automobiles, buggies, wagons and other vehicles going over the road, it was found that only 19 looked both ways, 43 looked one way, and 149 did not look at all.

These figures tell why the newspapers every few days carry grim dispatches giving brief account of how some automobile or buggy has been struck by a locomotive and the occupants hurled to instant death.

They also show that this annual toll of lives is wholly unnecessary, and can easily be avoided by the exercise of ordinary precaution and prudence.

In their "safety first" campaigns

among their employes, the railroads of the United States have accomplished remarkable results in the prevention of accidents. Here, however, they were working among their own forces and were aided by discipline and strict enforcement of safety regulations. They have tackled a much bigger and more difficult task in attempting to educate the reckless American public to habits of carefulness, but the field is one in which even partial success will be rewarded by the saving of many human lives.—*State Times, Baton Rouge, La., Nov. 10, 1916.*

STATE COMMISSIONS

The Colorado Public Utilities Commission has this to say regarding negligent operation of automobiles at railway crossings:

"It is a lamentable fact that, due to the great change in the mode of travel upon the highways and the resultant improvement of the highways, automobiles are driven at high rate of speed upon and across railway crossings at grade, and many drivers of automobiles should have their licenses revoked by the State for negligent driving. It is not within the power of this Commission to control negligent operation of automobiles at railway crossings, but it has become apparent that some law must be enacted for the protection of those who will not protect themselves. It will be the purpose of the Commission to suggest to the Legislature that adequate laws be passed to the end that some supervision may be had by the State over the operators of motor vehicles so that the drivers thereof may be compelled to use reasonable caution upon approaching a railway crossing at grade. The fact confronts the Commission that it is not only the careless operator of a motor vehicle who may be injured or killed at a railway crossing at grade, but that innocent passengers who are in no way at fault also may be seriously injured or killed."

ROUGH GOING.

The price of railroad cars is high. A press item tells that certain steel cars

that a few years since could have been got for \$1,000 are now quoted at \$2,000; and even at this the builders don't care whether or not they book your order.

This perhaps is a rather serious matter for railroad people. They are not fixed even as well as bakers. When the price of flour goes up the baker can announce that he will have to get six cents for a loaf of bread. Of course this causes a noise, but still the baker can go ahead and do as he announces.

It is different with the railroad manager. He can't charge you a bigger price for hauling freight, at least can't do it on his own motion. He isn't the one who fixes this freight charge; he must get permission from the interstate commerce commission. This isn't easily gotten, in fact it would be a shorter journey to sanctification.

The man who makes freight cars isn't worried by these troubles of the railroad man. If he can't make freight cars there are other things into which steel enters and he can turn his profitable hand to these. This naturally doesn't make an easier going for the railroad man.

Sometimes he must wonder what is to become of him. He can take it out in wondering.—*Daily Gazette*, Champaign, Ill., Oct. 2, 1916.

APPEALS TO MOTORISTS

Illinois Central Issues "Stop, Look and Listen" Edition of Magazine

The recent heavy increase in the death toll at grade crossings, due mostly to the carelessness of motorists in approaching crossings, has caused the Illinois Central Railroad to issue a special "Stop! Look! Listen!" edition of its monthly magazine.

In preaching the gospel of "safety first" to the American people the Illinois Central makes use of its own experience. The road does not dodge responsibility, but makes a plain statement that twenty-two persons have been killed and fifty-one injured at crossings on their lines alone in the last four months. In every instance the automobile driver approached the railroad crossing without

exercising due care. Several instances of carelessness are cited, one in particular being a case at Penton, Miss., in which three persons were killed. There the track is straight for six miles and the view unobstructed, yet the driver attempted to cross in front of a train running forty-five miles an hour.

The magazine appeals to every motorist to "Stop! Look! Listen!" and to spread that spirit through the ranks of all motorists.—*Indianapolis News*, Nov. 21, 1916.

FAIR PLAY FOR RAILROADS

Appeal Made in Report to Investment Bankers' Association

Cincinnati, O. Oct. 4.—An insistence on proper protection of the capital invested in railroads and an appeal that railroad mortgages be surrounded with such safeguards that they may hold their place among the prime investments, was made here today by the committee on railroad bonds before the Investment Bankers' Association of America convention.

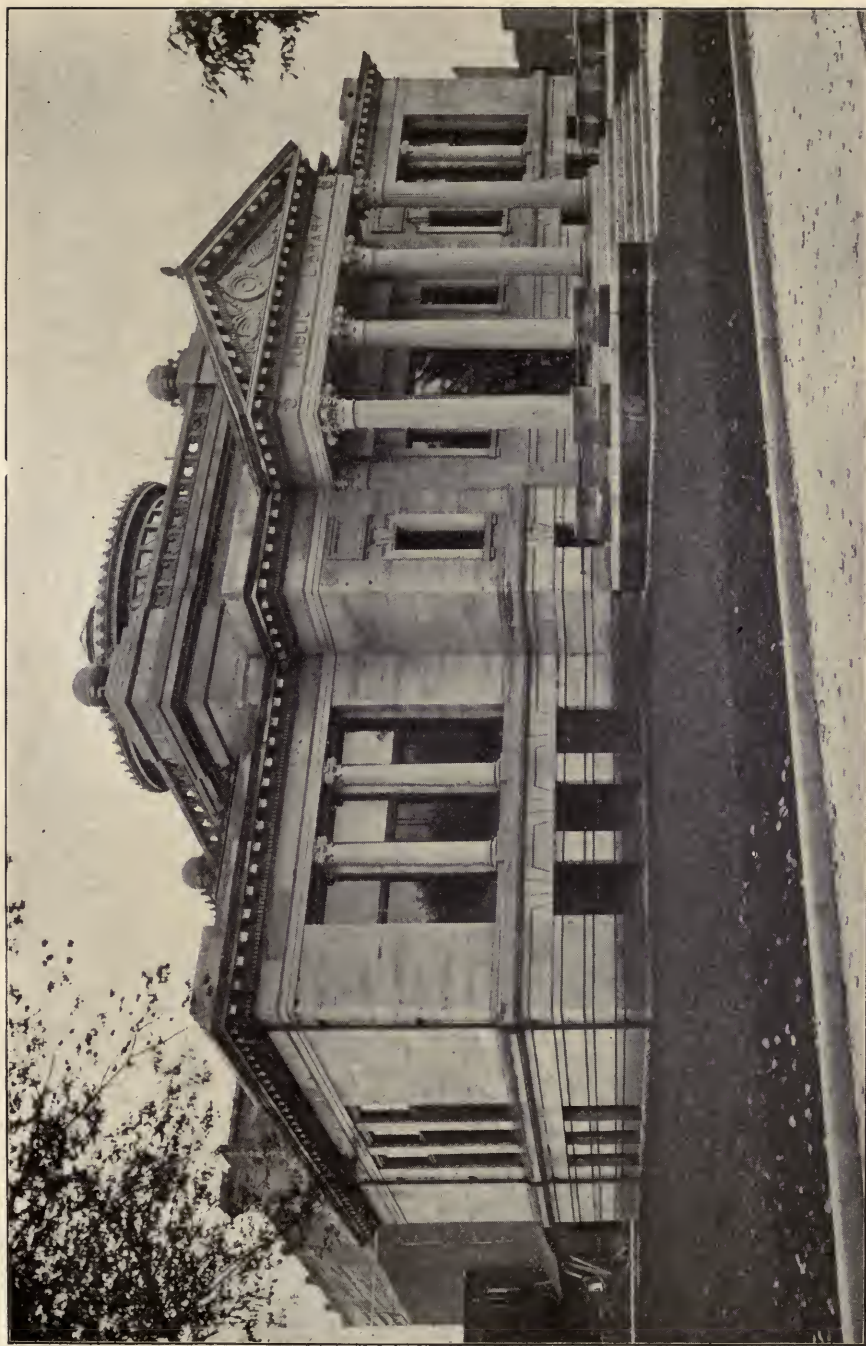
"We must endeavor to turn public sentiment from its attitude of antagonism to one of fair play to the railroads," says the report. "We must use our efforts to prevent that kind of financial mismanagement which has resulted in disaster to some of our best systems and which today, more than any other one thing, prevent the recognition of the just needs of the railroads."

Lewis B. Franklin of New York was re-elected president of the association.

Baltimore was selected for the 1917 convention, but this must be confirmed by the board of governors.—*The Commercial Appeal*, Memphis, Tenn., Oct. 6th, 1916.

AUTO ACCIDENTS AT GRADE CROSSINGS.

The officials of the Illinois Central railroad are considerably worried over the number of automobile accidents at their grade crossings. During the last ninety days, eighteen persons have been killed and thirty-six persons injured in



PUBLIC LIBRARY, FORT DODGE, IOWA.

automobile grade crossings on the Illinois Central lines. The company admonishes automobile drivers to stop, look and listen before passing over any railroad grade crossing. Crossing gates, automatic warning bells, electric headlights and engine signals, if not heeded by those for whose protection they are intended, are unavailing. T. J. Foley, general manager of the Illinois Central, in a recent circular says: "I will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will stop, look and listen at grade crossings, the danger will be entirely eliminated."—*Mattoon Daily Herald*, Mattoon, Ill., Oct. 6th, 1916.

WARNS AGAINST DANGER

Twenty-four persons were killed and fourteen injured while riding in automobiles over Illinois Central Railroad crossings during four months. The company has inaugurated a campaign of warning to automobile drivers to stop before going over a crossing. The railroad advances the sensible argument that trains can't stop at crossings, but that autos can. An investigation by railroad officials at railroad crossings showed that three-fourths of the auto drivers do not look for trains before crossing the track. The death list at railroad crossings has multiplied greatly since automobiles became so popular. While this is partially explained by the additional traffic, another reason is that those who used to ride in horse-drawn vehicles never attempted to cross a railroad track without making a safety investigation. The

drivers of automobiles have a wild desire to keep going regardless of the danger.—*Dubuque Times-Journal*, Saturday, November 18, 1916.

A GOOD SUGGESTION

Major Dabney, of Clarksdale, in a letter to the *Vicksburg Herald*, makes a practical suggestion touching the prevention of accidents on railroad grade crossings. He truthfully says that speed laws are apparently ignored by automobile drivers, and suggests that the building of "bumpers" on both sides of each railroad crossing would compel auto drivers to put on "low gears" in order to climb over them. Of course these "bumpers" would have to be of such height and steepness to severely "jolt" the fellow who disregarded them, and there would come in another problem. Professional damage suit plaintiffs would be constantly suing the railroads for shake-ups and "mental anguish" resulting from full speed contact with these "bumpers."—*Exchange. Yazoo City (Miss.) Sentinel*, November 8, 1916.

RAILROAD PARK IS LOOKING FINE

The Illinois Central Railroad Company is doing a good thing for Amboy in keeping up its railroad park in the way that it does. Along the company's right of way in the vicinity of the depot for about two blocks the grounds are laid out in a well kept lawn, with tall elm and maple trees, artistically planted shrubbery and flower beds. The effect is very pleasing from the windows of a passenger train and gives strangers a good first impression of the town.—*Amboy News*, 9-15-16.



The Following Letters Are Self-Explanatory

We Are Advised That Upon Arriving at Destination the Bananas Sold at \$2 per Dozen

Plunkett & Savage, Wholesale Fruit
and Produce Merchants.

Calgary, Alta., September 25, 1916.

Banana Distributing Company, Minne-
apolis, Minn., U. S. A.

Gentlemen:

We have before us your letter dated September 21st, which refers to shipments of bananas to the northern part of Alberta. Would state in reply, we have made three or four shipments of bananas to the Sisters at the Roman Catholic Mission at Fort Vermillion, and the route they have to be delivered by is 1,100 miles north of Edmonton, the trip taking about five weeks to make. We have also made shipments to Sisters of the Roman Catholic Mission at Sturgeon Lake, which is about 500 miles north of Edmonton.

Might state that one of the Sisters from Fort Vermillion when in the office the other day advised the writer she had been at that point for the last twelve years, and had only seen one box of apples in that time. You will understand fruit of any kind is very scarce up there. She also stated that the natives and whites in that district came in forty and fifty miles to see the first bunch of bananas (Cuyamel) that arrived at Fort Vermillion, and she was delighted in stating this bunch arrived in fine condition. Our banana man used extra precaution to pick out the greenest stock for this shipment, and in no case has there been a complaint.

The fruit moved from Edmonton by freight, canoe and packhorse, and we would infer by the time it reaches destination it would be on par with gold. We omitted to ask the Sister at what price bananas were sold there, but might secure this information at a later date and advise you.

We trust this is the information you desire and presume you require same for advertising purposes. It is our belief that this is the most northerly point bananas have been shipped in Canada.

Yours truly,
Plunkett & Savage.

P. O. Box 736. Phone Main 329.
S. Zemurray, Bananas, 1418 Whitney-
Central Building.

New Orleans, La., October 13, 1916.
Mr. L. A. Downs, General Superin-
tendent, Illinois Central R. R., New
Orleans, La.

Dear Sir:

Herewith I am handing you copy of a letter received from Messrs. Plunkett & Savage, Calgary, Canada, regarding shipment of bunch of Cuyamel bananas to Fort Vermillion, in the Arctic Circle, and which point is about 1,100 miles north of Edmonton, Canada. This letter is self-explanatory, and from a standpoint of transportation will undoubtedly be of interest to you.

Yours truly,
A. S. Urban.



Which Should Stop?

The current issue of the Illinois Central Magazine has a very pertinent frontispiece, entitled "Which should stop, the train or the auto?" The sketch represents a fast express coming along under a full head of steam with an automobile approaching from a diametrically opposite direction, the view of the engineer being obstructed by a large embankment just at the intersection of the two routes of travel, as is also the view of the automobile driver, and neither would be able to see the other until they were only a few yards apart. This picture emphasizes the perils of the auto grade crossing as indicated and the question is a pertinent one—which should stop?

It is a foregone conclusion that the engineer on the locomotive is not anticipating anyone being foolhardy enough to attempt a dash across a dangerous crossing without first taking at least casual observation, and then again it is permissible to give the ordinary man credit for having sufficient intelligence to not rush—blindfolded as it were—where danger lurks.

Some people however seem obsessed with the belief that a train—no matter what its schedule—should slow up at every little bypath, let a flagman run ahead to see if any autos are coming along and if so wait for them to pass before proceeding. We have no brief for expounding the cause of the railroads but merely grant them certain rights and privileges, and are positive that the maiming or killing of people—or stock—is not only repugnant to engineers but is strenuously opposed by officials. In fact, the writer has more than once known trains on some of the big lines too—freight trains—to stop before running into a herd of cattle or other animals.

Some people are bigots enough to believe that though they dash across a public highway crossing in the face of protests from railroad employees and warnings that they are endangering their own lives the roads should be made to pay. In fact we have it from a reliable source that recently the flagman at the Desoto street crossing was cursed in the vilest manner by a citizen of Clarksdale because the flagman had stopped him from running into danger. This same man told the flagman—to never stop him again, and threatened dire consequences if it was done, according to our informant, saying, "let them run their —— train over me if they dare, but you ——, don't you ever have the audacity to flag me down again."

What is the railroad to do when confronted with propositions like this? The action of the flagman was in accordance with instructions, but should the same condition arise again is it not reasonable to suppose that he would, through fair of bodily harm, allow this man to dash on to his own destruction, and one might say, justly so?

Which should stop—the train or the automobile?—*The Clarksdale Daily Register*, Nov. 20, 1916.

In Earnest at Brookhaven

The people at Brookhaven, Miss., are in earnest about doing all within their power to prevent loss of life and limb of their citizens in automobile grade crossing accidents. The following is the text of an ordinance which was just recently passed at Brookhaven and becomes effective December 1st:

AN ORDINANCE requiring automobiles, auto trucks, motorcycles and other motor-driven vehicles, running upon the streets of the city of Brookhaven, to come to a full stop not less than 10 feet from the tracks before proceeding across same, prohibiting their stopping upon a crossing or approaching within ten feet of the track except when crossing, and providing a punishment for all violations hereof.

SECTION 1. Be it ordained by the Mayor and Board of Aldermen of the City of Brookhaven, Mississippi, that it is hereby made an offense against the City of Brookhaven for any person to run, drive or operate any automobile, auto truck, motorcycle or other motor-driven vehicle across the tracks of any railroad company operating in the City of Brookhaven, where such railroad tracks cross at grade any street, alley, avenue or highway of the City of Brookhaven, before first bringing such automobile, auto-truck, motorcycle, or other motor-driven vehicle to a full stop not less than ten (10) feet from the nearest rail of such railroad track.

SECTION 2. That no automobile, auto-truck, motorcycle or other motor-driven vehicle, shall be brought to a stop upon any railroad crossing in the City of Brookhaven, and except when actually in motion in passing over a railroad crossing shall not at any point approach closer than 10 feet to the nearest rail of any railroad track.

SECTION 3. That the owner of any automobile, auto-truck, motorcycle or other motor-driven vehicle, when not actually the driver or operator thereof, who shall knowingly cause or permit the chauffeur or driver thereof to violate either or both of the two preceding sections, shall likewise be guilty of a violation thereof.

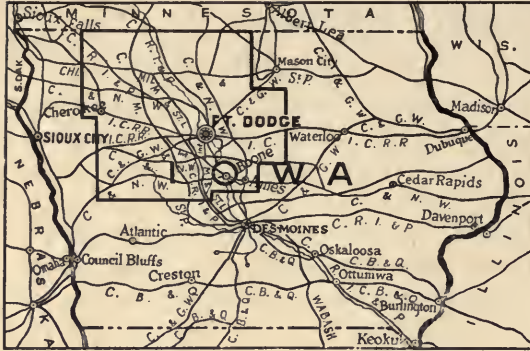
SECTION 4. Nothing in this ordinance shall apply to the motor fire truck belonging to the City, when responding to a fire alarm; nor shall said ordinance apply to automobiles carrying members of the Fire Department, who are responding to a fire alarm.

SECTION 5. Every person convicted of a violation hereof shall be punished by a fine of not less than \$2.50, nor more than \$25.00.

SECTION 6. Any person who shall give information leading directly to a conviction for a violation of any section hereof, shall receive one-half of the imposed fine, exclusive of costs.

SECTION 7. That on account of its importance, this ordinance shall be in effect from and after December 1, 1916.

Fort Dodge, Iowa



The
Gypsum City.

by

R. O. Green

Secy, Commercial Club

Where it is and What it has

A MERICAN history is today being largely written, here in the Mississippi Valley. We may say indeed, not boastfully but in truth, that world history is making here, not the history of battles and of dynasties, but of industry and public policy and finance and education, of all that makes for the uplift, the generation and the regeneration of the world's people.

The territory included in the Mississippi Valley is, from the standpoint of physical geography, the most remarkable on the face of the earth. Stretching from the Alleghanies on the east fifteen hundred miles to the foothills of the Rocky mountains on the west and from the Gulf of Mexico, four thousand miles northward, to the Arctic Ocean, it presents a vast plain, unbroken by high mountain ranges, unmarred by desert wastes, but diversified in its climate and its products, fertile beyond comparison, abounding in mineral wealth, watered by countless streams, and comprising the most magnificent system of fresh water seas in the world. Toward this region the tide of world empire has been setting for three-quarters of a century and is not even yet at its height. In the center of this vast tract, midway between the mountain barriers to the east and to the west, midway between the

tropic sea to the south and the frozen sea to the north, stands Iowa, a brilliant setting in a cluster of sister states, the home of a prosperous and a happy people.

"When a father prepares a festival for his children, he keeps back his most perfect gift for the last. After all the things have been presented which affection can prepare, or filial hope anticipate, the climax of generosity is reached when the last and most precious gift is discovered, a beneficence conferred in a seeming extravagance of giving. In the gradual ascent to the apex of perfections in uncovering the varied regions of the world to his children, the All-Father's masterpiece is Iowa.

Nothing has been left undone by nature to complete the work. First, Destiny covered Iowa with the waters of the sea, and for millions of years there dropped to the dark levels of this primordial ocean the lime, the gypsum, and the clays which form the basis and provide for the renewal of her soil. There fell also the sandstones for her buildings, when man should come to make them. Then the seabed rose, the waters receded, and in the hot, moist breath of the carboniferous era were laid down the coals, so that when man came he might find the

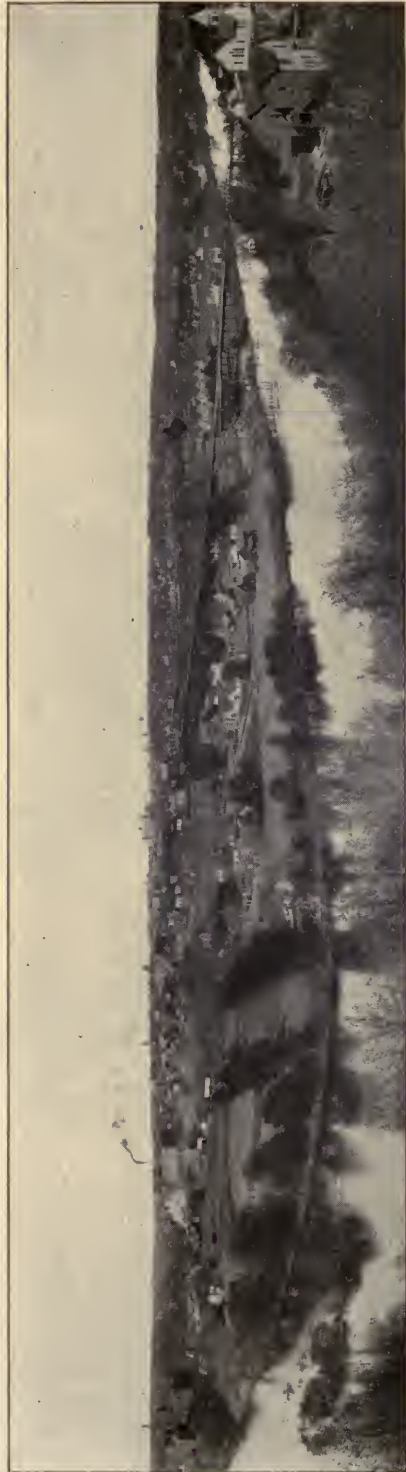
sun's heat stored for him, clay for that heat to convert to brick, and lime, gypsum and clay to combine with heat into that liquid rock which pours like water and turns to living stone.

But His hand was stretched out still. The clays and ledges and sands were then no better than those of any other land. They would not do for the Masterpiece. So there came on the earth a great chill, and the waters were made into a plow, and with that plow of ice the granites of the north were ground up that their potash might be made soil, and the phosphates were mingled with the potash, and through all ran the lime; and the glacial plow passed over Iowa and made of her a great plain of smooth tilth, and strewed it with black drift fit for the pigmy plows of man.

Then Destiny waited while the waters made channels for themselves. And the swamps dried up. And for millions of years the forces of nature stored nitrogen in the black soil, and filled it with vegetable mold like that which delighted the Children of Israel when they spied out the Promised Land of Canaan, and reported that it was a goodly land.

And there it lay, a great green savanna, veined with tiny embroideries of forest along the streams, its groundswell the unending succession of low and rounded hills, its ripples the shadows made by the wind in the waving grass. Destiny kept Iowa one vast cleared field fit for the plow. Destiny laid the Missouri along her western border and the Mississippi as her eastern boundary, that commerce might find them arms of the sea for her future trade. And God looked on His work and found it good; but in order that it might be superlative He tilted the surface a little to the south so that the sun might the better work with the rain, and both with that matchless soil for the good of man.

And still Iowa was not yet born. It was not time. Iowa could not be the home of a free people so long as Liberty was obliged to remain "the Moun-



GENERAL PANORAMA OF FORT DODGE, IOWA.

tain Nymph." Now the motto "Montani Semper Liberi" on the great seal of our most typical mountain state is about the only thing that state offers which reminds us of the stern democracy of Switzerland or Norway, while Iowa contrives fairly well — even though her great sweep of plains would in a past age have invited the

race, we should have seen a Poland, a Great Russia, or a Siberia.

Then the curtain was drawn aside from the Western Continent. And still Destiny was not ready for Iowa. American institutions had to be developed and somewhat perfected. At last the hour struck for the discovery of Iowa. It was like the unveiling of



tyranny of an Attila or a Genghis Khan—to make good in a middling, muddling American way on her heraldic declaration, "Our Liberties We Prize and Our Rights We Will Maintain." Destiny covered Iowa with her palm until Liberty could be safe on the plains, and thus make possible such states as Wisconsin, Kansas, Nebraska, Minnesota, the Dakotas and Iowa, where five hundred years ago, it the land had been peopled by the white

a lovely picture—a great undulating green sea enameled with flowers. Not parched by drought like the regions to the west. Not sodden and swampy like the rain-soaked forests to the east. Not stony and sterile like regions farther south. Not in the region of fugacious summers of the north—but just in the right place. In the heart of the empire of corn, the realm of wheat, the kingdom of the paddock, the pasture, the meadow and good brown

earth, where winter is cold enough to rest and revivify the soil and summer warm enough and long enough to flood the world with produce.

To the unveiling of Iowa came all the people of America. This gives the Hawkeye the power to understand all America. Up along the rivers came the cavaliers from Kentucky and Virginia, and the woodsmen of Missouri and Tennessee. There came also the Southern Hoosiers from Indiana, and the long Suckers from Egypt. Iowa was settled as a Southern state. Her river cities were Southern. The first business life of Iowa was Southern, and her great men were Southern in their sympathies and characteristics. South of the "Q" one still finds the political and social life profoundly affected by the early settlers of the Boone and Crockett stripe. Here and there are the descendants of the French voyageurs and coureurs de bois.

But there came sifting in through Illinois, Michigan, Ohio and Wisconsin the sturdy stocks of New York and Pennsylvania—and the New England conscience in its migration from New England gave Iowa to local self-government and the common school. And after old-fashioned Americanism had become entrenched in the towns and on the farms, there came the best people of Europe—Danes, Northmen, Celts, German, British—and filled the state with their virile strains and their democratic philosophies.

God is the supreme opportunist. He proved it by keeping back the best lands in the world for the best peoples in the world, and then turning the plant over to the stockholders—the people of Iowa.

Iowa's wealth is staggering. Her farms are worth more than all those of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, West Virginia, South Carolina, Florida, Alabama, Arizona, Utah, Nevada, New Mexico, Montana and Wyoming combined. Her farm build-

ings are of more value than all those in New Hampshire, Vermont, Rhode Island, Delaware, Florida, Louisiana, Montana, Idaho, Wyoming, Arkansas, New Mexico, Utah, Nevada, Oregon, Washington and West Virginia combined. The live stock industry in Iowa is now suffering from depression, but her live stock is worth more than all that of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, Florida, Arizona, Utah, Nevada, West Virginia, Louisiana and New Mexico combined.

She is fifteenth in population among the states, and twenty-third in area; but she ranks first in total value of farm products, in value of live stock, in value of farm property per farm, in percentage of farm property improved, in percentage of total area in farms, in number of automobiles per thousand of population, in the value of her horses, in the value of her cattle, in the value of her swine, in poultry, in egg production, in farm implements, in tonnage of forage crops—in spite of the alfalfa of Kansas and the West—in corn production. Her corn crop is of greater value than the wheat production of all Canada or the Argentine. Her corn crop is worth more in money than all the iron ore, or anthracite coal, or petroleum products, or the gold, copper, or silver of all the United States. Iowa is a poor apple state, she thinks, but she has more bearing apple trees than any two of the Pacific states, and in apple production falls below the states of New York, Pennsylvania, Michigan and Missouri only. Her swine production is worth more than all the farm crops of any of the 11 mountain and Pacific states, except California. The cattle she markets every year are worth more than the whole tobacco crop of the United States. Her women and children sell more eggs every year than would buy all the oranges grown in the United States.

The swine of Iowa exceed in value all the farm crops of Maine, New

Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Maryland, West Virginia, Florida, Delaware, Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada or Oregon.

The horses of Iowa—in spite of her automobiles—exceed in value the total farm crops of twenty-seven states.

The records of the State Auditor's office show the assessed wealth, if evenly divided, as \$1753.00 per capita.

The greatest possession of Iowa is not her wealth, nor her power of producing wealth, though both are stupendous. It lies in her people, in her free institutions, in her growing body of great traditions. She had produced many great men and women; but her greatest wealth is in that fine body of great men and women of whom the world does not hear. To them is committed the keeping of a state which is so wonderful that all its neighbor states make their proudest boast when they assert that those portions of them which lie next the Iowa border are "as good as Iowa."

In 1851 the general assembly of Iowa passed an act which included the formation of Yell County, the name Yell being in honor of Colonel Yell, who was killed in the Mexican war.

The name of Yell was later changed to Risley and finally in 1853 a law was passed changing the name of the county to Webster, of which Fort Dodge the subject of my sketch, is the county seat.

Fort Dodge was incorporated in 1869 and from a straggling frontier village of a few inhabitants it has become a prosperous city of 22,000 population. The city was named in honor of General Augustus Caesar Dodge and is built on the site of the fort of the same name, established by the government in the early history of Iowa as a protection against the Indians of the Sax and Fox tribes.

From the deposits of gypsum rock during the glacial period and the clay formations through the ages, large industries have developed and the fin-

ished products from these deposits constitute our chief claim for distinction.

The improvement in Fort Dodge in recent years has been remarkable and inquiry comes often for facts regarding this development. Accuracy has been our aim in acquiring these figures and items, and we submit it with the hope that it will be of interest and benefit and that it will give the opportunity of gaining some knowledge, through this description of what Fort Dodge really has.

The Government Census of 1870 was 2350, 1880 was 3586, 1890 was 4871, 1900 was 12162, 1910 was 15543, 1915 was 19310 (school census).

From reliable sources it has been ascertained that, since the last census, 1,000 residences has been constructed. Computing only two to a family the population has since then increased at least 2,000. Besides the single residence construction, Fort Dodge has commenced the construction of modern apartment buildings averaging five to six apartments to each building. Ten of such apartments have been constructed in the past two years.

Fort Dodge has had a large growth in the past few years in manufacturing and jobbing, and has become known as the commercial center of Northwestern Iowa.

As has been stated the gypsum and clay industries are our chief claim for distinction. Nature has been profuse in her kindness in giving Fort Dodge her many advantages. Lying in the heart of a rich agricultural district, it is surrounded by land underlaid with an inexhaustable supply of gypsum rock, one of the largest and purest gypsum plaster rock deposits in the United States. The slogan "We plaster the Earth" has become a veritable truth of this gypsum city.

In the gypsum industry, five mills turn out annually 460,000 short tons valued at \$1,500,000.00, and employ 1,000 people in their operation. The companies turning out this product are the U. S. Gypsum Company, the Plymouth Gypsum Company, the Cardiff

Gypsum Company, the American Cement Plaster Company and the Wasem Plaster Company.

The clay industry of Fort Dodge promises to surpass the gypsum interests, Webster County having the greatest output of clay products of any county in the state, the products being brick, tile and sewer pipe.

In this industry five mills turn out 225,000 short tons annually valued at

manufactures into the famous Quaker Oats 20 to 25 thousand bushels of oats per day. They also grind from 4 to 5 thousand bushels of corn per day, day and night shift, and have in their employ from 300 to 400 people.

Fort Dodge has seven banks with a combined capital of \$825,000.00, surplus and undivided profits of \$573,700.00, and deposits of \$6,470,560.00. Our Post Office and Federal Building



FORT DODGE, IOWA.

\$1,800,000.00, and employing 500 people in their operation. The companies turning out this product are operated by the Vincent Clay Products Company, the Plymouth Clay Products Company, the Lehigh Sewer Pipe and Tile Company, the Fort Dodge Brick & Tile Company and Johnston Bros. Clay Works. The capital employed in these industries is over a million dollars for each industry.

Fort Dodge has the third largest mill of the Quaker Oats group, and

is valued at \$175,000.00 with three substations, five rural routes and annual receipts approximately \$800,000.00.

A new municipal building was erected last year at a cost of \$125,000.00 and a new municipal dam across the Des Moines River is now being constructed at a cost of approximately \$100,000.00, bonds to that amount having been voted and issued for that purpose. This dam will be completed by July 1st, 1917.

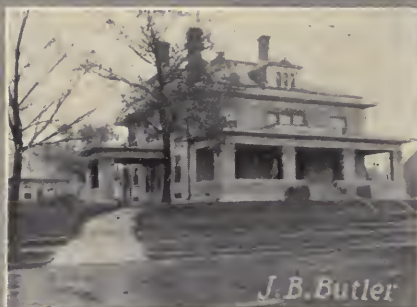
Fort Dodge has three trunk lines of



C.O. Roberts



Taber Jones



J.B. Butler



A.D. McQuilkin



Geo. L. Rich



O.M. Oleson

Ft. Dodge Homes



Mrs. S.J. Bennett

railroad. The Illinois Central from Chicago to Omaha, Minneapolis and St. Paul, and from Fort Dodge to Sioux City, with a line from Cherokee on the Fort Dodge Sioux branch, to Sioux Falls, South Dakota. The Chicago Great Western from Chicago to Omaha, and from Fort Dodge to Minneapolis and St. Paul. The Minneapolis & St. Louis from St. Paul and Minneapolis, to Des Moines. The Fort Dodge, Des Moines & Southern, an electric line which also does freight business, from Fort Dodge to Des Moines, 86 miles.

The freight transported over these lines to and from Fort Dodge annually is as follows:

Outbound, 22,836 full cars of Gypsum Plaster.

Outbound, 18,878 full cars of Clay Products and other merchandise.

Outbound, 266,668,000 pounds of less than carloads merchandise.

In-bound, 16,464 full cars of miscellaneous merchandise.

In-bound, 10,566,000 pounds of less than carload merchandise.

Fifty-seven daily freight trains in and out of Fort Dodge carry this great total of freight.

There are 73 daily passenger trains in and out of Fort Dodge which carry 698,208 people annually.

Fort Dodge owns its waterworks plant, valued at \$500,000.00. A supply of pure water for domestic use is derived from seven artesian wells, which cost for their construction from one to five thousand dollars each. A storage reservoir with a capacity of 2,000,000 gallons, which cost \$30,000.00. The water plant is equipped with one three million gallon pump, one two million gallon and one extra pump for emergency. The city has 37 miles of water mains, 201 fire hydrants, 4 fire stations, 55 miles of storm and sanitary sewers, 3,000 domestic consumers and pumps, 1,000,000 gallons daily. The city has 36 miles of asphalt, concrete and creosote block paving.

Fort Dodge has 18 churches, a new Methodist Church completed last year at a cost of \$150,000.00, a new Congrega-

tional Church now nearing completion at a cost of \$65,000.00, a Y. M. C. A. building costing \$75,000.00, a Y. W. C. A. building costing \$100,000.00, two hospitals, one of which cost \$50,000.00, an opera house, five moving picture theatres, two daily newspapers, three express companies, three strictly modern hotels, the largest of which is the Wahkonsa. An addition is now being built to this hotel, which when completed will make it the largest hotel in the state. The present hotel is valued at \$350,000.00, the addition will cost \$225,000.00, a total of \$575,000.00 for the entire structure, exclusive of furnishing; the Fort Dodge Commercial Club will occupy the upper floor of the new addition when completed.

Fort Dodge has nine city parks, the largest, Oleson Park, contains 67 acres and was presented to the city by Ex-Senator O. M. Oleson, one of its leading citizens.

Along educational lines, Fort Dodge has a high school and eight grade schools valued at \$500,000.00, 96 teachers and approximately 3,000 pupils, two parochial schools and one German Lutheran school. Fort Dodge has a Carnegie Library costing \$47,000.00, consisting of 15,000 volumes; 53,000 circulation, a business college and two business schools with a total enrollment of over 500.

Under the direction of the Woman's Club, play grounds have proven to be a most happy addition to the civic improvements. The first public play ground was opened in 1913 under expert supervision, and our citizens class it as "another good thing given us by the Woman's Club."

Fort Dodge's elevation is 1,126 feet above the sea level.

The manufacturers of Fort Dodge stand for high class products and honorable business methods, and the kind of products turned out in addition to the gypsum and clay products which are our principal ones, are overalls, shirts, wool lined coats, gloves, ladies' shoes, harnesses, oat-meal and corn products, gasoline engines, castings, ice cream and dairy products, confectionery, paint, and

many other articles of daily consumption.

Fort Dodge has splendid factory sites, labor facilities, offering to the manufacturer more of the essential advantages required for the successful operation of a factory than is found in the average city. The retail business is fully repre-



COMPANY F.
SECOND REGIMENT, IOWA INFANTRY, FT. DODGE, IA.

sented in all branches by live, up-to-date merchants. The many splendid, commodious stores are modern in every respect, carrying complete stocks which draw a large trade from Northern Iowa. The retail stores cater to the best exclusive trade which in former years was compelled to go to the larger cities for the higher grade of merchandise.

Three hundred live energetic commercial travelers make their home in Fort Dodge and are ever ready to proclaim the advantages and desirability of a residence here.

The Fort Dodge Telephone Company is an organization owned by local capital and has 4,389 subscribers, \$75,000.00 was expended in the past two years for building and additional equipment, \$55,000.00 expended for toll calls; they have 62 employees.

In closing this sketch it may be interesting to relate one of the things which

has in former years given Fort Dodge more or less publicity but concerning which, at the time, her people were wholly without knowledge! I refer to the petrified body of what was called "The Cardiff Giant" and the history of its discovery. On Saturday forenoon, October 16th, 1869, forty-seven years ago, two men were digging a well near the village of Cardiff, Onondaga County, New York. At a depth of about three feet one of the men struck what he supposed was a stone. He thought it was a water lime pipe and asked for an axe with which to break it. The other man went for the axe but before he returned the first discovered what appeared to be the foot of a giant man, turned to stone. "I declare, some old Indian has been buried here," he said.

The men dug further and finally excavated around the body of what seemed a petrified man. Its height was 10 feet,



COMPANY G.
SECOND REGIMENT, IOWA INFANTRY, FT. DODGE, IA.

7 inches.

As may be supposed the discovery created great excitement. People from miles around came to see it. Geologists, naturalists, students came and wondered. Learned professors in universities wrote long articles about it. What was it?

Was it a real petrified giant, or was it a hoax? That was the question which set the entire country agog, forty-seven years ago.

The Cardiff Giant leaped into fame. History was written about it. Stories about it were eagerly printed by magazines. Practically every up-to-date encyclopedia printed in any language devoted more or less space to it.

Cyrus Cobb, the famous sculptor, saw it and said, any man who declared it a hoax was a fool.

Powers, the sculptor, whose "Greek Slave" made him world famous, said, no chisel could carve such a perfect man. Chief Justice William Ruger of New York and Prof. James Hall, state geologist of New York, believed the giant real. Oliver Wendell Holmes drilled a hole through the back of the giant's head and proved the statue was not a petrified man. He de-

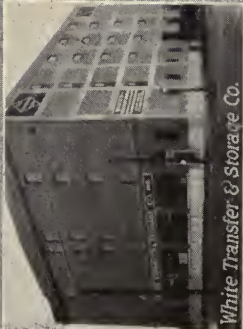
clared it was an ancient image, probably several hundred years old. P. T. Barnum offered \$150,000.00 for the giant and 6,000,000 people paid 50 cents each to see it. When the giant was on exhibition in Syracuse, New York, the New York Central Railway changed all its train schedules, allowing all trains to stop over long enough to give passengers a view of the wonder. The giant was one of the best patronized exhibits at the Buffalo exposition.

As a matter of fact, the "giant was a hoax—a colossal hoax."

"In 1868 George Hall of Binghamton, New York, came to Fort Dodge, where he secured a five-ton block of gypsum. At night with ox teams he hauled the block to Boone and shipped it east. Somewhere, somehow, he fashioned the giant out of the gypsum, buried it where it was found and reaped, not a great fortune, but likely a great amount of amusement."



"THE AMERICAN GOLIATH, THE CARDIFF GIANT."
Carved from a ten-ton block of gypsum taken from the Fort Dodge deposit.



White Transfer & Storage Co.



Multroney Mfg. Co.



Johnson-Baird Shoe Co.

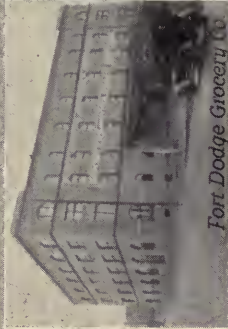


Baker Mfg. Co.

Industries of



Halson & Trifer Auto Co.



Fort Dodge Grocery Co.

Fort Dodge Ja.



Ft. Dodge Auto. Co.



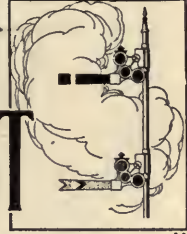
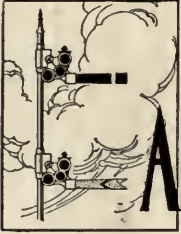
Ft. Dodge Exchange - Swain's Motor Car Co.



Quaker Oats Co.



Leighton Supply Co.



ALWAYS SAFETY FIRST

Mechanical Department "Donts"

- Don't use unsafe tools.
- Don't wear gloves around machinery.
- Don't forget to watch where you step.
- Don't forget to jack all cars carefully.
- Don't use unsafe trestles or scaffolding.
- Don't be slow in preaching "Safety First."
- Don't ride on platforms of Employes' train.
- Don't have sleeve ends hanging. Fasten them up.
- Don't forget that a wooden jack stick is best.
- Don't forget to use goggles whenever necessary.
- Don't you know that lost eyes are gone forever?
- Don't forget that careless men are undesirable.
- Don't be fast and careless. Be careful and fast.
- Don't forget to keep your eyes open and head up.
- Don't walk over an upturned nail. Turn it over.
- Don't be careless when rolling trucks or wheels.
- Don't envy the fellow who is careful. Follow him.
- Don't forget to report any unsafe practices to your foreman.
- Don't get on or off employes' train while it is in motion.
- Don't forget to keep your fellow-workman from being injured.
- Don't you know that a careful man is always the best workman?
- Don't forget that the Company will not tolerate a careless man.
- Don't forget that your family may suffer while you are disabled.
- Don't forget to keep the "Safety First" idea fixed in your mind.
- Don't leave a defective tool go unrepaired. Turn it over to your Foreman.
- Don't forget that the best Safety Device is a careful man.
- Don't forget that the majority of accidents are due to carelessness.
- Don't forget that a moment's carelessness may mean a lifetime of suffering.





Fort Dodge, Iowa



"Little Tragedies of Personal Carelessness" Now Biggest Problem of Railroad Safety Work

By Pitt P. Hand

Those "little tragedies of individual carelessness," which cause 90 per cent of all accidents, form the biggest problem of the nation-wide campaign for "safety first" on the railroads today. Laws are needed "to save people from themselves" by enforcing the exercise of ordinary caution.

Surprising statistics were given in a summing up of the railroad safety movement at the fifth annual National Safety Council just held at Detroit by Marcus A. Dow, general safety agent of the New York Central Lines, to show present-day conditions. In his opening address, as chairman of the steam railroad sections, Mr. Dow said:

"From a mechanical and operating standpoint, railroads today are reasonably safe to work and travel on. A convincing proof of the safety and efficiency of modern railroad operation is the fact that passengers on the trains of American railroads are practically immune from death or serious injury. All doubt as to the accuracy of this statement may be dispelled by analyzing the records of fatal injuries to passengers.

"During the last year covered by Interstate Commerce Commission figures only one passenger lost his life in a train accident on the railroads of this country, out of every eleven million passengers transported, regardless of the distance they were carried. The wonder of this achievement increases when we consider the fact that in the single city of New York there are, ordinarily each year, 500 human beings killed by being struck by moving vehicles in the city streets, and this city has a population of less than one-half the number of persons carried on rail-

road trains to one person killed. This high state of efficiency in railroad operation is further accentuated by the fact that in the same year there was but one railroad employe killed in a train accident for each hundred loaded freight cars transported a distance equal to $17\frac{1}{2}$ times around the world, or as far as from the earth to the moon and half back again.

The High Cost of Carelessness

"We must realize, therefore, that our principal effort does not lie in the prevention of these occasional "big" accidents, in which perhaps half a dozen or more persons are killed or sustain injury, and which are becoming more and more infrequent, but rather does it lie in the prevention of little, everyday, individual tragedies, which can only be prevented by the exercise of greater care on the part of human beings involved in such tragedies. We have found, upon analyzing our accident record, that only 10 per cent of injuries to the more than a hundred thousand railroad employes in the country each year were in so-called train accidents, and that the other 90 per cent met their fate in accidents in which the human element was the principal contributing factor.

"That organized and systematically conducted safety educational work pays is clearly manifest in the results that have been attained. Specialized safety work, in the form of a great co-operative and educational movement, was generally adopted on the railroads of the country about five years ago. While safety in railroad operation has steadily improved during the past twenty years, it has taken a most astonishing leap toward per-

fection since this movement was launched.

"Comparing the fatal accidents on all railroads during the five-year period, from 1906 to 1910, inclusive, with the five years, 1911 to 1915 inclusive, the average number of employes on duty killed each year during the first five years named was 3,572, while the average for each year of the second five-year period named was only 2,569, a decrease of 28 per cent. This decrease was made in spite of a greater number of men employed. In the first five-year period there was one trainman killed out of each 155 trainmen employed, while in the second five-year period there was one trainman killed out of each 213 trainmen employed.

Laws Needed to Require Caution

"The record of passenger fatalities has improved correspondingly, as during the first five-year period there was one passenger killed in a train accident each year out of every 183,000,000 passengers carried one mile, while during the second five-year period there was but one passenger killed in a train accident each year out of every 355,000,000 passengers carried one mile. Thus it will be seen that there has been a wonderful improvement in the record, as far as employes and passengers are concerned.

"On the other hand, accident to the

public, over which the railroads have but little control, have increased, such as, for instance, an average increase each year during the last five-year period of 108 trespassers killed on the railroads.

"The most startling increase, however, is in death cases to other persons not trespassing, which consists for the most part of persons crossing railroad tracks on highway crossings, killed because of their failure to stop, look and listen. The average number of persons killed in this class of accidents each year during the first five-year period named was 994, while the average number of these persons killed each year during the second five-year period jumped to 1,977, an increase of more than 50 per cent.

"These comparisons are most illuminating, as they would seem to show conclusively that while the railroads themselves, by a systematic and well directed effort have steadily improved the record of accidents over which they can exercise some control, yet public officials and state and national governmental bodies have been lamentably lax in educating the public how to avoid dangers that are common, and have been most deplorably inefficient in the matter of prescribing and enforcing measures to require the public to use ordinary caution, and thus protect our citizens against the consequences of their own carelessness."



ILLINOIS CENTRAL SHOPS, FORT DODGE, IOWA.



C.W. Maher



Webb Vincent



W.M. Joyce



Mrs. Jacob Kirchner



Geo. S. Ringland



W.A. Dixon

Residences, Ft. Dodge, Ia.



A.W. Hawley



M.P. Chumlea

FREIGHT TRAFFIC

DEPARTMENT



New Business

By Martin L. Costley, Assistant General Freight Agent

IT is universally admitted that success in any line of business, including transportation, depends largely, in addition to holding the business which has already been secured, on the creation and attraction of new business.

To do this efforts should always be made to tap new veins of traffic, for unless this is done a backward step is inevitable. To keep on the upward path we must not only foster and encourage the industries we now serve, but also maintain a liberal and progressive policy that will stimulate the location of new industries and feeders adjacent to our lines.

Look at the records of the big corporations of this country: NEW BUSINESS has been an axiom with them all. When one of the large oil companies tried to sell kerosene to the Hindoos and Chinese, it found that the lamps in use were all of an old-fashioned, smoky, ill-smelling sort. The company at once made 750,000 lamps that were good and cheap and sold them to their prospective customers at less than cost. The immediate result was 750,000 new customers and necessarily new business to that extent.

That our management has recognized this method of creating new business is evidenced by the establishment of demonstration farms by which it is hoped to educate the farmer through scientific farming to double, and perhaps even triple, the productivity of his lands. This is further

exemplified by the recent "bull" distribution.

It is needless to say these experiments, if they might be termed as such, will repay our company a hundredfold, not only on the direct new business created, but on goods the prosperous farmer needs and secures from time to time.

Much activity has been manifested in the establishment of industries along our tracks in the recent past, among the larger of which are the oil refining companies now centering around New Orleans. Millions of dollars have been spent in the construction of oil refining plants in Louisiana along the Mississippi River within the past few years and it is expected that this section, in the not far distant future, will be the chief oil refining district in this country. Many of these companies are located on the east bank of the river, and on the line of the Yazoo & Mississippi Valley Railroad. They will receive crude oil by both rail and water, shipping their manufactured products in the same manner.

There are, of course, other means of securing new business—one of the greatest assets in this respect being a "pleased customer." As illustrating this it might be well to cite a recent incident at New Orleans. An industry located on the tracks of a connecting line and receiving raw material from a point on our rails was threatened with a shut-down occasioned by the

present abnormal car shortage. The manager first telephoned, and later by a personal call emphasized his request that we help him out. We could give him little or no encouragement, but made it clear that we would do what we could to assist him. Notwithstanding our inability to give him full relief he was impressed with our efforts and again called to ascertain if we were in position to handle a large lot of freight from a competitive point which had heretofore been reaching New Orleans via another line. It is now moving our way.

An experienced advertising man does not write "ads" to please his em-

ployers, their friends or their customers; his object is to create new customers by teaching the buying public new habits, leaving it to the goods themselves to hold the customers they already have.

In the same manner a transportation company must look for new customers, being ever mindful that the goods it is already selling maintain their standard.

A great deal of new business can always be obtained if all employes will personally advertise the matchless service and facilities our company is in position to accord its patrons.



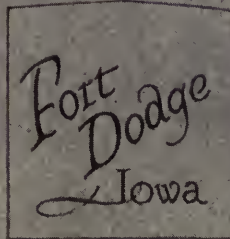
High School



Tobin College



Butler School



*Fort Dodge
Iowa*



Duncombe School



Arey School



Wahkonsa School



LOSS & DAMAGE BUREAU



Bad Order Reports

By J. L. East, Agent

THE importance attached to the issuance of Bad Order reports should be explained to all to whom this duty is assigned. This report is virtually a letter from the Agent to the Loss and Damage Bureau, Superintendent and forwarding agent that a shipment has arrived at his station in a damaged condition and gives a complete statement from which any necessary action might be taken. It therefore depends entirely upon the manner in which issued, whether it shall have any value to those who shall receive it.

In order to convey sufficient information for intelligent handling, it is necessary to provide questions demanding concise answers, but each question is of equal value and the information contained in the answer is used to advantage.

In writing a letter, Agent of course would not think of leaving off the name of his station or the name or title of the person to whom addressed, yet in a great many instances the name of a station is omitted and the Division in which located is not shown at the top of the report.

The Bad Order report serves many purposes and is handled through many different channels and if care has not been exercised throughout the rendering of the report, the information is of little value, requiring further handling with the issuing agent for additional information, which of course burdens all concerned with extra work.

The information from the Bad Order report is entered by the Loss and

Damage Bureau in a book record against the station from which the shipment was billed, charging them with one Bad Order exception and is then entered as a credit to the station issuing the report in a similar record. Charge is then made against the Conductor, provided the shipment was received in a car handled in a local freight train.

If the report shows freight is still on hand, it is given a file number and handled with the shippers, connecting line and forwarding agent for disposition. If, however, sufficient information has not been furnished on the report, it is necessary that we communicate with the issuing agent before being able to handle for disposition. If certain information is shown whereby improper packing or stowing has been the cause of the damage, the forwarding agent will of course be able to investigate and determine the cause and apply preventive methods.

If the damage is attributed to rough handling, the Superintendent can, of course, make investigation of the handling while the car was on his division.

After the report has served the purpose for constructive work, it is filed to await receipt of claim by the Freight Claim Agent, at which time he requests us to attach the Bad Order report to the claim. It of course is quite important that he know the exact time that the damage was discovered, as well as the seal record and nature and extent of damage.

In a great many instances Agent fails to forward one copy of the report to

the billing agent, which of course prevents his being apprised of the damage as well as affixing his record in the space provided for him and in order that the proper investigation might be made, it is very important that the forwarding agent always be furnished with a copy of all Over, Short and Damage reports against shipments originating at his station.

It is not infrequent that we receive shipments from connecting line or even from shippers with certain damage noted and notation is placed accordingly on the waybill. A great deal of unnecessary investigation is precluded if the Bad Order report shows that waybill bore notation to the effect that the damage existed when shipment was received by us; it also absolves the billing agent from responsibility and instead of really giving him the credit for checking the

freight and making the proper notation, we ignorantly charge him with an exception which is called to our attention by the destination agent.

These reports cannot be issued on a mechanical basis, as every damaged shipment has some peculiarity not noticable in other cases and each report should be treated as an individual letter, conveying all of the information possible and information that is based on careful intelligent consideration.

The reports should be clearly and legibly rendered, issued and mailed promptly and only when the freight is actually damaged. If one is inclined to treat lightly the issuance of the report, he should bear in mind that at least four other officers are to receive this information and handle in different manners from the information shown by the issuing agent.



IN THE RESIDENTIAL SECTION, FORT DODGE, IOWA.

CONDUCTOR FRED ENGLET, MAKES A FRIEND FOR THE ILLINOIS CENTRAL RAILROAD.

Mr. T. J. Foley,
General Manager,
Illinois Central R. R.

Homewood, Ill., November 18, 1916.

Dear Sir:

Last Monday, November 13th, my wife traveled on Train No. 1, to New Orleans, and being alone, and, therefore, somewhat timid, she was delighted to have been the recipient of such unexampled-courtesy at the hands of the conductor, Fred Englet.

I take this opportunity of thanking you in her behalf, and I desire to assure you that we shall always recommend your splendid service to our friends.

Very truly yours, (Signed) Irving W. Rosenstein.

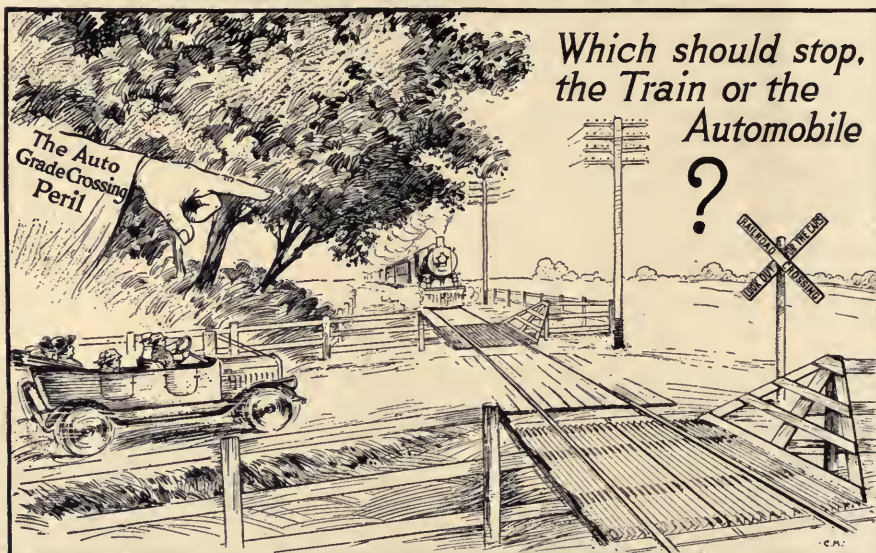
ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 21

STOP! LOOK! LISTEN!



In a period of four months, from JUNE 28th to OCTOBER 28th INCLUSIVE, there were TWENTY-FOUR PERSONS KILLED and FORTY-NINE PERSONS INJURED IN AUTOMOBILE GRADE CROSSING ACCIDENTS ON THE ILLINOIS CENTRAL SYSTEM. Other railroads report similar experience.

Ponderous STEAM LOCOMOTIVES, DRAWING HEAVY TRAINS, composed of many cars, carry the PRODUCTS OF THE FARMS to the markets and the COMMODITIES OF THE MARKETS back to the farms. In other words, the railroads are the INTERMEDIARIES which accelerate the HUM OF INDUSTRY.

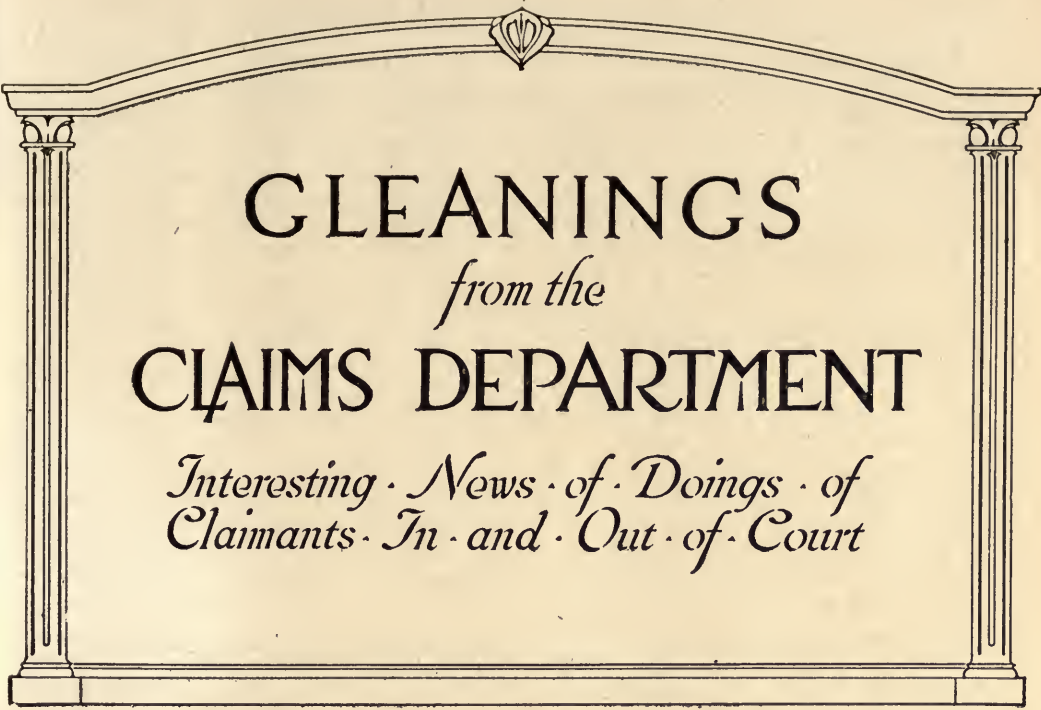
Should HEAVY TRAINS be required to stop at grade crossings in order to avert collisions with LIGHT, SWIFTLY MOVING, EASILY CONTROLLED AUTOMOBILES, which enjoy the freedom of the roads, their direction not being CONTROLLED BY STEEL RAILS LAID ON TIES? Or should the AUTOMOBILES, with their loads of HUMAN FREIGHT, be required to STOP AT RAILWAY GRADE CROSSINGS? We SUBMIT this question to the PUBLIC.

There is now in use ONE AUTOMOBILE to every FORTY-FOUR PEOPLE in the United States, and the number is CONSTANTLY INCREASING. AUTOMOBILE GRADE CROSSING CATASTROPHES ARE ALSO INCREASING.

ABSOLUTE SAFETY OF AUTOMOBILE DRIVERS at RAILWAY GRADE CROSSINGS only REQUIRES A SLIGHT EFFORT on their own part, but many fail to make THIS EFFORT.

Recently, THIS COMPANY has CAREFULLY CHECKED ONE HUNDRED GRADE CROSSINGS located on ALL PARTS of the SYSTEM. Compilation of the checks discloses the STARTLING INFORMATION that SEVENTY-TWO PER CENT of the AUTOMOBILISTS DO NOT LOOK IN EITHER DIRECTION, but RUN OVER THE CROSSINGS AT A RECKLESS AND DANGEROUS RATE OF SPEED IN TOTAL DISREGARD OF THEIR OWN SAFETY.

STOP! LOOK! LISTEN!



CLEANINGS

from the

CLAIMS DEPARTMENT

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

A Banana Peel Case

The idea that a corporation, whether it be a department store, a theater or a railroad company, is responsible for injuries received on its property, due to persons slipping on banana peelings, received a severe jolt recently.

Miss Anna Gallagher, a teacher in the Chicago public schools, while passing through the waiting room at Central Station, Chicago, December 25th, 1910, slipped on a banana peel, sustaining a fractured ankle, which was a painful and partially permanent injury. The floor had been thoroughly cleaned and mopped a few hours previous. Within a period of an hour prior to the accident, three different employes had made an inspection of the waiting room and no refuse was found on the floor. It was, therefore, obvious that the peel, on which Miss Gallagher slipped, had been dropped by some heedless person shortly before she fell.

While the railroad company did not believe that it was morally or legally at fault, sympathy was felt for the unfortunate woman and an offer was made, in order to assist her, of a sufficient sum to pay her expenses, which were considerable. This was somewhat scornfully refused and suit instituted.

Miss Gallagher had her turn in the October term of the Superior Court of Cook County, and her attorneys tried to convince the jury that their client was entitled to all or a large portion of the \$15,000.00 for which she sued. Having heard the case for over a week, the jury took but little time to determine that the railroad company was not at fault and that Miss Gallagher was entitled to nothing. The case was ably tried for the company by Local Attorney Vernon W. Foster, with whom favorable jury verdicts are not uncommon. He secures a lot of them in the course of a year.

PANIC IN THE OATS FIELD

Former General Attorney Clarence Sivley, than whom no man ever connected with the company is more deservedly popular with all classes of employes, in addition to being one of the busiest lawyers in Memphis, is also one of the most prominent planters in the Mississippi Delta. Between his immense law business at Memphis and his large plantation at Money, Miss., Mr. Sivley divides his time. He perhaps knows more people in the Memphis territory than any other man and his friends are legion. One of the peculiarities of the South is that its prominent citizens are known to one another as intimately as are the citizens of small towns in the North. That is particularly true of Mississippi.

It is seldom that one will ever hear anyone address Clarence Sivley in Mississippi as "Mr. Sivley." It is always either Clarence, Captain, Judge or Colonel Sivley. He has a fine lot of darkies on his place, about one hundred all told. To all of the darkies the manager is the Captain and Mr. Sivley is Colonel. The writer asked Mr. Sivley one day where he got his darkies. He seemed somewhat surprised at the question, and his reply was: "Hell, I raised 'em." It is a fact that he does raise practically everything on his plantation, except mules, and there is no reason to doubt his statement about raising his darkies. Mrs. Sivley says that whenever her husband becomes lost in Memphis, and she is asked over the telephone about where he can be found, which frequently happens, she always informs inquirers to try the mule market, and invariably he is found there. He is an inordinate lover of mules, and the bigger they are the better he likes them. He is also very fond of the plantation saddle horse, and his friends claim that he rides like General Jackson. He used to be fond of oxen, too, but his affection for them is now on the wane, for reasons which will be stated.

Mr. Sivley personally conducts his plantation. He does not farm by proxy if he can possibly avoid it. He man-

ages to slip away from Memphis and down to his plantation once or twice a week. Last summer, he became especially alert in plantation matters. It was haying time, also time for sowing oats. His manager, Captain Rushing, was torn between conflicting emotions—those of putting up the hay and the sowing of the oats. It seemed that both had to be attended to at once and that each piece of work required supervision. Mr. Sivley was on the plantation at the time and said that he would attend to one of the jobs. Captain Rushing told him to take his choice. Mr. Sivley selected the sowing of the oats. Both sides were satisfied and they started to work in dead earnest, but Captain Rushing took all of the available mules and the best of the darkies, and left Mr. Sivley to scrap out the best he could. Mr. Sivley ordered his colored assistants to get out the oxen. It happened that the oxen had not been yoked up for more than a year, but this should make no difference. It seems that oxen understand a certain language and are guided by that entirely. They also know their names. There is a lead ox and the others follow him. Mr. Sivley's negro helpers could not manage the oxen on this important day. The lead ox was named Levi and the negro driver insisted on calling him Lee. This went on for a good while, unnoticed by Mr. Sivley. The oxen acted very badly and Levi appeared to be at the bottom of all the mischief. The negro driver continued to call Levi by the name of Lee and things did not improve at all. The oats sowing was not going well, but the haying in the adjoining field was proceeding splendidly. This dismantled Mr. Sivley considerably, because he prides himself on his ability as a farmer and is not willing to concede that any man excels him in that respect. It was plain to be seen that something was going to happen in the oats field. There was bound to be a blow-up of some kind or other, and it could not be long deferred. While zigzagging across the field the apex of the confusion suddenly developed, for the oxen espied the placid waters of a beautiful lake which

winds around, in majestic fashion, through Mr. Sivley's plantation, and away they went towards the water, the negro driver following and crying out at the top of his voice: "Whoa, Lee!" That was the breaking point which precipitated a panic in the oats field. Mr. Sivley is said to have lost his temper completely. It had dawned upon him, for the first time, the cause of all the trouble was that the negro had refused to call Levi by his right name, but persisted in calling him Lee. The manager's wife, a most estimable lady, is authority for the statement that Mr. Sivley ordered the negro driver off the place, with positive instructions never to return. That was perhaps justified but there was inconsistency in another action which Mr. Sivley took, and that was, that Levi, an exceedingly fat ox, was condemned to be slaughtered for beef, because the failure in the oats field was not Levi's fault. Any fair-minded person will agree to that. It was plainly the fault of the negro driver in persisting in calling Levi by the name of Lee. It is to be hoped that the spirit of Levi reposes in the land of tranquillity and justice, because he certainly did not get a square deal on the Sivley plantation.

MAX MEISTER'S LAW SUIT

Max Meister, a Jewish peddler, was the owner of an old, antiquated horse, which was just barely able to drag along in his daily rounds collecting junk over the city of Madison, Wis. While crossing over the I. C. tracks at the intersection of Washington Avenue at Madison, the poor old horse caught his foot between the crossing plank and the rail and fell, injuring his hoof.

Meister took his claim to a Jewish lawyer, and suit was filed for \$140.00 for damages to the horse. The crossing was new and in first-class condition and investigation developed that the accident was due to the manner in which the horse was shod.

When the case was brought on for trial, a Justice of the Peace heard the evidence and took a look at the horse, and rendered a verdict for \$40.00, this

being the sum that the owner testified he had paid out for treatment of the horse and the hire of one to take its place during the time the horse was disabled.

Feeling that the verdict was unfair, the company's attorney appealed the case to the Circuit Court, and it was set for trial at the early part of the October term. On the day set, it was continued at the request of the attorney for Meister, who stated to the court that his client had met with an accident and could not appear in court. Outside the court room, Meister's attorney, when pressed for further information, said: "Vell, Meister dislocated his shoulder, and of course he could not testify mit vone hand." As soon as Meister was able to gesticulate with both right and left, however, the case was tried by a jury, which promptly brought in a verdict for the company.

Meister, as a result, has the privilege of paying the costs in both courts, as well as paying his attorney's fees.

A MONSTROUSLY BIG PLOW

General Superintendent Clift was raised on a farm in the "Flats" of Champaign county, Illinois. In his boyhood days, that portion of Champaign county in which he lived was poorly drained. That is why it was known as the "Flats." Young Clift owned a white pony and used to trail around after his father on his pony, but was frequently stopped by high water, which the pony could not go through, and the boy, with a troubled expression on his face and a pang in his heart, was accustomed on such occasions to watch his father on a big horse plow successfully through the water, while he would have to turn his back upon the trail and return to high land. But the lowlands of Champaign county which, in those days, were regarded as being almost valueless, are now classed among the best lands in the State. Mr. Clift loves to dwell upon how the transformation came about, and a few evenings ago, while in a most enthusiastic vein, he was

telling a party of friends, ladies and gentlemen, who had always believed in him perhaps as in no other man, about the development of the flat lands of Champaign county. He said the farmers got a very big plow and plowed ditches through the county, which drained the water off. "But how big was the plow," queried one of the interested listeners, and Mr. Clift said: "It was a very big plow, the biggest plow I have even seen, the biggest plow that ever was in the State of Illinois. People came from hundreds of miles around to see the plow. It plowed under stumps and stalwart oaks of the forest, just as though the ordinary plow, which you are all familiar with, would plow under leaves and weeds." The guests began to prick up their ears and show signs of astonishment and wonder. They looked at Mr. Clift as though they thought he might be suffering from temporary mental aberration, but his face lighted up and his eyes glowed with a strange light. He rose up out of his chair and said: "Why, the plow was nearly as big as this room and made a ditch large enough to hide a horse. The water was drained off and the country began to blossom like a rose. The land went from \$5 per acre to \$45 over night, and in a few years it jumped from \$45 to \$150, and now it is worth \$250 per acre." There was silence in the room. Some of those present, devoted friends of Mr. Clift, looked at him appealingly, and then looked at each other. They were wondering what kind of power could have pulled such a plow as Mr. Clift had described. After a painful silence, one of the guests summed up enough courage to ask Mr. Clift how they found horses and mules enough to pull such a plow, and he replied that the plow was not drawn by either horses or mules, and then one of Mr. Clift's friends thought he had suddenly seen the light and reproached himself for not understanding at the outset that such a plow was, of course, drawn by a huge traction engine, and made this suggestion to Mr.

Clift, who shook his head and said: "No, there was no traction engine in those days large enough to draw a plow like that which was used in draining Champaign County." Things became hazy again, but Mr. Clift, undaunted, stood his ground. He knew what he was talking about. He was there and saw the plow do its wonderful work, and no one doubted his sincerity. It had not dawned upon him that the others were in a quandary about his statement in regard to the wonderful plow. One of those present put the direct question to him: "What kind of power was used in drawing that plow?" Mr. Clift arose to the occasion serenely and confidently, and immediately dispelled all of the doubts of his friends. "Why," said he, "the neighbors just yoked up four hundred head of oxen and hitched them to the plow and they walked away with it like they had nothing behind them." The evening's entertainment was over. The guests shook hands with Mr. Clift and departed with the feeling that he had successfully gotten away with the biggest plow story on record.

"MUCH ADO ABOUT NOTHING"

Mrs. M. E. Boone filed a suit against the Y. & M. V. railroad in Bolivar County, Miss., for \$15,000, alleging that on August 9, 1910, she was a passenger on train No. 13 from Memphis to Boyle, Miss. She charged that when the conductor took up her fare he agreed to come and tell her when she reached her destination; that when the train reached what she later discovered to be Mound Bayou, the conductor came to her and told her that was her station and helped her off with her baggage; that after the train had left she discovered that she was at Mound Bayou, an exclusively negro town; that her brother was to have met her at Boyle; that she telephoned him her predicament and he came up on a later train and accompanied her to Boyle that evening; that when they reached Boyle it was raining and she had to ride through the rain a distance of two miles to her brother's house;

that she developed a cold, contracting a tumor in her nose. Aside from this she suffered a severe nervous collapse because of being left at Mound Bayou among negroes.

Why she did not immediately make a complaint to the company and file a claim, but waited for two years and then, by the institution of suit first gave notice to the company, was never explained, hence the reason is left to speculation. One fair inference may be that it occurred to her or her attorney that after the lapse of two years it might be difficult for the company to ascertain the true facts.

An investigation showed that this woman did express a good deal of anxiety about getting off at the right station when the conductor took her ticket and he told her to remain quietly seated and he would come to her when her destination was reached and help her off. It further developed that he never did come to her at Mound Bayou, and was not in the car, but when the train stopped at the station she went out on the platform and the flagman, assuming that she wanted to get off at that station, without asking any questions of her, assisted her from the train and the conductor did not himself hear until they reached Boyle, that she had gotten off at Mound Bayou.

It was further shown by the flagman and porter, as well as two passengers who alighted from the train at Mound Bayou, that the station was clearly and distinctly announced. It was also found that this woman had formerly lived in Alabama and was then living in Arkansas and that she was about 50 years of age; that during her entire life she had lived in a country where the colored race greatly predominated in numbers, so that singly or in groups, such people were not unfamiliar to her. As her brother reached Mound Bayou before dark and as there were several white men in the town that day and as she was cared for at the home of Isaac Montgomery, a highly respected old negro and one of the most prominent and influential men in that country, where white people were accustomed to stop and

where she was given every care and consideration, it is hard to credit the statement that she suffered from fright.

However, the case was called for trial in August, 1911, and resulted in a verdict for \$5,500, but the court set the verdict aside upon the motion of the railroad attorney. A second trial was had in November, 1913, which resulted in a verdict of \$3,800. From this verdict and judgment the railroad appealed and in October of this year the Supreme Court reversed the judgment so that after five years and two months this woman and her attorney are still outside of the company's treasury.

The unsophisticated may ask why two juries gave her a verdict if the case was without merit. In answer, it might be said, does any sane person believe that a conductor who had made this run for years would, in broad day light, go to a passenger and tell her that she had reached Boyle and assist her off the train, when in fact it was at Mound Bayou? A number of reasons might be given as to why such verdicts in the past have frequently been returned against the company. Fortunately, a new order of things seems to have taken place and juries are laterly showing a disposition to inquire more carefully into the merits of cases and that they are doing so is reflected in the verdicts recently rendered.

DIED UNDER THE KNIFE

Harry McLemore, a 14-year-old youth of the town, jumped a freight train in Jackson, Sunday afternoon, with the result that he was thrown under the wheels and had a leg badly crushed, necessitating amputation. He died from the effects of the operation. A strange fatality attends youths of this town who attempt this dangerous undertaking. There are several, white and colored, who go about minus a leg resulting from jumping trains in motion. The fate of this last victim should prove a warning to others. —*The Crystal Springs (Miss.) Meteor.*

GOOD MATERIAL

The following telegram addressed to all concerned was sent by Section Fore-

man Norman, in charge of the section at West Point, Miss., under date of the 21st ult., and shows conclusively that Mr. Norman is made of pretty good material, including a stout heart and a steady nerve:

"Front axle on lever car broke this A. M., 11:30, throwing me in middle of track. Car with seven men and tools ran over both legs, knocked out three teeth and bruised right cheek and right hand. Not seriously hurt; be ready for duty in A. M. No doctor called."

REAL SAFETY WORK

The authorities in many of the towns located along the lines of the Illinois Central are considering the advisability of the adoption of ordinances similar to the Brookhaven ordinance, which appears in another column of this issue, as safety measures. The following newspaper despatch from Jackson, Miss., appeared in the New Orleans Times-Picayune of the 20th ult.:

Automobilists in Jackson must stop, look and listen before they pass over railroad grade crossings.

Mayor S. J. Taylor stated today that

an ordinance has been framed for passage at the next meeting of the municipal commission providing that all automobiles must come to a full stop before going over railroad crossings within the city limits. Other members of the commission are pledged to support the measure.

"The ordinance is a safety measure absolutely essential to the protection of the lives of our citizens," said Mayor Taylor this morning. "Incidentally, the railroads deserve some protection at our hands. I have been much impressed with statistics recently compiled showing, by actual count, that a large percentage of auto drivers look neither to the right or the left, and do not bring their cars to a stop before going over crossings. The enormous increase of grade crossing accidents throughout the country illustrates the urgent needs for a regulation of this character."

The ordinances framed provide that autos must come to a full stop within 10 feet of grade crossings, and failure to do so renders the driver guilty of a misdemeanor.



STREET SCENES, BUSINESS SECTION, FORT DODGE, IOWA.



Why Mail Sometimes Goes Astray

By H. L. Fairfield, Manager

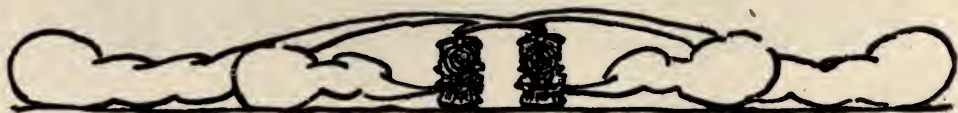
IT is no doubt quite natural when a piece of mail is delayed or goes astray to blame the mail service, and, of course the fault is sometimes there. Nevertheless an exceedingly small percentage of errors is made in handling mail which is clearly and completely addressed. Stenographers or clerks who address envelopes seem inclined to treat that portion of their work as of little importance. There is a very great tendency in addressing envelopes to other roads to use merely the initials of the road overlooking the fact that many roads have the same or very similar initials. A great deal of mis-sending would be avoided if the names of all railroads were spelled out in full, or, at least, if as much as half of each word in the name were written out so that there could be no possible doubt on the part of even the most inexperienced person handling the mail as to its destination.

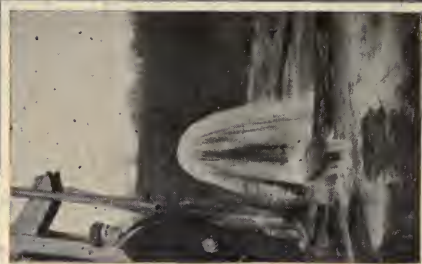
In writing letters to our own officers and employes, the title or position, together with the name of the railroad, should be placed on the envelope, just as though the letter were going to an officer or employe of a foreign road. Many clerks seem to think that because the addressee is well known to them, it should be equally well known to everyone, overlooking the fact that

mail must frequently be handled by new employes who are unfamiliar with the names of even the highest officers.

I have noticed that a considerable proportion of the letters sent to the mail room, intended for our commercial agents in distant cities, are addressed merely to the name and the city, there being nothing to indicate that the employe is a representative of our company or of any company. If such letters get into the United States mails they are badly delayed at point of destination while post office clerks look up the name in the directory. I have also noticed that many letters intended for firms and individuals in large cities have no street address. Except in the case of a very large firm, this results in the same delay and frequently in loss of the letter entirely.

Therefore, in addressing envelopes, whether the mail is to go by railroad mail or United States mail, or to employes of this company or other railroad companies, or to private individuals, be sure to give as full and complete an address as possible. Let everyone adopt a simple motto, "What is worth writing is worth addressing well." If this matter is carefully watched in each department each one will be gratified at the reduction in complaints of delay or non-delivery of mail.

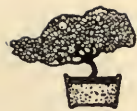




FLOWING ARTESIAN WELLS, FORT DODGE, IOWA.



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 subject of the Prevention of Malaria is one of the most important matters that presents itself to employes and citizens living on the Southern Lines. Therefore, it is considered most timely that we are able to publish the papers in the magazine which were presented at the Ninth Annual Meeting of the Joint Association of Surgeons of the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies, held at Chicago, May 26th and 27th, 1916. These articles have appeared in the Railway Surgical Journal, the official organ of the Association, to whom credit is given.

Editor.

Malaria in the Mississippi Delta

By H. R. Miller, M. D., Scott, Miss., Local Surgeon, Y. & M. V.

This paper is the result of twenty years of experience with malaria in that section of the Mississippi Delta located on the Mississippi river, traversed by the Riverside division of The Yazoo & Mississippi Valley Railroad. It is situated between the 33rd and 34th parallels, at an altitude of 130 feet above sea level

These lands are the richest on earth, producing a class of cotton that cannot be raised elsewhere; and, like other alluvial sections of the south, highly malarial.

The temperature records for the years 1914 and 1915 are as follows:

Month	Minimum		Maximum	
	1914	1915	1914	1915
April	36	36	88	95
May	51	54	93	94
June	69	60	100	97
July	64	61	100	98
August	70	59	92	96
September ..	53	51	92	94
October	30	37	88	88
November ..	20	28	83	83

The rainfall for the years 1914 and 1915 was:

Month	1914	1915
April	3.84	0.89
May	3.33	5.57
June	2.10	3.61
July	2.55	2.07
August	6.97	4.31
September ..	1.88	1.49
October	0.82	2.16
November ..	3.98	4.98

The prevailing winds from April to November are from the south and southwest.

Malaria has decreased in direct ratio to the clearing and cultivating of the lands. Next in importance as a factor in the decrease has been the education of the people as to the causation, prevention, and treatment of this disease. The most serious type of malaria is what is known as Hemoglobinuria, which was the scourge of the Delta twenty years ago, and is now but rarely seen. This is almost entirely due to the discontinuance of the use of "chill tonics."

The first flight of the *Anopheles* mosquito, which is the one which causes the malaria, occurs in May, but is oc-

casionaly seen the last of April. The last flight terminates in October or November with the first killing frost.

The importance of remaining indoors from sundown to sunrise is appreciated generally by the white people, but great difficulty is encountered in getting the negro to do this. He is innately a nocturnal walker and has his protracted meetings during the most active mosquito flight.

Of 1,000 mosquitoes dissected in my laboratory during February, March and April, 1915, not one was found to be infected with the malarial poison. Therefore, it can be safely asserted that malaria in this latitude is carried through the winter months only in the blood of infected human beings.

In September, 1914, a blood examination was made of 1,668 persons, none of whom complained of being ill, and of this number 40 per cent were found to have the active malarial organism present. In March, 1915, a blood examination of 1,184 persons was made, none of whom complained of being ill, and a little over 41 per cent were found to be infected.

Most of the work done on malaria by me in the past six years has been on the property of the Mississippi Delta Planting Co., consisting of 40,000 acres, which is the largest cotton plantation in the world. This plantation has a population of nearly 5,000 persons, all except 200 of whom are negroes. This property is divided for practical purposes into fifteen plantations or units, on each of which there is a manager, with a general manager overlooking the whole. It has only been by the hearty co-operation of these gentlemen that this work has been made possible. Much has been done in the way of drainage, oiling, cleaning up harboring places of the mosquito, and by the use of screens and bars. The house of each white employe is thoroughly screened with a 16 or 18-mesh wire. Every bed in

the tenant houses has a 16-mesh bar that does not open on the side.

Each manager is supplied with quinine sulphate in capsules and with cathartic medicines, with instructions as to the use of same. The directions are that the quinine shall be given to all employes, the well, also those complaining of being sick, for the purpose of preventing malaria as well as curing it. Under this plan the work in treating active cases of malaria has decreased 40 per cent. The working efficiency of the tenants on this property has been improved fully 25 per cent, although this is a difficult matter to determine accurately. On this plantation we also have employed at the present time a sanitary expert, who gives his entire time to malarial work, going from house to house, and reporting each week as to the health conditions, the presence or absence of mosquitoes, the condition of the bars and screens, the collection of stagnant water and whether any harboring places for mosquitoes were found.

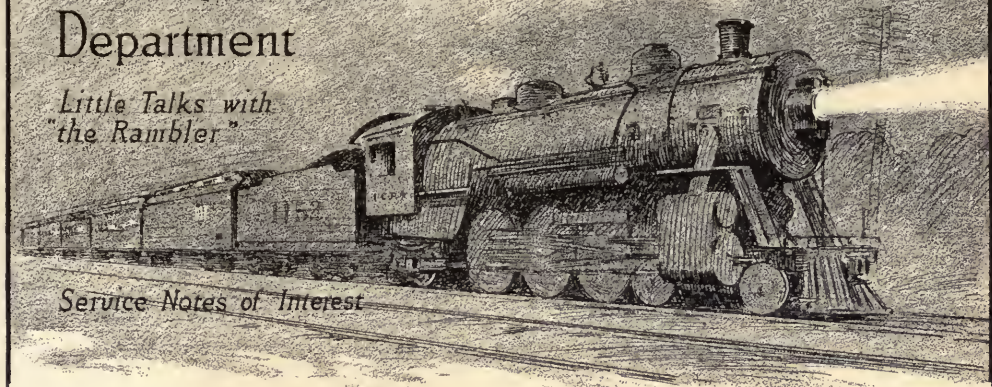
A vital statistic record was begun on this plantation a year previous to same becoming a law in the State of Mississippi. The sale of opium in the form of laudanum, etc., was discontinued prior to the Harrison act, and "chill tonics" are now seldom used even among the most ignorant tenants. The use of powdered quinine is discouraged on account of it being impossible to measure the proper doses, and quinine sulphate in three grain capsules is furnished to tenants at cost. In the year 1915, there were 1,172 cases of malaria treated, with but four deaths. Two of the fatal cases were of the most severe type and were seen too late for treatment. The other two fatal cases were complicated by other ailments. There were four other patients who died that were supposed to have had malaria but they were not seen by my department.

(To Be Continued)

Passenger Traffic Department

*Little Talks with
"the Rambler"*

Service Notes of Interest



A Night Ride on a Locomotive

THE Rambler was in high spirits, and unusually talkative for him. He had rode the new Panama Limited on its initial trip from Chicago through to New Orleans, and doubled back on the 12:30 p.m. from the latter city; saying as he did so, that, while he would have liked to have seen some of his friends in the Crescent City he really didn't have time to stop for rest or refreshment there as long as he had such a good home on the Limiteds. He was enthusiastic about the trip, and the trains in both directions, and insisted on telling me all about them. "Immediately on boarding the train in Chicago," he said, "I telephoned back to the office some instructions that I had purposely refrained from giving before leaving. This I did in order that I might seek the little shelf in the corner beside the writing desk in the observation parlor, on which the telephone rested, and enjoy the novelty of transacting a small part of my real business in that way at the last moment before departing." According to his talk, immediately after telephoning he went into the dining car for his noon-day lunch, "and say," was his enthusiastic comment, "you ought to have seen how pretty that car looked. With its soft tinted ceiling, mahogany side walls and

snowy linen and glistening silverware it made a color scheme for an artist. I was the first one in. Everything was fresh and new. The waiters stood in line, each at his station along one side of the car. A beautiful bouquet of flowers was on each table. The train shed being dark the car was illuminated, and the little table lights in combination with the reflected light from above shed a warm glow over all. Really, I am not sentimental, but there was something about the whole appearance of things there that made you feel as if you were in the dining room de luxe of the finest hotel in the country. The meal that was served was of such excellence as to in no way dispel the first impressions of satisfaction and genial feeling created by the car as a whole.

"The lunch over, the next logical thing to do was to go into the buffet car, and with a magazine from off the shelf sit quietly for an hour over a cigar. The latter finished, remembering that in my hurry of the forenoon to get away I had neglected a duty that I owed my personal appearance, I went into the barber's room of the buffet car for a shave. The tonsorial artist was busy, having a man in the chair and two waiting; but as there were comfortable seats

in the room I became one on the waiting list. The time passed very quickly before my turn came, as there was something in the general tone of the shop, and in fact of the car and the entire train itself, that seemed to be conducive to good fellowship, and we that were waiting chatted and told stories in the usual way of travelers. There was a delegation on the train from a commercial association, en route for a visit to a similar organization of the Crescent City. Knowing what this meant at the southern end in the way of a probable banquet, I was not surprised, as I sat there, at seeing one of the delegation come in with a suit case in his hand, saying that he would like to have his dress suit pressed some time at the barber's leisure, as he left home in a rush and was afraid that he had rather mussed his clothes up in a hurried packing.

"My turn in the barber's chair came in time, after which, feeling much refreshed, I bethought me to write a personal letter, and so finding the desk with the writing materials in that same car not in use, I sat down and undoubtedly surprised my correspondent by as good a letter as I knew how to write on the classy Panama Limited stationery. The afternoon had thus far worn away very quickly and I was by no means travel worn, but for the sake of a change went back into the composite car, in which were the drawing rooms and compartments in the forward end; the other end being devoted to an observation parlor. On my way to the latter, as I was going through the passage my way was blocked by a sweet little miss of about four years of age who came out of one of the compartments. I naturally smiled at her and tried to gently put her aside. But she, mistaking my smile and accompanying salutation for good comradeship, was inclined not give way for my passage but to chat with me, for she held up her doll and told me that her eyes would shut. I accepted the challenge, and was talking with the little one about 'dolly,' when a lady, apparently her mother, made her appearance from the adjoining drawing room door-way and

calling the child said, 'Come here, Dorothy; don't stand in the gentleman's way.' In finally passing I could not help seeing that the occupants of the drawing room and of the compartment were evidently of the same family, for several others were visible in the two rooms, the latter seemingly being used en suite. Incidentally I observed the ladies' maid of the train in the compartment, evidently busy in some sort of professional service for the ladies of the party.

"Reaching the observation parlor I thought of another letter that I might use my leisure in writing, but watch as I did for some time for an opportunity to get at the writing desk, I was unable to do so, as it was constantly pre-empted, first by one lady and then another, all of whom seemed interested in scratching off some little note or notes on the train. However, in the observation parlor again the time passed quickly and pleasantly; in the watching of the passing landscape and in reading the magazines from the well filled shelves, so that I was much surprised on consulting my watch to note that according to an ordinary day's routine dinner time was not far away. But, for the want of my usual exercise, so largely taken in propitious times in the open, the thought of dinner did not appeal until it occurred to me to put on my heavy coat and go and sit out on the observation platform, where at least I would have the benefit of a crisp, bracing air in lieu of my usual walk before the evening meal. This I did, in company with several other gentlemen who evidently were of the same mind; and, in fact, for a little while we were joined by a lady who was a member of the party of which one of the gentlemen formed a part."

The Rambler was so enthusiastic in this telling of the train that he gave no opportunity for me to get in a word. But so much in earnest was he that I felt it incumbent upon myself to say something in recognition of his effort and to prove I was listening. So, in lieu of any better thought remarked, "All very fine, no doubt, and I am glad of it. But I fail to see wherein it was abso-

lutely necessary for you to take any special action to produce an edge for your dinner. Judging from what I know of you, there is nothing the matter with your appetite." "No," was the laughing response, "I guess not. Anyway, I did surely eat a good dinner that night in the dining car, for the meal was temptingly served and the viands were very palatable.

"Later, as the train was lighted up, I went through the entire length of it to see it in its full illumination, and I assure you the sight was extremely gratifying. Substantial and beautifully homelike and comfortable, would by my way of epitomizing it as a whole. Some might add the word 'elegant,' but that is such an abused word that I will let it alone, although there certainly is a degree of quiet and refined elegance in the Panama Limited that would possibly make the term admissible. But understand," he continued with emphasis, "elegance in that case would mean nothing garrish. The quiet, refined taste of the day predominates, and not the old glitter and unsubstantial showiness of the days that are now fortunately passed."

"I suppose," interrupted Snap-Shot Bill, who had wandered in and heard the last of this peroration, "that you were so enamored with the 'refined brilliancy,' as you would express it, that you found all about you on that train that you forgot to go to bed." "Nothing of the kind," said the Rambler, with a genial smile, possibly with the thought of having a more attentive audience in Bill than he had thus far in me, "I went to bed all right." "Compartment or drawing room?" was Bill's somewhat impudently put question, as he settled down in a chair by the side of the Rambler's desk, and, drawing his feet up on the rounds of the chair began to gather from his pocket the "makings" of a cigarette. "Neither, but a straight double berth, and an upper one at that," was the reply. "And by the way," he added, "I was rather glad of one little feature in connection with the sleeping car equipment that I found on the Limited. I

refer to the split curtains of the sections. You see a lady had the lower berth of my section, and I could not but think as I went up the stepladder into my upper that she, who had evidently retired some time before, felt more comfortable with the thought that the two sections were individually curtained." "Thoughtful man," remarked Snap-Shot Bill in an understone as he blew a cloud of smoke through his nostrils from the cigarette which he had made and lighted. "But I suppose you had chatted with her in the course of the afternoon by virtue of being a seat mate, just to enliven the journey a bit for her," he continued, with a little wink at me. "Didn't lay eyes on her," protested the Rambler. "From the time the porter deposited my grip in the seat on boarding the train, I was in the observation room or the buffet car all the afternoon and evening," was the somewhat terse answer. To this Bill, with mock severity, retorted, "How mean." "Keep still, will you Bill?" I expostulated, "the Rambler has got himself to bed on that train and perhaps he will be asleep in a minute so that I can slide out. He has had me cornered here for a long time, and while I am interested in the train I really have to do some work once in a while." "O, you don't have to go yet," retorted the Rambler, "it's true I did go to sleep rather quickly and slept soundly thereafter. Not before, however, the thought occurred to me of the contrast between what I should call the human side of the train, as expressed by the general interior and its animation as I had seen it during the afternoon and evening and its purely mechanical aspect from the outside as it sped along in the night. And that makes me think," he exclaimed, delving into a drawer of his desk, "remembering I had such a thought I was mighty glad to get this morning a copy of the *Memphis Commercial Appeal*, of November twentieth, in which was a write-up on that very feature of there being two opposite points of interest to a crack railroad train in commission. In this case, of course, the writer taking the unusual one of the Panama Limited

rushing through the darkness of the night in the open country, while its large passenger list of precious humanity were probably for the most part peacefully sleeping. Here, let me read the article to you." "Gee!" said Bill in an aside to me, "did you ever see him so wound up?" "Never," I replied, "but let him get it out of his system." "Here it is," said the Rambler, after running through several pages of the paper, "now listen," and he began to read aloud to us as follows:

"The loneliest place I have ever been is in the cab of a locomotive drawing a train of human freight, and going over the rails at the rate of 60 miles an hour at the break of day.

"The Illinois Central is very proud of its new Panama Limited. The train makes the run from New Orleans to Chicago and from Chicago to New Orleans within 23 hours."

"Were you on time?" I interrupted, for I had forgotten to make inquiry in the matter through the proper channels on the completion of the initial trips of the south and northbound Panama Limiteds. "To the minute in both directions. In fact, three minutes ahead of time northbound," was the response, after which he continued his reading again.

"The first train of the southbound Panama Limited left Chicago last Wednesday at noon. The train arrived in Memphis at about 1 o'clock, and in a few minutes went speeding on its way south. Prominent railroad officials, leading bankers and business men of Chicago, and leading bankers and business men of St. Louis were invited to make the initial trip. These worthies filled three cars. The first train numbered 10 cars. I was invited to make the trip from Memphis to Canton. I made the journey in the cab of the big locomotive as the personal guest of my esteemed friend, Charley Barnett, who is one of the crack engineers of the Illinois Central Railroad. The only things the train took on in Memphis were the *Commercial Appeal* and myself. The train arrived on the minute. Silently it came into the Grand Central Station. Engines were shifted in three minutes. It took a few more minutes to load the *Commercial Appeal* and we were ready. Then Barnett presented me with a pair of overalls and a big coat. I put on the big overalls and had to partially remove them in order to get into my inside pockets. There was no noise or confusion incident to the leaving. Conductor Kritter, who is the son-in-law of Conductor Bill Woods, of happy memory, exchanged a word with Barnett, and without

ringing a bell or the blowing of a whistle, we glided out of the train shed. There was one stop scheduled between Memphis and Canton. The journey is almost 200 miles long. We crossed Broadway easily, stopped at a crossing lower down, passed the Illinois Central shops and were off for Nonconna. At Nonconna we began to gather speed, and in a few minutes we had accumulated a stride of 60 miles an hour. The rails were heavy, the ballast was good, the ties were sound. The road was open, and the locomotive began to express its soul in speed. It made its speed easily. It got a stride and kept it. Its labor did not seem to be great. But it devoured a shovelful of coal every minute. The engine began to ride hard. The track seemed to be solid enough; I looked over at Barnett and he cried back, "sand." It was a frosty night. So much frost had settled on the rails that the engine's driving wheels slipped. Charley gave her sand. The grit of the sand made the slight jar. From my left window all things became subjective. We passed small towns which have their traditions. Their people are proud of them. They have a splendid history. These towns are the centers of little worlds, but with all respect to them they were nothing to us except units. Our first objective was Grenada. From time immemorial the Illinois Central trains had been stopping at Sardis, but alack and alas, there was a sacrifice to the spirit of speed, and we went through that town faster than a scared bird. Coming north was an Illinois Central train due to arrive in Memphis at 6 o'clock. This train, until Wednesday, had the right of way over all others. It is king no more. The Panama Limited has dethroned it. Charley Barnett's brother was the engineer of the northbound train. We had a meeting point at Hardy, which is just a few miles north of Grenada, and the northbound train was ordered to go into the siding. We held the right of way. We had the "edge." We were overlords! And when we got to Hardy we calmly waited on the main track for a moment until George's train had taken the siding; and as he left his brother, Charles blew a blast of greeting, which also had in it a note of triumph. Riding a big locomotive is comparatively easy, if you know how. Ride it just as a boy rides horseback. Swing with the locomotive. Do not rest against a window frame or cab facing. Twenty-five years ago I rode from Memphis to Amory, Miss., with my old friend, Harry Litty. The locomotive, for those times, was a big fellow. We made many stops, but we got there safely, for then Harry Litty, who last summer made a rattling good race for a county office, and who now spends his leisure time fishing and reading, was regarded to be the speediest and the safest locomotive engineer in the south. Harry doesn't ride them any more. I met him a day or two ago and told him of my trip, and he said: "I am afraid to ride them; they scare me." My ig-

norance is probably the secret of my courage. Harry's locomotive made a lot of noise and vibrated, because in those days the rails were light and joints were low. But the big fellow that Charley Barnett runs rides easily. It has a big swing. If you did not have imagination it would lull you to sleep. The only noise is the shoveling of the coal, and Mr. Short, who was the fireman, was busy all the way from Memphis to Grenada transferring coal from the tender to the fire-box. But even there Mr. Short's work has been made easier. The fire doors are opened and closed by air. At Grenada negroes came aboard and pulled the coal down. But Short's work is still hard. He transferred about ten tons of coal into the furnace of this locomotive on the journey. You read in novels about the engineer's hands being "upon the throttle." That is in a novel. In the engine the engineer's hand is on the air brake. Barnett sets the steam lever, and then gives attention to the air. Air, you know, can stop a train almost within its length. When I rode with Litty we had a coaloil lamp for a headlight. The headlight of Barnett's locomotive the other night was electric."

"Reminds me of my first bicycle lamp, does that one of Litty's," broke in Bill, as having finished two cigarettes, he leaned over and abstracted from a pigeon-hole in the Rambler's desk a good fat cigar that he had just spied there." "All right," nodded the Rambler, "you are welcome to the cigar, but don't make me lose my place, please. Let's see, where was I? O, here, I think," and he began to read again from that *Commercial Appeal*.

"At Grenada the tank was filled with water—that is partly filled with water. The coal was drawn down closer to the engine. The cargo of *Commercial Appeals* was taken off and we were out for Canton. We were on the minute, but the track is so alluring for speed south of Grenada that Barnett let her go, and when we got to going good the telegraph poles began to look like iron weeds. Down below Winona day began to break and I began to feel lonely. Behind us were 150 passengers, but it seemed that we were hundreds of miles away from them. We passed villages and farm houses but they were as dead things. The night seemed to be dying, and the day was not yet born. Over in the east was the red of the sky, as not until the long run was ending did the sunlight awaken the sleeping earth. Almost silently we drew into Canton. The story of the trip had gone ahead of us. Many railroad employees were there. One negro passed a dollar to another negro, and the negro who kept the dollar had won it on a bet that Mr. Barnett would bring the Panama Limited in on time. That is ex-

actly what Mr. Barnett did. We arrived at Canton on the second. I enjoyed the journey immensely because I slept so soundly when it was over."

"That's where you had the advantage of the writer," I remarked, as the Rambler finished that last sentence and stopped a minute evidently to rest; for he was not a fluent reader, the average writing not being in harmony with the cadence of his own voice in natural conversation. "He, the writer, slept soundly 'when it was over,' but you, according to what you have told us, slept soundly while the train was making its famous passage through the night. Well, I must be going back to my desk," I said as, looking at my watch, I saw that the noon hour was fast approaching. But Snap-Shot Bill grabbed me by the coat and said, "don't hurry. Don't hurt the Rambler's feelings by tearing yourself away before he has even got to New Orleans in his story." "To say nothing," added the Rambler, "of the fact that I am not through with this article. It's a good thing, and I want you to hear all of it," and picking up the paper he finally concluded the reading as follows, after some time had been consumed finding the place where he was interrupted.

"From Canton back to Grenada I made the journey in the locomotive. At Grenada I cast aside the overalls, washed my face and went into the diner of the returning Panama Limited. I inspected the train. It is a palace on wheels. I do not see how the Illinois Central Railroad will be able to run it and give the passengers all the luxuries and conveniences it does and make money out of it. However, that is the railroad's business and not mine. But I hope that the Panama Limited will be a financial success, as it surely is a beautiful train. It is something, after all, to have the finest train that leaves Chicago come south, and end its journey in a city on the gulf coast. And this Panama Limited is the most beautiful train that goes in or out of Chicago. (Do not tell this to the editor of the *Chicago Tribune*. He will protest that such a train is too good for our folks.)"

"Can I please go now?" I said meekly, as he tossed the paper aside. "Not until he has told us how he got back," interpolated Bill mischievously. "Well," laughed the Rambler, not at all annoyed by our chaff, "there is not much more to say. We arrived at New Orleans on

the dot and I left there on the return trip also on the dot. The last was but a repetition of the first except that I noticed more particularly than on the down trip how popular and busy the ladies' maid was as I passed from time to time from one portion of the train to the other. She had several manicures, besides which it was surprising to note how many small attentions she found to give the ladies in various parts of the train, and how many little commissions the ladies thought of for her to execute.

"It was on the return trip, however, that to freshen up a bit from my hours of travel, after being shaved by the barber in the buffet car, I tried the shower bath adjoining his room. It was decidedly restful and,"—here he stopped talking and looked quizzically but smilingly at Snap-Shot Bill. That irrepressible had reached over and fished a piece of paper from off the Rambler's desk and, with a half comical and half serious expression on his face, was busily writing on it. Falling into his mischievous mood, the Rambler waited until Bill was through, and then patiently and expectantly awaited my reading of what Bill had written, the latter passing the slip to me when he had finished. After reading it, I passed it without comment over to the Rambler who burst into a hearty laugh as he read, "The Rambler took a bath on this date."

The Rambler seemed to have talked himself out as to his trip on the Panama Limited, and notwithstanding the jocose vein that Bill had injected into the narrative, aided slightly perhaps by myself,

I really was interested in hearing what he had said about it; for I had seen the Panama Limited when on exhibition and was greatly taken with it. So I said, as Bill and I started to go, "There is no doubt, Rambler, but what the phrase used on the invitations to visit the exhibition of the Panama is correct. You will remember it was claimed that it was 'An Impressive, Perfect, Modern Train.'" "By the way," exclaimed the Rambler, "I forgot one little thing. You know I am interested in a certain commercial stock and watch for it in the market reports every day, for if it goes right I hope eventually to make a little something out of it. So just before No. 8 started from New Orleans I telephoned a broker, asking him what the quotation was that morning. I was answered by some clerk who was evidently not familiar with the figures, for instead of telling me what the latter were, he simply said, 'You say you are on the Panama Limited? Why don't you look on the market sheet posted in the Buffet Car?' This last I had not noticed for I had not been in that car since boarding the train at New Orleans. But you can imagine I felt pretty good on the way up on finding by that sheet that my stock had advanced a sufficient number of points to make my investment a profitable one."

"If you are getting rich that way," said Bill, "what's the matter with your buying the dinners for us today?" "Agreed," said the Rambler, as he closed his desk and joined us.



Service Notes of Interest

In our issue of November 18, says the *Railway Review* of Nov. 25, 1916, we published the substance of a circular, issued by one of the large railroad systems to its trainmen, covering a number of matters that have to do with the comfort and pleasure of passengers. The idea is commendable in every way, for no railroad management is likely to go too far in seeing that the little things which so intimately come under the observation of its patrons are not overlooked.

The general manager of a railroad may meet hundreds of people, in a business way, the superintendents may meet thousands, but the conductors meet their tens of thousands. A thousand people will form judgment of the management of a railroad by their experience with the conductors and other trainmen, to one that will have opportunity to meet a managing official of the company or to learn anything of his attitude toward the traveling public. Intelligence and gentlemanly qualities in a conductor will be a topic of conversation the length of a railroad and for miles inland, and three such men on the company's trains will do more to reflect good intentions in the management than all the advertising space that can be bought in the newspapers. On the other hand, impoliteness, indifference or neglect on the part of trainmen are swift to work harm to the interests of the company that employs them.

The people who travel the railroads are of all kinds and descriptions of humanity—good, bad, and indifferent; kind-hearted, evil-minded, and vicious; honest, dishonest and tricky; philanthropists, thieves and robbers; clean, unclean and filthy; the lame, the halt and the blind, and occasionally one that is afflicted with smallpox—and the conductors must handle them all. No man can successfully measure wits with such a crowd, and the only fit master for such a situation is one who is exceedingly slow to anger. A quick-tempered conductor can have a row on almost every trip, for there are others of quicker temper than he, talk is cheap and they have "paid" their "money" for the privilege of occupying the cars. Unreasonable demands of conductors are commonplace, but a little time with those who insist on having their own way will in most cases bring them to conform to regulations without exchange of heated language. Another thing about regulations is that most people do not like to be reminded of such in the way of a direct command to do thus and so. A plain statement of what the regulations are, quietly and pleasantly expressed, will nearly always gain observance

of the same, whereas peremptory instructions, in an air that instant compliance is demanded, are bound to stir up anger.

As for bodily comfort, the heating and ventilation of cars is a matter requiring much attention, especially at this season of the year. More harm is usually done by overheating than by underheating cars, and a good deal of attention on the part of brakemen and porters is required to adjust the apparatus to a comfortable temperature. Turning steam into only part of the radiating pipes is one remedy, and turning it off entirely as the sun warms up during mild fall weather is another. As for ventilation, the adjustable windows in the end doors of cars, as well as other means, are made for that purpose, and to open the doors entirely, on vestibuled cars, is often of much assistance.

A nuisance on any train is a loud and persistent newsboy, and the remedy is readily in the hands of any conductor. Most passengers are annoyed by the selling of fruit, candy, salted peanuts, popcorn and other trifles on the cars, in the voice of an auctioneer. Some railroads have done away with this species of merchandise on its trains.

When trains have been delayed passengers are liable to become nervous, if not irritable, about making connections. Trainmen must overlook mental shortcomings under such circumstances and exercise the greatest patience in answering the array of questions that can be expected. A point to be borne in mind in this connection is that not one passenger in forty is as well informed on the schedules and other things concerned with connecting trains as are the trainmen themselves. Unless this be taken into account, therefore, many questions asked might seem to be unnecessary.

The following convention announcements for December and January, 1916-1917, should be carefully gone over by agents and kept in mind, with the end in view of obtaining business therefor in cases where applicable to their territory:

Organization, Location and Date

Western Roentgen Society, Chicago, December 16.

Jewish Chautauqua Society, New Orleans, December 22-27.

Billposters' and Billers' Association of United States, Minneapolis, December.

Western Funeral Benefit Association, St. Louis, December.

Phi Sigma Epsilon International Fraternity, St. Louis, December.

American Historical Association, Cincinnati, December 27-30.

Western Surgical Association, Indianapolis, December 15-16.

National Commercial Teachers' Federation, Chicago, December 26-31.

American Society of Agricultural Engineers, Chicago, December 27-29.

Phi Chi Medical Fraternity, Galveston, Texas, December 27-30, 1916.

Central States' Conference on Rail and Water Transportation, Evansville, Indiana, December 14-15, 1916.

National Collegiate Athletic Association, New York, Dec. 28, 1916.

Sixtieth Anniversary, Sigma Alpha Epsilon Fraternity, Pittsburgh, Pa., December 26-29, 1916.

Women's Legislative Congress, Chicago, December 28-30, 1916.

American National Live Stock Association, Cheyenne, Wyoming, January 18-20, 1917.

Chamber of Commerce of the United States of America, Fifth Annual Meeting, Washington, D. C., January 31, 1917.

Annual Convention of the National Cash Register Company, Dayton, Ohio, week of January 7, 1917.

Race Meet, New Orleans, Louisiana, January 1-February 20, 1917, (inclusive).

Second Annual Speed Boat Regatta, Miami, Florida, January 18-20, 1917.

National Association of Brass Manufacturers, Chicago, January 24-25, 1917.

National Foreign Trade Council, Pittsburgh, Pa., January 25-27, 1917.

Havana Country Club Golf Tournament, Havana, Cuba, January, 1917.

Illinois Life Insurance Company Convention, Chicago, January, 1917.

Illinois Association of Municipal Contractors, Chicago, January, 1917.

American Druggists' Syndicate, New York City, January 22, 1917.

National Shoe Travelers' Association, St. Louis, January, 1917.

Greater Chicago Poultry Show, Chicago, January 10-16, 1917.

Most of the thrilling and spectacular moving picture railroad stories are arranged on the line of the Salt Lake Route, near Los Angeles. Probably the only railway station in existence, used exclusively by motion picture people, is Signal, Calif., on the Salt Lake Route between Los Angeles and Pasadena, at the studio of the Signal Film Corporation, which has produced several well known railroad photographs, including "Whispering Smith" and "The Girl and the Game," featuring Helen Holmes and J. P. McGowan. Miss Holmes has in real life been associated with railroading and railroaders; her father, who recently died, was Traffic Manager of the C. & E. I. R. R. and formerly held a similar

position with the great Northern Railway.

The Salt Lake Route's engines and cars are also used in the Kalem's exciting railroad features entitled "The Hazards of Helen," starring Miss Helen Gibson, who is also the daughter of a railroad man.

Passenger locomotive No. 3708 of the Salt Lake Route, which won grand prize of its class at the San Francisco Exposition, is often photographed in the Signal Stories, and has become almost a "prop" of the motion picture directors.

Extra passenger and freight trains are frequently chartered by both the Kalem and Signal companies, the officials and employees of the Salt Lake Route offering their motion picture friends all possible assistance in the production of these railroad stories. Every railroad man who has seen one of these Signal or Kalem pictures, showing the interior of an office or station, must have noticed the accuracy with which the interior scene is reproduced, even to the smallest details; the characters seem like real railroad people, for which much credit must be given Mr. McGowan and Mr. Woods of the Signal Co. and the able directors of the Kalem Co.—*Clipped*.

Let us suppose a railway to have been built between the earth and Centaurus, said the lecturer, according to the Literary Digest. By a consideration of this railway's workings we can get some idea of the enormous distance that intervenes between the constellation Centaurus and us—that being the "nearest" to our solar system.

Suppose that I should decide to take a trip on this new aerial line to the nearest fixed star. I ask the ticket agent what the fare is, and he answers:

"The fare is very low, sir. It is only a cent each hundred miles."

"And what, at that rate, will the through ticket one way cost?" I ask.

"It will cost just \$2,750,000,000," he answers.

I pay for my ticket, and board the train. We set off at a tremendous rate. "How fast," I ask the brakeman, "are we going?"

"Sixty miles an hour, sir," says he, "and it's a through train. There are no stops."

"We'll soon be there, then won't we?" I resume.

"We'll make good time, sir," says the brakeman.

"And when will we arrive?"

"In just 48,663,000 years."

Good business policy requires that patrons be served as satisfactorily as possible at their home station so that they will get in the habit of purchasing their through tickets as well as local transportation there. In this way cordial acquaintance can be established with patrons, the business at the local station built up and increased and the long haul secured for the line on through

tickets which otherwise might be lost.

Ticket agents, in seizing every opportunity to get in friendly touch with patrons, in looking up fares and routes in tariffs, securing information from the Passenger Department whenever needed (and also tickets in time), develop themselves and their capacity to deal well with the public in the transaction of business.

Cheerfulness, courtesy and willingness to accommodate invariably yield satisfaction and good results when backed up with care and intelligence.—*Northwestern Line Bulletin*.

We are advised that the Lake Erie & Western Railroad will make important changes in time on Sunday, November 12th, of which the following are of interest to Illinois Central agents:

Their train No. 2, daily except Sunday, for Sandusky and intermediate stations will leave Rankin at 6:30 a. m.; train No. 4, daily, for Lima and intermediate stations, will leave Peoria at 7:20 a. m., Bloomington 8:56 a. m., Gibson City 10:15 a. m., Paxton 10:47 a. m., and Rankin 11:05 a. m.; train No. 6, daily except Sunday, for Tipton and intermediate stations, will leave Bloomington at 1:30 p. m., Gibson City 2:37 p. m., Paxton 3:12 p. m., and Rankin 3:30 p. m.; train No. 8, daily except Sunday, for Rankin and intermediate stations, will leave Peoria at 4:00 p. m., Bloomington 5:26 p. m., Gibson City 6:52 p. m., and Paxton 7:25 p. m.

A new use has been found for an abandoned railroad, the Idaho Southern Railway, built between Gooding and Jerome a number of years ago for use while the great irrigation projects of the Twin Falls country were being constructed.

An enterprising Idaho man saw an opportunity, so he leased the track, ordered built for him a sixteen passenger high-power automobile, fitted with flange wheels, put it on the track with two light trailers for freight and express and announced that he was ready to do business. It is the only one-man railroad in existence, so far as known.

He is the conductor, engineer, fireman, brakeman, switchman, porter, flagman, station agent, president, vice-president, general manager, section boss and everything that there is on the whole road, including the ticket agent.—*U. P. Monthly Bulletin*.

A long article on the Panama Limited appeared in the National Hotel Reporter of Chicago for November 29th, 1916, the closing paragraph reading as follows: "This new feature has cost the Illinois Central an immense sum for it is said that over two and one-half millions of dollars have been already spent in preparing and purchasing the complete equipment. It is a great feat and a praiseworthy one and a tribute to travel, a goodly need of which is furnished

by resorters, summer and winter, northerners and southerners.

"This progressive action on the part of this great railroad will long remain as a splendid example to those who are endeavoring to promote and co-operate in the laudible effort of inducing Americans and others in 'Seeing America.'"

The Canadian Pacific Railway Bulletin in announcing a general change of time from winter schedules effective October 29th, includes the following, pertaining to their Western Lines:

Trains 13 and 14 between St. Paul, Minneapolis and the Pacific Coast have been discontinued for the winter. Trains 1 and 2 now make the St. Paul and Minneapolis connections at Moose Jaw. Trains 1 and 2 carry coach passengers throughout. Trains 61 and 62 between Winnipeg and Moose Jaw have been discontinued for the winter. These trains are replaced by local trains. Trains 103 and 104 carry parlor car between Winnipeg and Brandon. A new Winnipeg-Gimli passenger train service has been established on Mondays, Wednesdays and Fridays, replacing the mixed formerly operated. Calgary-Edmonton service is similar to last winter's.

Slight changes have been made in stops of Panama Limited as follows: No. 7 will take on passengers having sleeping car accommodations from stops Cairo and north to stops Grenada and south, instead of Canton and south; it will make regular stops at Mattoon and Effingham instead of conditional stops; it will stop at Grenada and Jackson, Miss., to discharge passengers holding tickets from Cairo and schedule stops north instead of making regular stop. Nos. 7 and 8 will stop at McComb to discharge or receive passengers holding tickets from or to stops Cairo and north; train No. 8 will stop at Kensington to discharge passengers wishing to make connections with Michigan Central train No. 10 for the East.

We are advised by the Gulf & Ship Island that effective with the inauguration of the Central's new through Panama Limited train, the leaving time of the G. & S. I. train No. 1 at Jackson was set back from 6:45 a. m. to 7:10 a. m. as a temporary measure to take care of the connection with the Panama Limited, until a new timetable can be prepared of the G. & S. I., in which the time of No. 1 will be scheduled to leave Jackson permanently at 7:10 a. m.

The Central of Georgia announces the completion of the new terminal station at Macon, Georgia, and that effective December 1st, all passenger trains of the Central of Georgia will arrive and depart therefrom. The new terminal will be used by all railway lines entering Macon: Central of Georgia Railway, Georgia Southern & Fla. Railway, Southern Railway, Georgia Railroad, Macon & Birmingham Railway, and Macon, Dublin & Savannah Railroad.

FROM THE LAW DEPARTMENT



The Congressional Investigation of Railway Regulation

The Development of Railway Regulation in the United States—Necessity for Unification of Regulations, Pertaining to Both Interstate Commerce and Intrastate Commerce, by One Central Federal Commission

By Edward W. McGrew, Attorney, Illinois Central Railroad Company, Chicago

AT the present moment this country stands in greater danger through its abuse of railway corporations than it does from an invasion by foreign armies or from hostile men-of-war. The maladministration of conflicting regulation of railways by 48 state commissions and also by the Interstate Commerce Commission is productive of results which are both destructive and disorganizing. Unless a remedy is soon found, our transportation system will break down and disaster to all trade interests will inevitably follow. The public should be cognizant of the fact that it is vitally concerned in more ways than one. In addition to the 662,000 stockholders there are over 4,000,000 investors in railway securities in this country, and the life insurance companies hold hundreds of millions of dollars' worth of their bonds.

Congress, apparently appreciating the imperative necessity of investigating the subject of railways, has recently passed the Newlands resolution authorizing a committee of 10 members to investigate railroad regulation and "the conditions relating to interstate and foreign commerce and the necessity for further legislation relating thereto." The President signed this

resolution on July 20, 1916, which was just prior to the recent controversy between the railroads and their train employes, relating to the eight-hour basis of employment, and which culminated in the much criticised "Adamson law." Senator Newlands of Nevada, chairman of this committee, in announcing November 20 as the day for beginning the hearings, expressed the opinion that careful consideration would be given to the relation of "wages" to railroad revenues. Without venturing to discuss the merits of this Adamson "increase wage bill," it is an obvious fact that when railroads are required to expend additional millions the burden must ultimately fall on the public, and if expenses are necessarily increased beyond what existing rates will stand, the rates must be increased. It is apparent that the burden of increased rates is passed on to the public, and the result necessarily affects a host of activities—agricultural and industrial. It stands to reason that the public is vitally interested in this congressional inquiry.

This article will be confined to a subject which is probably next in importance, not only to the carriers, but to their employes, the shippers, investors.

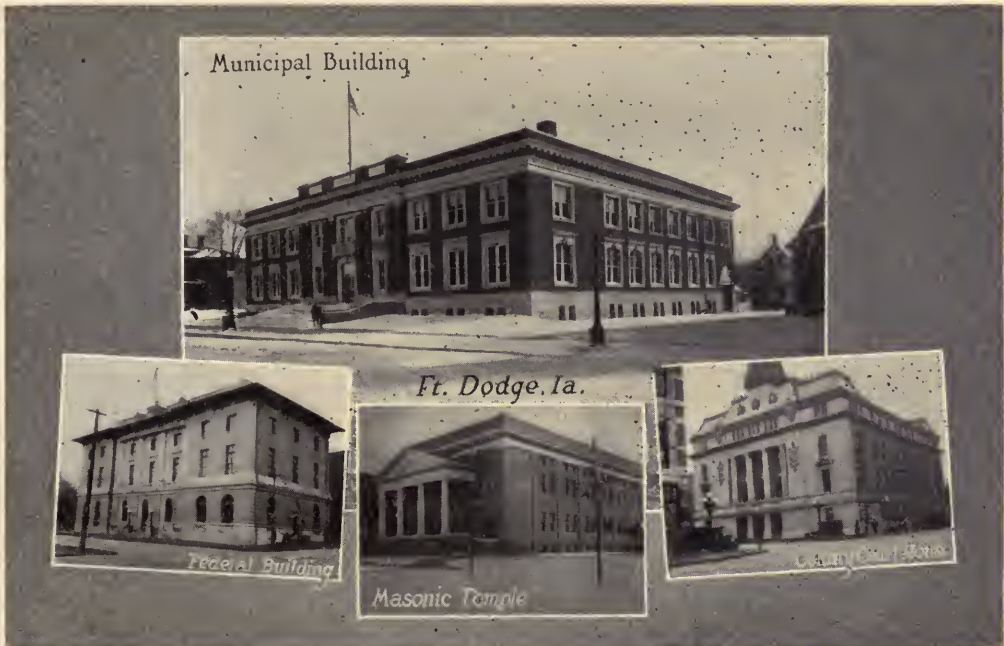
and the public generally, and which relates to the imperative necessity of emancipating the railroads of this country from state control and having unified regulation of the carriers by one Federal commission, rather than subject them to the chameleon-like and conflicting regulatory laws and orders of 49 masters, as at present—i. e., the 48 states and the Interstate Commerce Commission.

According to the terms of the resolu-

less, telephone, express companies, and the railroads engaged in interstate and foreign commerce.

6. The wisdom and feasibility of government ownership, and the comparative worth and efficiency of government regulation and control as compared with government ownership and operation.

It is to make its report to Congress on or before January 14, 1917. However, they will probably soon perceive



tion, this committee is to investigate the following subjects:

1. Government control and regulation of interstate and foreign transportation.

2. The efficiency of the existing system in protecting the rights of shippers and carriers and protecting the public interest.

3. The incorporation, or the control of the incorporation, of carriers.

4. All proposed changes in the organization of the Interstate Commerce Commission and the Act to Regulate Commerce.

5. Government ownership of public utilities, such as telegraph, cable, wire-

less, telephone, express companies, and the railroads engaged in interstate and foreign commerce. It might be suggested that, when commencing an investigation of this character, it would be well to follow the example of Webster's Mariner—to pause, take the latitude and ascertain the true course, so that, like the Mariner, they may at least conjecture where they are. If this is not done, they will drift aimlessly on the waves of discussion, and, in the end, be as far away from the Port of Remedy as when they commenced the journey. It is, however, earnestly hoped that this inquiry will soon develop the facts concerning the

situation of the railroads which will lead to constructive legislation and a code of laws relating to railroads as admirable as are the existing statutes pertaining to money, and which will provide for unified, consistent and efficient control of the carriers, thereby eliminating the enormous wastes and many conflicts which follow the present system. As stated by President Wilson in his message to Congress, delivered December 7, 1915, suggesting this commission of inquiry:

"The regulation of the railways of the country by a Federal commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what we should undo. It is, whether there is anything we can do, that would supply us with effective means, in the very process of regulation, for making them more useful servants of the country as a whole."

The need of a broader and more constructive national policy in dealing with the railroads has been apparent for some time. Regulation so far has been largely restrictive and generally designed to make railroad operation more costly without compensatory benefits to shippers. Railway legislation has been more conspicuous for quantity than for quality, and "legislation" and "regulation" are not synonymous terms. Governmental power over railway rates has been fully asserted. Thus limited as to charge for the only commodity they have to sell, with rising prices for nearly everything they have to buy, the railroads have found their credit declining and have encountered increased financial difficulties. Though obscured at the moment by the enormous amount of exports, these difficulties remain. Next to agriculture, transportation constitutes the largest industry in the land. It is of vital importance to every other interest that the railroads should be placed on a permanent basis of soundness and prosperity; they are the largest purchasers; when they pros-

per, every other industry prospers; when they are compelled to stop building the extensions necessary to open new and to develop old territory, and to cease placing orders for material and equipment, all manufactories, and, consequently, all general lines of business dependent upon industrial prosperity, are depressed. The maintenance of transportation is of more importance to the public than the rates it has to pay.

**Historical Antecedents Evidence Fact
Unified Federal Control Was**

Necessary

"It is almost a truism that the spirit of the age moulds its law. Those who frame the laws are members of the community and share its spirit."

Practically the universal belief of the day is that there is an imperative economic necessity to exclude the states from the power to regulate commerce among the states and with foreign nations, and to unify that power in one central Federal authority which should fairly and equitably represent them all. Indeed, the public consciousness on this subject was early manifested when the Federal Constitution was framed, which gave Congress "exclusive power to regulate commerce with foreign nations, among the states, and with the Indian tribes," and in the debates and messages to Congress which immediately preceded the assembling of the convention which framed the American Constitution. As James Madison stated in the Constitutional Convention:

"I was never more convinced that the regulation of commerce was in its nature indivisible and ought to be wholly under one authority."

It is a well known historical fact that the principal cause which led to the enactment of the Federal Constitution was the intolerable interference with commerce by the different states. A reader of the history of the times will recall this fierce commercial rivalry of the different states—the discriminations and exactions of one state as against the trade of another—this internecine warfare which threatened the

commercial destruction of some states and the undue elevation, prosperity and supremacy of others. It thus became, politically as well as economically, necessary to find a way of fairly regulating commerce in the interest of all, free from all narrowness, greed, and the selfishness of particular states, and giving this paramount authority to Congress. While it is true that at the time of this Constitutional Convention railroads as the means of transportation were not in existence—probably not even thought of—still, the framers of the Constitution appreciated the urgent necessity and placed the stamp of approval on giving Congress the sole and exclusive right of regulating commerce among the states and with foreign nations. As was recently said by the United States Supreme Court in the *Shreveport Case*¹:

“It was recognized in the beginning that the nation could not prosper if interstate and foreign trade were governed by many masters.”

Genesis of Statutory Regulation of Railroads

The beginning of statutory regulation of railroads in the United States is coeval with the railways themselves. The first railway charters contained regulations as to the doing of business which have been of considerable importance in the history of statutory regulations. One of the earliest charters was that of the Baltimore & Ohio Railway, in 1827. This charter, among other provisions, limited the amount of tolls to be charged for freight and also expressly reserved to any future company the right to connect with the road. The charter of the Worcester Railroad, in 1829, limited the toll to 6 cents a ton per mile. Other charters limited the earnings of the railroads to a certain percentage each year, to amounts varying from ten to twenty-five per cent.

At the present time the regulation of carriers engaged in interstate commerce is committed to the Interstate Commerce Commission, and the regulation of intrastate commerce to vari-

ous State Commissions—about forty-three in number.

The states, in the early period of railroad construction, regulated the charges of railroads by direct legislation, but this was not found to be a convenient or effective method, as it was sporadic in its character and scattering in its effect, and it was soon appreciated that the problem of the regulation of railroads was more administrative than legislative. As early as 1836 Commissioners were established by the legislatures to report upon certain phases of the problems which the railroads presented. There was one in Rhode Island in 1836, in New Hampshire as early as 1844, in Connecticut in 1853, in New York in 1855, in Massachusetts in 1869, in Illinois in 1871. The first general railroad legislation was enacted in Michigan in 1848; Illinois passed a railroad law the following year, and five years later Ohio followed suit.

For a long time prior to the passage by Congress, in 1887, of the Act to Regulate Interstate Commerce, the exclusive power of the Federal Government in the regulation of commerce between the states was put forth by way of negation rather than affirmatively, i. e., it was put forth in restraint of excessive state power when it appeared necessary, by way of affirmative national regulation, and this restraint was generally effected by invoking the action of the Judicial Department rather than by direct legislation by Congress. In fact, prior to 1887 there had been no statutory restrictions upon the charges for interstate railway services and no Federal supervision of those charges, except such as might be exercised by the United States Courts in the application to interstate commerce of the principles of the common law. Congress did, however, pass a few statutes regulating certain subjects of interstate commerce, such as the Act of June 15, 1866, permitting carriers by rail to form continuous lines²; Act of March 3, 1873, relating to transportation of live

stock³; the Act of May 29, 1884, prohibiting, by railroads, interstate transportation affected with a contagious disease—but there were no effective regulatory laws of any importance enacted by Congress during this period.

The Granger Rate Regulation

Between 1870 and 1880, the Western States began to pass stringent statutes for the regulation of railway charges.

charges by railroads within their limits for transportation which constituted a part of commerce among the states. In 1886 the Supreme Court of the United States decided⁴ that all State regulation must be confined to a carrier business strictly local, and could not extend to a continuous transportation which railways conducted beyond such boundaries to some other state, terri-



The cruder legislation at the beginning of this period provided, in the statute itself, maximum rates for the carriage of freight. Illinois, in the Constitution of 1870, gave the legislature express power to establish reasonable maximum rates for the transportation of passengers and freight on the different railroads of the State. Many "Extortion and Discrimination" statutes were also passed by the States during the period, with a view of correcting a growing evil of personal and local discriminations by railroads, and also attempting to regulate the fares and

tory, or foreign country, without infringing upon the constitutional sovereignty of the United States over all interstate and foreign commerce. Congress then intervened, with a statute of corresponding tenor, to apply the same general policy of supervision by Commissioners wherever national jurisdiction extended.

The Federal Act to Regulate Interstate Commerce

Regulation of the railways by the Federal Government began with the Act to Regulate Commerce, approved February 4, 1887,⁵ in recognition of a

duty which, though long delayed, had at length, in the opinion of Congress, become imperative. The general purpose of the act, briefly stated, is to prohibit unjust and discriminatory rates in the performances by carriers of like services under similar conditions and circumstances; to prevent undue and unreasonable preference; to forbid a higher charge for a shorter than for a longer haul in the same direction, the shorter contained within the longer; and to render unlawful all combinations among carriers for the pooling of freights. Under this Act the Interstate Commerce Commission was organized, which originally consisted of five members. In a word, as a regulatory measure, the original Act of 1887 confers on the Commission power and authority to regulate only in respect to rates and practices, and that was its general object.

No Effective Federal Regulation Until Year 1906

Under the original Act of 1887, the powers of the Commission were hardly more than administrative, being confined largely to supervision by inquiry into the practices of carriers rather than regulation of their conduct by order. As an investigating body it was to see whether rates were reasonable, and whether or not rebates were given. It did have powers, however, in addition to conducting general investigations, to hear particular complaints; but in respect to such complaints it had no power of its own to grant relief. The most that the Commission could do was to make findings on such complaints, and its reports thereon could be used as *prima facie*

evidence in proceedings in the courts based upon the wrongs alleged. The purpose of the Act under which the body was created was to promote and facilitate commerce by the adoption of regulations to make charges for transportation just and reasonable, and to forbid undue and unreasonable preferences and discriminations. The Commission originally had no power over through rates, nor had it any power to fix rates. Its powers to call witnesses and elicit testimony were not deemed sufficient for the purpose. The amendments of 1889 and 1891 remedied the latter defects, and in 1903 the "Elkins Act" was passed to perfect the Act in regard to rebates by making the carriers criminally responsible for violations of the Act.

The original Act was deemed impotent by many to cure many of the evils it was designed to remedy, and it is conceded there was no effective Federal regulation of railroads until the year 1906, when the "Hepburn Act" was passed, whose object was to perfect the original Act by an extension of its scope.

(To be continued)

¹Houston & Texas Railroad v. U. S., 234 U. S. 342, decided June 8, 1914.

²Now Sec. 5259, R. S.

³Now Secs. 4386-4390, R. S.

⁴Wabash, St. Louis & Pacific R. R. Co. v. Illinois, 118 U. S. 557.

⁵Original Interstate Commerce Act as amended to date. Amended by an Act approved March 2, 1889 (25 Stat. at L. 855); by an Act approved February 10, 1891 (26 Stat. at L. 743); by an Act approved February 8, 1895 (28 Stat. at L. 643); by an Act approved June 29, 1906 (34 Stat. at L. 584); by a Joint Resolution approved June 30, 1906 (34 Stat. at L. 838); by an Act approved April 13, 1908 (35 Stat. at L. 60); by an Act approved February 25, 1909 (35 Stat. at L. 648); by an Act approved June 18, 1910 (36 Stat. at L. 539); by an Act approved August 24, 1912 (37 Stat. at L. 566); by an Act approved March 1, 1913 (37 Stat. at L. 701).

MR. C. M. KITTLE, Assistant to the President, was, at a meeting of the Board of Directors held in New York, November 29, 1916, elected Vice-President with headquarters at Chicago.

On Dec. 1, 1916, Mr. G. E. Weaver, formerly employed by the Illinois Central Railroad Company, was appointed Engineer of Maintenance of Way, of the Central of Georgia Railway Company, with headquarters at Savannah, Ga., vice Mr. C. P. Hammond assigned to other service.

Illinois Central Band Concert

THE Illinois Central Railroad Band met at the residence of Mr. W. A. Summerhays, general storekeeper, on the evening of September 28th, for the purpose of playing a program for the band officials.

W. A. Summerhays, general storekeeper, president.

J. H. Nash, superintendent of motive power, vice-president.

H. C. Eich, master mechanic, vice-president.

W. H. Quirk, smoke inspector, manager.

J. K. Melton, photographer.

A number of the storehouse employes, including the ladies, were present and all spent a very pleasant evening, enjoying the good selections and excellent music of the band.

Program

Part I

March—Our President	Sousa
Overture—Honeymoon	Sutton
Selection—Martha	Flotow
Cavatian—Reminiscences of Ireland.....	
.....	C. Godfrey
Waltz—Superintendent Motive Power.....	Dalby
Paraphrase—Silver Threads Among the Gold—(Cornet Solo—M. Morrie).....	
.....	H. P. Danks



GOLF AND COUNTRY CLUB, FT. DODGE, IOWA.

Part II

March—Master Mechanic.....	R. F. Seitz
Overture—Impromptu	Dalby
Selection—Southern Melodies.....	M. Beyer
Melodies—From Faust.....	Gounod
Waltz—Smoke Inspector.....	W. H. Thomas
Fantasia—Mountain Echoes.....	Dalby
Star Spangled Banner.....	G. F. Fraser, Dir.

This is the first time since the organization of the storehouse that such a splendid social gathering assembled for an outing of this kind, and we are all unanimous in extending a vote of thanks to Mr. and Mrs. Summerhays for their appreciated invitation and hospitality.



THE "BIG 4" OF THE IOWA DIVISION.

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
Irvin E. Martin	Stockkeeper	McComb	25 yrs.	7/31/16
W. O. Tenny	Engineman	Freeport	26 yrs.	7/31/16
John Cosgrove	Supervisor	Cherokee	35 yrs.	7/31/16
Stewart Gilkinson	Engineman	Chicago	31 yrs.	9/30/16
Daniel S. Bailey	Supervisor, T. & T.	Rantoul	52 yrs.	11/30/16
Walter A. Mathis	Engineman		46 yrs.	11/30/16
Thomas O'Brien	Special Officer	Chicago	23 yrs.	10/31/16
Hugh Gilleas	Road Master	Fort Dodge	52 yrs.	10/31/16

ADAM R. BIGLEBEN

M R. ADAM R. BIGLEBEN was born Aug. 4, 1848, in Pittsburgh, Pa.

His first railroad experience was breaking for the Louisville & Nashville Railroad at Bowling Green, Ky., August 1, 1869. Transferred to position as fireman with same company February, 1873; remained in this position until April, 1876. Entered the service of the Southern Pacific out of Los Angeles, as a fireman. Returned to Bowling Green, August, 1876. Promoted to engineer September, 1876.

In 1881 the L. & N. R. R. purchased the Mobile & New Orleans Railroad, at which time Mr. Bigleben was transferred to the M. & N. O. as freight engineer.

In the spring of 1883 he was transferred to construction work on the L. N. O. & T. R. R., where he remained for several years.

In 1887 he commenced running regular passenger train between Memphis and Vicksburg.

In 1894 was assigned to the Greenville-Vicksburg Accommodation, which train has been known as "Bigleben" since that time. Held this position continuously until retired on pension June 30, 1916.

Before being retired on pension, Mr. Bigleben made a total of 993 continuous round trips, Greenville to Vicksburg and



ADAM R. BIGLEBEN.

return, trains 35-36, 135-136, without losing a single day.

On June 30, 1916, he suffered a severe hemorrhage of the stomach while at Valley Park, Miss., train 36, but brought his train into Greenville before being relieved. Upon advice of attending physician, he has performed no work since that date.

Meritorious Service

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

Illinois Division

During October suburban gatekeeper Eleanor Jacobs lifted two monthly commutation tickets on account of being in improper hands.

Suburban Flagman J. Daley, on Train No. 243, October 7th, lifted employe's suburban pass on account of having expired and collected cash fare.

Conductor D. S. Weigel, on Train No. 5, October 9th, No. 24, October 19th, and No. 23, October 21st, 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. Twomeny on Train No. 326, October 9th, declined to honor card ticket on account of having expired and collected cash fare.

Conductor F. A. Hitz, on Train No. 18, October 22nd, 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 T. B. Davidson, on Train No. 21, October 31st, lifted trip pass on account of being in improper hands. Passenger refused to pay fare and was required to leave the train.

St. Louis Division

Conductor C. H. Blaney, on Train No. 206, October 5th, declined to honor card ticket on account of having expired and collected cash fare.

Conductor W. C. Walkup, on Train No. 208, October 7th, 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 C. T. Harris, on Train No. 205, October 13th, lifted going portion of expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Wisconsin Division

Conductor J. P. Reece, on Train No. 124, October 5th, declined to honor card ticket on account of having expired and collected cash fare.

On Train No. 124, October 24th, he lifted two expired card tickets from passengers who admitted having previously secured transportation on same and collected cash fares.

Conductor C. A. Crowley, on Train No. 11, October 10th, lifted trip pass in accordance with bulletin instructions and collected cash fare.

Kentucky Division

Conductor F. P. Coburn, on Train No. 121, October 7th, and No. 122, October 11th, declined to honor card tickets on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Tennessee Division

Conductor F. A. Steinbeck, on Train No. 23, October 2nd, lifted employe's trip pass on account of having expired and collected cash fare.

Conductor S. E. Matthews, on Train No. 6, October 2nd, declined to honor local ticket on account of having expired and collected cash fare.

Conductor G. P. Kinkle, on Train No. 102, October 24th, declined to honor mileage book on account of having expired and collected cash fare.

Conductor R. F. Phillips, on Train No. 23, October 29th, lifted going portion of employe's trip pass on account of returning portion being missing and collected cash fare.

Conductor J. E. Nelson, on Train No. 204, October 22nd, declined to honor mileage book on account of having expired and collected cash fare.

Louisiana Division

Conductor L. E. Barnes, on Train No. 1, October 1st, and No. 34, October 2nd, lifted mileage books on account of being in improper hands and collected cash fares.

On Train No. 34, October 20th, he lifted employe's term pass on account of being in improper hands. Passenger refused to pay fare and was required to leave the train.

On Train No. 34, October 22nd, he lifted trip pass restricted to intrastate travel on account of being presented in connection with an interstate trip and collected cash fares.

Free to Our Readers

Write Murline 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 Murline Eye Remedies in Your Special Case. Your Druggist will tell you that Murline 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.

Conductor E. S. Sharp, on Train No. 6, October 1st, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

On Train No. 6, October 3rd, and No. 32, October 12th, he lifted 54-ride individual tickets on account of having expired and collected cash fares.

On Train No. 6, October 15th, he lifted identification slip on account of passenger not being provided with pass and collected cash fare.

On Train No. 3, October 16th, he declined to honor mileage book on account of having expired and collected cash fare.

Conductor R. E. McInturff, on Train No. 24, October 2nd, Train No. 35, October 5th, 22nd and 23rd, declined to honor card tickets on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On Train No. 23, October 12th, he declined to honor mileage book on account of having expired and collected cash fare.

On Train No. 24, October 30th, he declined to honor returning portion of Sunday excursion ticket on account of having expired and collected cash fare.

Conductor G. O. Lord, on Train No. 6, October 21st, lifted employe's term pass on account of identification slip having been altered and collected cash fare.

Conductor W. E. McMaster, on Train No. 4, October 30th, lifted annual pass on account of being in improper hands and collected cash fare.

Memphis Division

Conductor J. S. Lee, on Train No. 401, October 1st, lifted identification slip (Form 1572) on account of having expired and collected cash fare.

On Train No. 404, October 6th, he lifted identification slip (Form 1572) on account of not being signed personally by party authorized to issue same and collected cash fare.

On Train No. 401, October 13th, he lifted identification slip (Form 1572) on account of having expired. Passenger refused to pay fare and was required to leave the train.

On Train No. 404, October 23rd, he lifted mileage book on account of being in improper hands and collected cash fare.

Conductor B. Smith, on Train No. 41, October 9th, declined to honor returning portion of Sunday excursion ticket on account of having expired and collected cash fare.

Conductor C. H. Ferguson, on Train No. 222, October 16th, and No. 214, October 23rd, declined to honor returning portion of Sunday excursion tickets on account of having expired and collected cash fares.

Conductor A. A. Everenden, on Train No. 8, October 25th, declined to honor



**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 50c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



mileage book on account of having expired and collected cash fare.

Vicksburg Division

Conductor H. J. Lawrence, on Train No. 13, October 15th, lifted mileage book on account of being in improper hands and collected cash fare.

Conductor E. C. Clay, on Train No. 30, October 16th, declined to honor returning portion of Sunday excursion ticket on account of having expired and collected cash fare.

New Orleans Division

Conductor R. E. Cook, on Train No. 12, October 10th, lifted trip pass on account of having expired and collected cash fare.

Conductor C. E. Gore, on Train No. 733-33, October 22nd, lifted trip pass on account of being in improper hands and collected cash fare.

Illinois Division

Brakeman F. L. Jones, Extra 1597, Nov. 7, has been commended for discovering and reporting G. T. P. 303507 with broken arch bar while inspecting train at Hospital. This action undoubtedly prevented possible accident.

Section Foreman Charles Curtis, of Manteno, has been commended for discovering and reporting brake beam down in car in Extra 1576 south while train was heading in siding



Apply "Safety First" Principles to your Jewelry Buying

Can you by looking at a watch or piece of jewelry, tell how it will look ten, twenty or forty years from now?

If not, it means a good deal to you to know your jeweler, and therefore you should make the acquaintance of **Milton Pence**, who for two decades has been supplying dependable jewelry to "the boys" of the I. C. Among those you rub elbows with at the shops are many proud possessors of watches and other articles bought from me as long as twenty years ago—things that are as good today as the day they were made, and will be the same twenty years hence.

From coast to coast I have earned the title of "the railroad man's jeweler." Among railroad men in general—and I. C. men in particular—I enjoy a larger patronage than any jeweler in the United States. My business has been built up through the "boosting" of appreciative customers.

There isn't a finer selection of railroad watches anywhere than you'll find in my stock. Howard, Elgin, Illinois, Waltham and Hamilton movements—cases for every taste and requirement at a considerable saving from what the same thing would cost you elsewhere.

You can't buy a diamond from me that isn't absolutely flawless—but you can buy a stone that's above criticism at a price below par. Furthermore, should you at any time wish to turn a Pence diamond into money, I will take it off your hands at the price you paid me, less a small stipulated discount. I will issue to you a Pence diamond bond—a legally binding agreement to do this.

I put on no "front," but I'm a stickler for thorough-and-through quality. No matter what you may want in the line of good jewelry for any member of the family, you can make a safe and pleasing selection here. And by riding up 4 floors in the elevator you bring the price down to bed rock. I have no excessive rents or uniformed attendants to charge you for.

If you can't come to my store, I will send goods to you for inspection.

First class watch and jewelry repairing.

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Headquarters for I. C. Buttons and "Safety First"
Buttons. Gold, Only \$1.00 Each.

at Peotone, Nov. 9. This action undoubtedly prevented possible accident.

Brakemen F. W. Allain and C. W. Carrington have been commended for discovering and reporting bent axle on C. G. W. 50660 out of Champaign on Extra 1577, Nov. 22. This action undoubtedly prevented possible accident.

C. E. Maxfield, Extra north, which passed Savey, Nov. 4, has been commended for discovering I. C. 33757, cotton on Wye at Tolono with door open. He reported same to the dispatcher and matter was corrected.

Brakeman J. J. McCoy has been commended for discovering and reporting broken arch bar on I. C. 93195 while inspecting train at Kinmundy. This action undoubtedly prevented possible accident.

Brakeman C. O. Crow, Extra 1690 north, Nov. 25, has been commended for discovering and reporting broken rail in siding at Neoga.

Division News

General Office

Bowling match held by clerks of the Auditor of Passenger Receipts at the Jefferson Alleys, Nov. 6, 1916, in which the Stars were the winners of two out of three games. Capt. Brown of the Stars was presented with bouquet of American Beauties in the second game by Wm. Esschen, which caused him to fall down in the third game.

Some Stars

	1	2	3
E. J. Simon.....	170	196	140
I. L. Folz.....	132	130	125
J. Brown.....	155	144	116
A. Fraser.....	65	63	58
J. Klein.....	140	89	104
	662	622	543

Wonder Wonders

	1	2	3
F. Steuber.....	134	106	149
W. H. Schneider.....	103	107	162
A. B. Heinz.....	128	115	170
C. S. Edelman.....	81	90	93
J. M. Hazelton.....	106	134	134
	552	552	708

St. Louis Division

Dan Cupid has claimed two more employees in Agent Rhedemeyer's office. Miss Mildred O'Brien, telephone operator and talented vocalist, has formally announced her engagement to Mr. Grover Wagoner, car repairer. The wedding will be solemnized early in December. The young couple will make their home in East St. Louis after a brief honeymoon.

N. R. Wilson, reconsigning clerk, was married on Thanksgiving Day to Miss Ethel Sapp of Columbia, Mo. The newlyweds will reside in East St. Louis after a bridal tour in the South.

Station Accountant T. J. Bryan has departed for a visit with relatives and friends at Pittsburgh and other Pennsylvania points.

Assistant Cashier A. P. Hennig and family ate their Thanksgiving turkey at the home of relatives in Campbell Hill, Ill.

R. B. Goe, Inspector of Freight of Chicago was in Carbondale looking into matters connected with his office.

Success doesn't always mean making a fortune. A man who always avoids being a fool is a great success.

Best reasons we have heard yet why boys leave the farm is because Willie's calf grows to be Pa's cow.

A lame duck that makes up his mind not to follow politics hereafter as a profession is no goose.

The north end of Indian summer coming back from the South had icicles on it.

No little excitement prevailed on the 15th when the Panama Limited made its maiden

trip through Carbondale. It surely is a beautiful train and should attract attention to those traveling southward.

J. G. Warneke was in Carbondale looking after matters with the local Store House office.

E. M. Holeman, stenographer in the local freight office, has been transferred to the Chief Dispatcher's office as percentage clerk. Mr. Holeman's place at the freight office has been filled by Harold Drenckpohl of Centralia, Ill.

B. F. Williams and family visited in Jonesboro, Ark., and spent Thanksgiving there with relatives and friends.

Some railroads have to be auctioned sometimes owing to "stocks slightly damaged by water."

C. R. Richmond, assistant agent, Loss and Damaged Bureau, Chicago, was in Carbondale last week.

Work has been started on the electric line between Murphysboro and Carbondale; looks like it's really going to happen now.

Asst. Agent L. Hodge and Claim Clerk L. B. Armstrong, accompanied by their families, motored to Metropolis, Ill., Sunday, Nov. 12th, to visit the former's parents.

A. C. McClelland, agent at Christopher, Ill., who was formerly ticket agent here, spent Sunday, Nov. 19th, with friends. He was accompanied by his family.

Fred and Chas. Raub and Frank Loneragan left Tuesday, Nov. 22nd, for Hazle-

hurst, Miss., where they will represent this company in a live stock lawsuit.

After having evaded the dreaded matrimonial disease for several leap years, R. D. Hatfield, assistant transfer foreman, was finally stricken, and with his bride, who was Miss Bertha Doerr, of Pinckneyville, Ill., will be at home to their friends on South Blanch Ave.

Chief Operator G. E. Chance is making extensive improvements on his home on North Blanche Ave.

C. A. Compton, ice accountant, spent a few days with friends and relatives in Vienna and Marion, Ill.

The high cost of living in Mounds, especially in the way of meats, was to have been given a severe jolt when our renowned rabbit and quail hunters, L. B. Armstrong, W. E. McElroy and Lolo Hepp, returned from their big hunt, but for some unaccountable reason, they came home nearly empty handed and we are all hungry again.

J. S. Westerman, rate clerk, who has been on the sick list, is now able to resume his duties.

J. L. Marley and family spent Thursday, Nov. 23rd, in St. Louis, doing some shopping.

Indiana Division

Just a month until Xmas! All ready?

We know positively the hunting season is at its best! Yardmaster O. E. Haettinger chose this time for his vacation.

Passes Every Time-Point on the Dot!

South Bend Watches pass every 'time-point' and all official inspections with an O. K. However close the time limits set by your road, we guarantee the South Bend Railroad Watch to meet them. Further than this we guarantee the South Bend Railroad Watch to meet any changes in time requirements either on your present road or any road you may transfer to within five years. No other watch gives you this protection.

You can readily distinguish South Bend Watches at jewelers' and inspectors by the identifying bands of Purple Ribbon. Interesting book gladly mailed on request.

South Bend Watches

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2012 Studebaker Street, South Bend, Ind.

The South Bend
STUDEBAKER
Railroad Watch

MOVEMENTS ONLY			
16 Size—17 J.—5 pos.	\$28.00		
" 21 "	30.00		
" 21 "	40.00		
18 Size—17 "	24.00		
" 21 "	28.00		
Fitted to your own case if desired			



Increase the Value of Your Christmas Dollars

Buy at Brandt's where out-of-the-Loop rent and our own workshop make possible great savings.

ARTICLES SELECTED NOW WILL BE HELD UNTIL CHRISTMAS, IF DESIRED.

Men's Belt Buckles
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at prices to suit any purse.

Diamond Rings
Solitaire and
Dinner Rings



**\$35 to
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—in many Brandt-made, exclusive designs.

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**\$7.50,
\$12, \$16
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movement
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filled cases,
20 different
designs.



**Solid Gold
Brooches \$3 and up**



ARTICLES ENGRAVED FREE

BRANDT JEWELRY CO.

1225 East 63rd Street — Near Kimbark Avenue

Open Evenings Until Christmas

Dispatcher P. G. Evans is hunting, too, but for some "less expensive" quail.

File Clerk Harry Sumner, who was quarantined account of scarlet fever, has returned to work; he is now relieving Earl McFadden, comptometer clerk, who is having a vacation.

Mr. A. C. Wilcox, chief accountant, is back at his desk after an absence of several weeks spent in Florida.

Assistant Engineer R. W. Cowgill of the Road Department, who, with his family, was visiting in the South, has returned.

H. W. Charles, chainman, has resigned; he is succeeded by N. Huckleberry.

T. J. Flynn, supervisor on the Indianapolis district, has resigned; G. A. King has been appointed acting supervisor on this district.

The work of reducing grade and eliminating sharp curves on piece of track, Effingham to a point one mile north of Evers, is progressing nicely.

General Superintendent A. E. Clift was on our division on November 15th.

The agents at Morgantown and Bargsville claim to be "some" car savers; agent Bargsville loaded a car with pumpkins and forwarded to Morgantown; agent Morgantown had car unloaded and re-loaded with crates and moved back to Bargsville; car arrived Bargsville, unloaded immediately and re-loaded with pumpkins to Morgantown same night, thereby giving one car three revenue loads of twelve miles each, within fifteen hours' time.

Our sympathy is extended to A. H. Turner, in the loss of his wife. Mr. Turner was formerly agent at Hartsburg, Ill., leaving there for Texas for the benefit of his wife's health. He has returned to Indiana division.

Miss Helen Lee Brooks of the superintendent's office, has returned from a several days' vacation.

A. Harris, wrecking car foreman, Mattoon, has returned from his vacation spent in the northern part of Illinois.

We have some true "fresh air fiends" in our midst—the chief dispatcher's force even tried breaking a window pane on a day when the thermometer registered 14 above to let the delightful zephyrs penetrate the atmosphere.

Traveling Auditors C. F. Dartt and J. W. Cofer have completed their check of accounts and departed from Indiana division.

On account of L. N. Searcy, shop accountant, Mattoon, being transferred to E. St. Louis, in same capacity, the following changes were made: C. R. Plummer, from assistant accountant to shop accountant; C. R. Wood, from MCB clerk to assistant accountant; W. L. Stephenson, from timekeeper to MCB clerk; R. M. Mading, employed as timekeeper.

Especially during this wintry weather, when the winds sweep round and round our ancient frame structure, oftentimes

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THE "LIMITED" ONLY 50¢ POSTPAID

Truly a remarkable BARGAIN in a 3-fold combination BILL-FOLD, COIN PURSE, CARD AND PASS CASE. Made of genuine black leather, with secret bill-fold at back, and in all SEVEN different useful compartments and pockets. Size folded, 3x4 $\frac{3}{4}$ -inch. Will last a lifetime.

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DEPT. 4-M 5034 W. Huron St., CHICAGO

creeping in unawares, and the crisp, cool air comes steadily up through the cracks, are we inclined to dream of how comfortable offices would be in the new passenger station.

Mr. Callahan of the Loss & Damage Bureau has been visiting the various stations on Indiana division, finding everything O. K.

We assume all election bets have been amicably settled.

Springfield Division

Mr. D. Tobin has accepted second trick East Grand Avenue office, vice J. C. Brown, resigned.

New position of first tick operator has been placed at Maroa, Ill., which makes it a three-man job. This looks good to the boys.

Owing to heavy business in our interchange with the C. I. & M., at Pawnee Junction, a night operator and leverman has been put on; effective October 1st.

Dispatcher O. C. Harwood took his annual vacation November 6th.

Mr. C. A. Pennington, car inspector, and wife have returned after visiting in Omaha, Neb.

Mr. Thornton Howard, machinist, is planning on a trip to Nashville, Tenn., which will be taken in the near future.

Mr. Thomas Hamilton, machinist helper,

has been transferred to clerk, at Clinton freight house.

Engineer F. E. Miller has returned to work after a brief visit in South Bend, Ind. While there he attended the Notre Dame-Wabash football game, in which his son Milton participated.

Mr. John Cornelius, machinist helper, will visit in Evansville, Ind.

Mr. A. W. Delbridge, fireman, has returned to work after visiting in Omaha, Neb.

Mr. Robert Knight, Jr., machinist helper, will leave soon for Scranton, Pa., where he will spend his vacation visiting friends. This was Mr. Knight's former home.

Mr. J. H. Bryte, engineer, will visit friends in Wenona, Ill.

Mr. Milton Garwood, machinist, has returned to work after an extended confinement in the Illinois Central Hospital, at Chicago.

Mr. John E. Zook, foreman, at Rantoul, and family will leave soon for New Orleans for a short visit.

Mr. D. C. Potter, engineer, and family will visit in La Fayette, Ind.

Mr. Everett Huffman, handyman, and wife have returned after a brief visit in Louisville, Ky., Mr. Huffman's former home.

Mr. George Crang, engine cleaner foreman, has been transferred to Amboy as foreman at that point.

Mr. George Sheehan, fireman at Pana, will visit in Detroit, Mich., during the present month.

Mr. Wm. F. Stern, clerk in master mechanic's office, has resigned and accepted a position as stenographer in the Navy Department, at Washington, D. C.

Mr. Clarence May, roundhouse clerk, has been transferred to position of assistant accountant in the master mechanic's office.

Vicksburg Division.

Mr. T. L. Dubbs, Superintendent, Mr. S. Simmons, Chief Clerk to Superintendent, L. H. Michaux, Division Claim Clerk, and Agents E. C. Davis, G. B. McCaul, L. M. Elliott and R. P. Walt attended Loss & Damage Meeting at Memphis, November 22nd, and report a very instructive as well as an interesting meeting.

A great surprise was brought about to the many friends of Bridge Foreman Mr. Tom Dalehite, when it was learned that he had taken unto himself a wife, Mrs. Emma W. Compton, who has also been in the employ of this Company as Agent at

Dickerson. May their future be nothing but happiness.



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For more than half a century
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Oldest Bank in Chicago



Interest	High
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I offer a genuine, guaranteed remedy for tobacco or snuff habit, in 72 hours. It is mild, pleasant, strengthening. Overcomes that peculiar nervousness and craving for cigarettes, cigars, pipe, chewing tobacco or snuff. One man in 10 can use tobacco without apparent injury; to the other 9 it is **poisonous** and seriously **injurious** to health in several ways, causing such disorders as nervous dyspepsia, sleeplessness, gas, belching, gnawing, or other uncomfortable sensation in stomach; constipation, headache, weak eyes, loss of vigor, red spots on skin, throat irritation, asthma, bronchitis, heart failure, lung trouble, catarrh, melancholy, neurasthenia. Impotency, loss of memory and will power, impure (poisoned) blood, rheumatism, lumbago, sciatica, neuritis, heartburn, torpid liver, loss of appetite, bad teeth, foul breath, enervation, lassitude, lack of ambition, falling out of hair, baldness, and many other disorders. **It is unsafe and torturing** to attempt to enure yourself of tobacco or snuff habit by sudden stopping—don't do it. The correct method is to **eliminate the nicotine poison** from the system, strengthen the weakened, irritated membranes and nerves and genuinely overcome the craving. You can quit tobacco and enjoy yourself a thousand times better while feeling always in robust health. My **FREE** book tells all about the **wonderful 3 days Method**. Inexpensive, reliable. Also **Secret Method** for conquering habit in another without his knowledge. Full particulars including my book on **Tobacco and Snuff Habit** mailed in plain wrapper, **free**. Don't delay. Keep this; show to others. This advt. may not appear again. Mention if you smoke or chew. Address: **EDW. J. WOODS, 189 W. Station E, New York, N. Y.**

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C. M. Kittle

C. M. Kittle, whose election as vice-president of the Illinois Central and The Yazoo & Mississippi Valley has already been announced in our columns, was born at Elkins, W. Va., on October 9, 1878. He began railway work in April, 1895, as a station clerk on the West Virginia Central & Pittsburgh, now a part of the Western Maryland. He was later employed in station and yard service on the Atlantic Coast Line, the Queen & Crescent and the Baltimore & Ohio. He entered the station service of the Illinois Central on October 21, 1900. In the spring of 1901, he was assigned to work under the roadmaster on the Illinois division, and since that time has held various positions in the maintenance of way, mechanical, transportation and accounting departments. On October 1, 1910, he was appointed freight claim agent, in charge of loss, damage and overcharge claims for both the Illinois Central and The Yazoo & Mississippi Valley. He was appointed assistant to the president of the same companies on July 1, 1912, and continued in that position until November 29, 1916, when he was elected vice-president.

ILLINOIS CENTRAL Magazine

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No. 7

Diary of Lieut. Anthony B. Burton, Commanding 5th Ohio Independent Battery, from May 18 to July 4, 1863, Inclusive

Monday, May 18, 1863.

Left Helena at 3 a. m. A gunboat is with us. The Crescent City with the 3d Iowa and Gumbart's battery on board took the lead, then the Ohio Belle with the 33d Wisconsin, then the gunboat, then the Sultana with the 41st Illinois, then the Luminary with the General on board, and then the Gladiator with the 53d Illinois and us on board. We had four of our guns on the forecastle kept ready to fire at a short notice with the chests near at land. The boats kept pretty close together and all went quietly until about 1 p. m. in Choctaw Bend, when the Crescent City was suddenly fired into with canister at short range from a battery of four pieces on the Mississippi side. She did not immediately reply but the gunboat soon got to work and fired briskly for about ten minutes. The battery did not reply after the gunboat opened. In the meantime the other boats were landed above and the 41st and 53rd Illinois ordered out at double quick to go in pursuit. They started off keen for a fight, but the Confederates were all mounted and had 10 or 15 minutes the start and could not be overtaken. The Crescent City returned and landed just above us and I ascertained she had 13 men wounded—three of them mortally. Two horses were

killed. All accounts agree in saying that Gumbart's men did not behave well under fire. It was impossible to get them out to man the guns on the forecastle of their boat properly, at first. We got a howitzer out on the bank to protect the boat if necessary and waited for further orders. The infantry had been gone about two hours when an orderly came to say that the boats were to go on around the bend and take on the troops again at Greenville. We got there about dusk and the troops were already waiting for us; they had marched some nine miles across the country, burning a number of houses on the road. The troops sent out had not succeeded in catching the Confederates, but it was ascertained that there was a camp about seven miles back from the river, in which were about 300 of them all mounted and having four pieces of artillery.

Tuesday, May 19.

We reached Young's point about 10 o'clock this morning. Orders were soon received to go down to Sherman's Landing, one and one-half miles below, and debark. The order said to take no transportation and to have three days' rations in haversacks. When we reached the landing indicated, we were in plain sight of Vicksburg, about three miles distant. It stands out upon the bluff and is

splendidly situated for a city or for defense. Heavy cannonading was heard all day and we could see the puff of many of the guns. A gunboat or two went down from our landing and drew their fire and then returned. We began unloading as soon as our boat got into the landing and worked hard till sundown; the labor is immense of debarking a battery when it has all been taken apart. Our order had been to send all our baggage to a camp one and one-half miles distant, and it was understood that we were to march to a point below the batteries and then re-embark to cross the river, but soon we were disembarked, I was told by Col. Pugh that it was likely our destination would be changed and we would be sent up the Yazoo to Sherman; still in either case our baggage was to be left. About 10 p. m. the Major of the 53d Ill. told me that the infantry had orders to re-embark at once and that he had heard that no artillery was to go. I went down immediately to see Col. Pugh on the *Sultana* and was again told by an Aide that the artillery was to be left. Col. Pugh was not there and I went down on to the *Grossbeck* to see Gen. Lauman. Told him I had no orders and he asked Gen. Sullivan how it would be about taking the artillery, at the same time remarking that he couldn't move without the 5th Ohio battery. Gen. S. said we could go. I then asked if we could take a wagon to carry forage, but Bowers, an Aide of Gen. Grant's, who was present, said we had better not be encumbered with it, and that we could get forage where we were going. I returned to the battery with a light heart, for the idea of being left had made me feel badly, and we began to embark at once and were all aboard by midnight, the boys working with a will. We did not have to take the carriages to pieces this time, as the baggage left behind made more room on the boat. We went to sleep completely exhausted after one of the hardest day's work I ever went through. We left Stegemen with about 10 men, including the sick, in charge of the baggage.

Wednesday, May 20.

Soon after 8 o'clock this morning our fleet left the landing for Yazoo River and we went at once to Haynes' Bluff. Here some delay occurred and it was not till afternoon that we began to disembark. We were on the march towards Vicksburg by 4 p. m., the cannons roaring in our ears all the while. Our road took us over the bluffs and a more hilly, steep and broken country I never saw. We had gone within five miles of the fighting and one mile of Grant's headquarters when we were ordered to reverse and go back to Haynes' Bluff. It is said that reinforcements for the Confederates are expected from Joe Johnston's army and we are sent here to hold these heights and watch him. About dark our battery was placed on the summit of one of the highest hills, the pieces on the edge of the road and the caissons, etc., on the side hill towards the river. The folly of not permitting us to bring a wagon is becoming evident now. By strapping a bag of grain on each piece and caisson before we started, we have enough to feed tonight and in the morning, but after that we will have no feed or any wagon to get any in. These bluffs, fortified as they are, make an almost impregnable position to any attack in front. It is not to be wondered at that Sherman met a bitter repulse here last winter. Line above line of rifle pits and batteries of the heaviest guns abounded everywhere. If all had been fully manned, 100,000 men might have defended the place at one time. The Confederates, I am told, evacuated here last Sunday night, fearing they would be cut off from Vicksburg by Grant's approach from below. Most of their large guns were burst, but the ammunition was most of it left in good condition. Immense quantities of shell, grape, canister and cartridges for the largest description of guns, are lying around all the batteries. The sailors from the gunboats have carried a great deal aboard and are blowing up the magazines, etc., by order. Two or three of the most tremendous explosions took place this afternoon.

Thursday, May 21.

The big guns and mortars were roaring continually all night with a noise almost exactly like the roll of thunder. We are hearing all sorts of reports from the field, all favorable to our side; but not knowing how reliable they are, I will not put them down here. Had a team furnished me temporarily by order of Cap. Burr from the 53d Illinois, and sent to headquarters and got some oats.

Friday, May 22.

The firing was incessant and very heavy this morning up to about 10 o'clock, when there was a lull and there has been no very quick firing since that. Sent team down to lower landing, five miles below here, and drew three days' rations which was distributed at once and put in haversacks. Gen. McArthur came past here this morning. He had just landed, where we did, with his 3d Brigade, and when he returned to the landing they re-embarked at once, to go to Warrenton, it was understood.

Saturday, May 23.

A very good view can be had from these heights of the bluffs on which Vicksburg is built, and we watch the Confederate guns firing, and shells from our guns and mortars bursting over them. Col. Pugh rode with me to a position about three-fourths of a mile farther up the bluffs this morning, where our battery was to be placed, and after dinner we moved there. It is on one of the highest hills around here and the view of the river, forest beyond and of the surrounding bluffs, is superb. These bluffs have all the characteristics of mountains on a small scale, except that there is no rock. The view across the river, north, extends certainly not less than 25 miles of one unbroken forest. This afternoon one ironclad, one turtle and three of the mosquito fleet, came down from Yazoo City where they went three days ago. We could see the smoke from their chimneys for hours before they came in sight. Got 25 sacks of oats today from Burr, and was promised some corn, foraged from the country, which, however, did not come.

Sunday, May 24.

Orders came about midnight last night to move at 8 o'clock this morning. We were ready at the appointed time but did not get off till nearly ten, having to wait on the infantry. Before we started, a section of Rodger's battery came past, with teams of 8 horses, and joined an expedition of cavalry, taking the road up Yazoo River. This expedition was organized by Gen. Grant himself, and consists of 1,100 cavalry and the two pieces of artillery, under the command of Col. Johnston, and is intended to operate in the direction of —. We took the road down the bluff and then turned to the left up a ravine to get onto what is called the Benton road. The day was exceedingly hot and the dust very annoying. We were much delayed and passed Gen. McPherson's headquarters about 5 p. m. Charlie and I stopped there by invitation of Andy, whom we met in the road, and took supper. We saw and had a talk with Clark, Willard, Giles, Strong, etc. The Confederate fortifications were but a short distance off and firing, principally from our artillery, was constantly going on. Our sharpshooters lie close up to the enemy forts and prevent them from using many of their guns by picking off the cannoneers whenever they show themselves. A battery of one 10, one 20, and one 30-pounder Parrott gun, with a slight work in front, is in position a short distance from Gen. McP.'s headquarters. The ammunition of these guns is deficient and falls far short and bursts, so that their fire has been more destructive to our men than to the enemy; in consequence of this the battery is at present silent. Beyond the Parrott battery about 75 yards, and on the other side of the road, is a portion of DeGolyer's field battery in position. One of the largest of the enemy's forts is directly in front of it and but a very short distance off, and frowns down upon it, but dare not fire on account of our sharpshooters. The Confederate sharpshooters are equally attentive as our own to any head or body incautiously exposed to their view, and the crack, crack, of rifles on

both sides at very short range is incessant. Yesterday a general assault on the enemy works was made all along our lines, but they were too strong and our men were repulsed with very heavy loss. An attempt has been made to sap into the big fort above mentioned and blow it up, which was considered the more feasible from its being built on a very high, steep hill; but today the Confederates discovered what was going on and took shells in their hands, lighted the fuses and threw them down on our men like hand-grenades. We left headquarters and reached our camp, one and one-half miles beyond, just before dusk. We lie right under the Confederate guns, but their batteries are not firing. After what I have seen of their works I am inclined to think that their reduction will be a

matter of time, but I think we shall be successful at last.

Monday, May 25.

Got orders in the night to march at 6:30 o'clock this morning. Kates was taken very badly during the night with cramps and suffered terribly. I was up all the latter part of the night with him. Got started about 9 a. m. Another, hot dusty, hilly, crooked and exhausting march brought us to a stopping place near the left of the lines about 1 p. m. We are to take the position in the line now occupied by the 3d brigade of the 6th division, in the morning, the latter going up to join the rest of its division near the center. Our wagons, which I sent for by Havlin two days ago, joined us today. Our baggage is still at Young's Point.

(To be Continued)



ILLINOIS CENTRAL PASSENGER STATION, DUBUQUE, IOWA.

PUBLIC OPINION



What the

World thinks

FIVE ORDINANCES PASSED

Up to date, five important cities in the state of Mississippi have passed ordinances requiring automobilists to STOP, LOOK and LISTEN before passing over railway grade crossings at grade, as follows: Jackson, Vicksburg, Brookhaven, McComb and Vaiden. Other cities are considering the advisability of passing similar ordinances. It is gratifying to be able to state that in cities where the ordinances have been passed, they have been much discussed by automobilists, and the ordinances are being complied with. Here is a valuable lesson which all humanitarians should quickly learn. If STOP, LOOK and LISTEN ordinances prevent accidents, all good citizens should certainly favor their enactment.

TO PREVENT ACCIDENTS.

The Illinois Central Railroad is making a vigorous campaign for the prevention of automobile accidents at railroad crossings. It is a most commendable movement and should have the hearty co-operation of everyone and especially of every owner, driver or passenger of an automobile. In this campaign for humanity and safety *The Mirror* wishes to participate in a few words of caution. In this good work we hope to have the hearty co-operation of our readers, as we have always had in the past.

This question is of special importance in this state from the fact that Iowa stands at the head of the list of all the states in the number of automobiles in

proportion to the population. Iowa stands at the head in the United States with sixty-two automobiles per thousand. California comes next with fifty-five per thousand and Arkansas is at the bottom of the list with only four per thousand population. We glean these interesting facts from the Illinois Central magazine for November which is devoted especially to the automobile peril.

The automobile danger is greater in Iowa than in other states because there are many more automobiles and because drivers became more and more familiar with their cars and are contemptuous of danger. These accidents are invariably caused by carelessness, pure and simple. The twenty-two lives lost in four months according to the Illinois Central statistics could all have been saved if the automobile drivers had only used a reasonable amount of caution and common sense.

It is not on the dangerous crossings that the accidents occur. Where the track is hidden by the contour of the road, trees, or other obstructions, automobile drivers are usually careful. But it is on the open, straight away crossings, where the track can be seen for a considerable distance that the fatalities occur. It is on these crossings, where the reckless driver is trying to beat the train, that so many innocent lives are lost. Why does the driver not realize that a minute or two more or less does not make any difference in the time in which he reaches his destination? Why does he not realize that he can stop his

car much quicker and easier than the engineer can stop his train? The automobile ought to be under such perfect control that it can be quickly stopped. It is obviously impossible to stop a heavy train with its thousands of tons of steel and iron very quickly. The only reasonable and sensible thing for the automobile driver to do if he cares anything at all for the lives of his passengers is to stop and let the train go by.

"Stop! Look! Listen!" This is the sensible warning of the Illinois Central officers. We want to emphasize this warning and to enlist the hearty cooperation of every automobile driver in the effort to eliminate all accidents caused by reckless driving. Let all who have the speed mania think for a moment of the value of human life and make every possible effort to drive their cars with safety to their passengers.—*De Newell (Iowa) Mirror.*

A RAILROAD MAN WITH A VISION

The *Chronicle* has been insistent that the railroads of Texas should enter upon a systematic and comprehensive campaign to develop and subject to purposes of agriculture the vast areas of vacant lands contiguous to their lines.

Whatever it has said has not been meant to be critical, but suggestive.

It is, of course, a matter of general knowledge that nearly, if not quite all, the roads maintain land departments and immigration bureaus and do much good work, but they have succeeded in getting distressingly few acres cleared of timber and homes put on them.

There is a railroad man known to all Houstonians who believes in the policy of helping the people along the lines of his railway, who are trying to help themselves.

That man is C. H. Markham, president of the Illinois Central Railroad. He does not pretend that what he does is in any sense philanthropic. He is not dispensing with charity. He has extended help as a matter of business and expects both the people and the roads to reap large profits.

In the month of October, at Jackson, Miss., the Illinois Central distributed to the prize winners in the Baby Beef Club contest, 47 pure-bred bulls of the pure-bred short horn Polled Angus, Hereford and Holstein, and the aggregate cost was \$20,000. There were certain practical and sensible conditions which had to be complied with:

1. The county where the bulls went had to be tick free.

2. The county must have a demonstration agent.

3. Only members of baby beef and boys' and girls' dairy clubs could compete.

Bulls were distributed in 11 counties. The value of such work extends beyond the mere lending of bulls—it will stimulate the work of eradicating ticks; it will cause counties to employ demonstration agents, and will encourage the organization of beef and dairy clubs by the boys and girls.

The effect is bound to be far-reaching, and the results will expand and such expansion will encourage others.

No stockholder or bondholder of any railroad could reasonably object to such expenditure of money. If the roads can employ high-salaried men and spend thousands of dollars in advertising lands, they certainly have the right to expend money to stimulate raising of pure stock and supplant scrubs, which get their chief value from being crossed by a railroad train.

The bankers of Houston have wisely provided a fund to promote dairying, and if the railroads will follow the example of Mr. Markham the increase of fine cattle will be rapid and men will quit feeding four cows to get four gallons of milk a day when one cow will give the same quantity.

The roads will help their business, develop the country, help their patrons, and, most important of all, make friends that they need.—*Houston Chronicle.*

WOMEN MOST CAREFUL

In the Illinois Central Magazine for November, 1916, appears an article telling of a record that was kept at one

grade crossing in the city of Decatur, and what happened there.

From this report it is very evident that humanity is prone to carelessness, and that men are especially so.

In pushing its campaign of educating the people up to the point where they will "Stop, Look and Listen," the Illinois Central placed a man at this crossing, with instructions to keep a record of the actions of the driver of every vehicle which crossed the railroad at that point, and in making his report the gentleman who did the watching says, "I have almost come to the conclusion that railroads ought to let their crossings get bumpy, so that drivers will have reason to look at the railroads. It seems that the smoother and better the crossings are made, the more the drivers neglect to look."

The Illinois Central is having reports from crossings in every city and village on its line compiled, and the November magazine says, "All the reports so far show that women are more careful drivers than men."

Observations were taken in Decatur on September 29, to ascertain what precautions are taken by drivers of automobiles and horse-drawn vehicles in the way of stopping, looking and listening for trains at grade crossings, and the report showed that 144 autos, 74 wagons, 90 bicycles and 20 motorcycles passed over the crossing that day.

The record shows that 52 wagon drivers, 54 automobile drivers, 40 bicycle riders and two motorcycle riders, looked before crossing; 22 wagon drivers, 90 automobile drivers, 50 bicycle riders and 18 motorcycle riders neither stopped looked nor listened, but plunged right over as if there was not the slightest danger.

It is interesting to note that the slow moving vehicles used the necessary precautions, while the noisy motorcycle thundering along at terrific speed, absolutely ignored the existence of a crossing.

Out of 144 autos only 54 looked in both directions, and of the 54 who did so 11 were compelled to stop by reason

of trains on or near the crossing; the remaining 43 out of the entire number of 144 autos were apparently unconcerned and drove their cars at high rate of speed, utterly indifferent as to their own safety as well as that of the other occupants of the cars they were driving.

Probably the most interesting thing concerning the day's inspection covering the movements of all drivers, is the fact that, with one exception, every car driven by a lady actually reduced speed very materially and to a safety rate, looked north and south never less than twice, and sometimes oftener, and were absolutely on the safe side.—*Jackson (Miss.) Clarion-Ledger.*

ON THE CROSSINGS

Nearly all of the railroads of the United States now have established a clean record for the safety of passengers on moving trains. In fact, two of the greatest railroad systems—the New York Central and the Pennsylvania—have run all their trains for several years without a single accident.

This clean record does not extend to accidents resulting from carelessness at grade crossings or among trespassers on the tracks. To prevent this kind of accidents practically every railroad in the United States has joined in a movement to put a stop to trespassing and careless grade crossing. It is a movement which should get results.

The need of caution at crossings of railways and highways has been shown recently in emphatic manner. The Iowa highway commission, for instance, reports that in July out of a total of 36 fatalities on the roads of the state 15 were due to trains striking vehicles and in addition 17 persons were injured.

From the Southern Pacific Company comes the statement that out of 33,500 automobile drivers observed at grade crossings, 53 per cent did not look either way before crossing the tracks and 8 per cent looked only one way. Only a fraction of 1 per cent stopped their machines before crossings.

The Northern Pacific Railway has started a campaign in states through

which it operates. Under the caption "A word of caution to motorists," printed circulars embodying ways and means for the avoidance of such collisions have been sent to all secretaries of state in the northwest with request that these be distributed when new license plates are sent out.

The Illinois Central has recently gathered some crossing statistics showing that 72 per cent of the auto drivers observed did not look in either direction but ran over the crossings at a **reckless** rate of speed and in total disregard of the danger.

A writer in the current issue of the magazine published for the employes of the Illinois Central in discussing the crossing accidents says an educational campaign must be conducted to get motorists to come to a full stop at railway grade crossings. This writer says that the best way to educate motorists to stop is by the passage of ordinances by every town, city and municipality requiring them to stop and penalizing them for failure to do so. Also he advocates the passage and enforcement of state laws of the same nature.

Such a move would be rather drastic but it may be necessary if motorists are not willing to stop without legislative action.—*Fort Dodge (Iowa) Messenger.*

SIMPLE MATTERS OF SAFETY

In view of the increasing number of accidents to automobile drivers at railroad crossings, an interesting and practical warning has been issued by T. J. Foley, general manager of the Illinois Central and Yazoo and Mississippi Valley Railroad Companies, carrying a wise suggestion how to avoid these mishaps.

Mr. Foley says:

"The constantly increasing number of automobile accidents at grade crossings prompts the issuance of this warning to all who own, drive or ride in automobiles to stop, look and listen before passing over any railroad grade crossing.

Crossing gates, automatic warning bells, electric headlights and engine signals, if not needed by those for whose

protection they are intended, are unavailing.

"I will be glad to receive and consider suggestions intended to reduce automobile accidents at grade crossings, for the railroad is anxious to do its full part. However, if every person who owns, drives or rides in an automobile will stop, look and listen at grade crossings, the danger will be entirely eliminated."

Of course those who are willing to take more or less serious chances rather than lose a little time or go to a little trouble to observe this sensible warning need hardly expect to avoid serious and probably fatal mishaps, as they dash recklessly over railroad crossings without looking for approaching trains. Such people often come to grief sooner or later and regret their action, if they live to consider its folly.

But there are many people who would prefer to take a little more time and be certain to get across without injury. To this class especially this warning is applicable, and its observance will save the railroads a great deal of trouble, while preserving the lives of a great many people.

It is a very simple thing to pause a moment and listen for an approaching train. Every automobile driver should accept the practical suggestions above and thereby protect himself and those under his care. It is not only sensible to do this, but it is essential for safety.

The Ledger hopes every automobile driver will give this proposition his serious attention and act accordingly. It means a tremendous reduction in the frightful list of automobile accidents reported from all parts of the country, and apparently increasing without the slightest reason or excuse.—*Birmingham (Ala.) Ledger.*

WARNING TO AUTOISTS

Automobilists in Jackson are confronted with an edict from the city dads that will compel them to stop, look and listen before they pass over railroad crossings.

Mayor S. J. Taylor stated recently

that an ordinance had been framed for passage at the next meeting of the municipal commission providing that automobiles must come to a full stop before going over railroad crossings within the city limits. Other members of the commission are pledged to support the measure.

"The ordinance is a safety measure absolutely essential to the protection of the lives of our citizens," said Mayor Taylor. "Incidentally, the railroads deserve some protection at our hands. I have been much impressed with statistics recently compiled showing, by actual count that a large percentage of auto drivers look neither to the right nor left, and do not bring their cars to a stop before going over crossings. The enormous increase of grade crossing accidents throughout the country illustrates the urgent need for a regulation of this character.

"The ordinances framed provide that autos must come to a full stop within ten feet of grade crossings, and failure to do so renders the driver guilty of a misdemeanor.

"A similar ordinance was enacted a few days ago at Brookhaven in response to a petition signed by a large number of prominent citizens, and a similar measure has been framed for adoption at McComb; but Bro. Quin of the Journal is "kicking" lustily to prevent the mayor and aldermen from adopting it, and there is no telling what kind of rough sledding it may encounter before finally being disposed of.

What is good for the "safety first" theory of these towns is equally as good for Summit, and our mayor and council should pass a similar ordinance and not procrastinate in doing so. Besides being the means of saving life it will remove a nerve-racking load of fear and apprehension from the minds of the engineer and other trainmen when they see an auto filled with people dashing up a grade crossing to realize that it must stop and not rush across the track, thus endangering both the people in the auto and on the train.—*Summit (Miss.) Sentinel.*

THE ILLINOIS CENTRAL

The Illinois Central is a great railroad, probably the best in the world. It has attained this proud position through the faithfulness of its employees.

Let us begin here in Anna. Mr. Burnett, the freight agent, has been here about eight years, and a man who can hold down a job like that for eight years is fit to fill a diplomatic post to a foreign country. In fact, the entire freight crew is a splendid tribute to their patience and unfailing good humor.

Now let us step across to the passenger department. There we find Mr. Everett Avitt, a young man of fine attainments, who has to be a bureau of information from how to cure an attack of corns, to telling what time No. 6 will arrive in Seattle. And to do it with a smile, and what's more, he gets by with it. His assistants are all capable people, which makes, as we said before, the best railroad in the world.

The wife, boy and myself had occasion to ride the Illinois Central, toward the south. While enroute from Cairo to Fulton and thence to Memphis, it occurred to us that we might miss our southern connection and it was not to be thought of. We consulted our conductor, who happened to be one Sam Matthews and he replied, "That's easy, swap your ticket at Fulton for one to Grand Junction and you'll have an hour before the Memphis. Special comes along, and save 65 cents too." We doubted that the agent at Fulton would do such a thing. "Surest thing you know," said Sam. And so it proved. And Sam hearing that the wife had a severe headache, went to the front and came back with his pocket full of all brands of headache powders—free as air, and he remarked in passing that he had a pretty good supply of needles, pins, thread and buttons.

Sam has quite a history, by the way. He began to pile brush for the I. C. when 10 years of age and that's quite

awhile back, for Sam is a proud granddaddy. His father helped build the road to Jackson and now Sam wears the gold braid of a veteran. There are many conductors, but only one Sam Matthews, and as we before remarked, this is what makes the I. C. the best in the world.—*The Democrat*.

MAKING EFFORT TO EDUCATE MOTORISTS

Following the example of other lines of railroad, the Illinois Central is making investigations to determine the extent to which drivers of motor cars are responsible for crossing accidents and to try if possible to induce the drivers to exercise more care. The investigations already made on some of the roads show that a large majority of drivers are absolutely careless and irresponsible and that many lives are lost through their criminal disregard for the lives of their own families and the public in general.

Trainmaster W. E. Ausman, of the Illinois Central, is at present making some investigations, and finds that people along the line of this road are just as careless as the reports show them to be along other lines. On Thursday of last week he conducted an experiment at the Sullivan crossing, west of Cherokee. This has been looked upon as one of the dangerous crossings, on account of trains approaching it being hidden from view until they are close to it. People residing in Cherokee county and who go over this crossing are well aware of this, and even a stranger could at once perceive that it is a place where care should be taken. Mr. Ausman watched this crossing from 8 a. m. until 6 p. m., and during that time 78 automobiles passed over it. Out of the entire number only 17 of the drivers paid attention, none of the others looking either way for an approaching train—just whizzed along unmindful of the fact that they had in their keeping the lives of relatives or friends. Possibly some of these knew it wasn't train time, but on a railroad like this there might be a train

coming at any time. That's where the danger is most likely to be.

It seems as if about two-thirds of the men who drive cars have less brains than God Almighty puts into an angleworm, and possibly very little can be done in the way of educating them, but these warnings may have some effect and teach the careless drivers to be more careful.—*The Marcus News*, Dec. 14, 1916.

EDITORIAL

There is a probability that the country will forget too soon or even fail to classify at all the present success of the Illinois Central railroad. It is highly important that the methods and results of the long-headed experiment be worked into the memories and plans of every manufacturer, promoter, government official and executive in the country, says an advance editorial in the *Business World*.

The interesting element in the situation is not that the Illinois Central is busy hanging up new records and then knocking them down. The thing is that the Illinois Central was the outstanding buyer of equipment, rails and expenditures in general throughout the depression of 1914. The management bought and bought, with eyes on the future rather than on returns from day to day.

The net results have been:

1. The Illinois Central saved a substantial sum by buying at depression prices.

2. The Illinois Central has been in a position to handle business as it came.

3. The Illinois Central gave employment to thousands of people at an actual gain to itself who would have otherwise been hit.

Sooner or later this policy is going to be substituted for the present run and hide policy of business men in threatening times. The government—state, local and national—some of these days is going to adopt the policy of doing its big public works in hard times. The railroads and steel companies are going to do the same and

wake up to the fact that the "depression" suffering and losses are automatically cut in half. The Illinois Central policy is a bet on America's future. Would any intelligent man knowingly bet against it?—*Peoria, Ill. Star, December 13, 1916.*

URGES PRECAUTION

The current number of the Illinois Central magazine, a monthly publication published by the I. C. Co., devotes over fifty pages to the subject of safety and the automobile peril, in its relation to railroad crossings. Not only this month, but every month this magazine dwells at length on the subject and not only the Illinois Central but all railroads are trying to lessen the heavy loss sustained through auto accidents on road crossings, which they claim are due almost wholly to carelessness of drivers.

"The question of liability is not receiving attention from the railroad, but we are concerned solely in trying to prevent accidents, destruction of human life, and to safeguard employes and passengers," declares a prominent Illinois Central official in this month's magazine.

The I. C. Co. states that 22 killed and 51 injured in auto grade crossing accidents is the record for the company in four months. Recently one hundred grade crossings in all parts of the Illinois Central system, were carefully checked by officials between the hours of 8 a. m. and 6 p. m. one day, for the purpose of determining the extent to which automobilists exercise precaution. As a result it was found that 72 per cent of the autoists did not look in either direction but dashed carelessly and wildly over the track at their peril, while only 27 per cent of the drivers of horse-drawn vehicles were thusly negligent. Similar tests have been taken many times, all showing similar conditions of carelessness. The railroad heads say the only solution to the problem is that autoists come to a full stop before crossing a track. Some states have laws to this effect, and in these states there have

been no serious automobile accidents.—*The Remsen Bell-Enterprise, Nov. 30, 1916.*

SET NEW RECORD FOR COAL SHIPMENT OVER THE CENTRAL LINES

The value and result of co-operation between the railroads, as well as other organizations, was shown this week in La Salle. It demonstrated what could be done when all work together toward one end.

Last Sunday, December 10th, at two o'clock in the afternoon, the Rock Island road delivered to the Illinois Central, at the latter's transfer track in this city, twenty-five empty coal cars to be taken to Sandoval, Ill., a point 190 miles south of La Salle on the I. C. At 4:35 o'clock Sunday afternoon the cars were on their way south and were moved over two divisions by four crews—the Clinton and Springfield divisions of the I. C.—and set out at the coal mine in Sandoval the next (Monday) morning.

At the mine the spirit of co-operation was again evident, and before the day's work in the mine had been completed, the 25 cars were loaded with coal and again turned over to the railroad. The journey north started Monday evening, and at 12:35 o'clock Tuesday noon the train of coal was in the La Salle yards. At one o'clock it was on the transfer track, turned over to the Rock Island. In 47 hours the round trip of 380 miles was covered, and 44 hours after the empties left La Salle they were back here loaded.

This accomplishment of the Illinois Central showed that where cars are released and where all concerned worked in harmony, there should be no delay in freight shipments over long or short hauls. The local officials of the road are jubilant over the speed in which the train of coal was handled.

The coal was the property of the Rock Island and was needed badly by the road.—*La Salle Daily Tribune, Saturday, December, 16, 1916.*

WHICH SHOULD STOP?

During a period of four months the Illinois Central System killed 22 persons and injured 51 more at grade crossings. The company has 8,000 public grade crossings and 5,000 private farm crossings.

Who should take the precautions to prevent collisions between automobiles and trains? Who is to blame for this appalling death rate? The railroad company or the automobile drivers? Should the train when it comes to one of the crossings stop and look to see if an automobile is approaching or should the automobile driver stop! look! and listen to see if the train is approaching? The burden of seeing that the road is clear should rest on the automobile drivers and not upon the engineer of the great train. The railroads are doing their best to educate the public to the necessity of taking more care at railroad crossings. They have sent out men to the various railroad crossings to count the number of autoists who look to see if a train is coming before they venture upon the tracks. The percentage that do is very small. Narrow minded people might say that the railroads were doing this to save themselves from liability for automobile grade crossing cases, but that is not true. The courts and the jurors are taking care of the grade crossing cases and few verdicts are rendered for the plaintiff. The auto is many times on pleasure bent while the ponderous train has a special business to perform.

The railroads the concerned solely in trying to prevent accidents and our auto drivers should heed and never cross a railroad crossing without stopping (or slowing up), listening and looking for an approaching train. Stop! Look! Listen! and then cross.—*Greenwood (Miss.) Enterprise.*

THE OUNCE OF PREVENTION

The I. C. R. R. is doing all in its power to prevent railroad accidents on its lines, especially at street and road crossings. A systematic and vigorous pressure is being put upon municipali-

ties by the company to pass ordinances to place lookout warnings at these places for all kinds of vehicles, especially autos. They request that these ordinances shall be stringent, requiring a stop at these crossings and a careful glance each way to ascertain if moving trains are in sight, and that drivers shall take no risks. No municipalities should fail to pass such an ordinance.—*West Point Leader.*

We endorse the above from the esteemed *West Point Leader* and call the attention of our City Legislature to the subject matter. So far, we have had no serious automobile accidents, but we read of them at other places every day. Drivers of autos are not so careful as they might be, especially young boys while learning to drive. Their own safety and the safety of the public demand that some restraining ordinance be passed in each town and city in the country. If the proper precautions were observed there would seldom occur an accident at railroad crossings, or elsewhere. And where these precautions will not be taken without legal force, the force should be forthcoming.—*Kosciusko (Miss.) Herald.*

I. C. CONTINUES ITS SAFETY FIRST CAMPAIGN

The *Illinois Central Magazine* for the current month has just come to our desk. A large part of it is given over to articles on the "Safety First" campaign recently inaugurated by T. J. Foley, general manager of the Illinois Central, by which the company hopes to reduce the number of automobile accidents at grade crossings.

The I. C. is putting the question squarely before the people for settlement. The public is asked to write General Manager Foley and give any suggestions which they think are practicable.

The majority of motorists are undoubtedly careless and thoughtless, and the rest are reckless. Nearly all depend on chance in getting over an obscured grade crossing. Warning signs and

"humps" in the road before the crossing reached will do some good, but the greatest good can be accomplished by bringing before every motorist the appalling loss of life which results from failure to "stop, look and listen" at every obscured crossing.

The campaign being waged by the Illinois Central deserves the widest publicity.—*Grayville (Ill.) Mercury*.

RAILROAD NOT RESPONSIBLE

The Illinois Central Railroad Company is defendant in a suit for \$60,000 filed at Jackson by the legal representative of Charles I. Saunders, one of the four men killed at a railroad crossing here a few months ago when their automobile was struck by a train. Jerre Ellsworth, the engineer of the train, is also made a defendant.—*Daily Special*.

Why a railroad should be made a defendant in a suit of this sort is beyond our comprehension. If four men in the prime of life, with their sane minds and natural wits permit themselves to toy with fate to the extent that they deport themselves as though they expect the railroads to abandon their schedule for their accommodation, why, they and their unfortunate relatives should accept the results. If men who run such risks are mentally unfit the railroad is not to blame in such a case. We have all sympathy for the griefstricken in the tragedy noted, but cannot see where the railroad is responsible. — *Brookhaven (Miss.) Leader*.

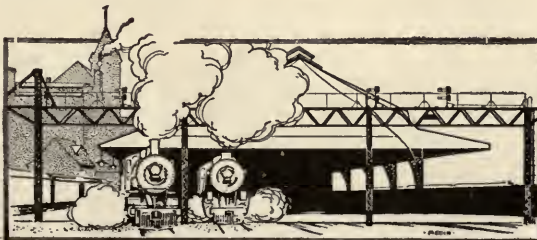
SAFETY FIRST

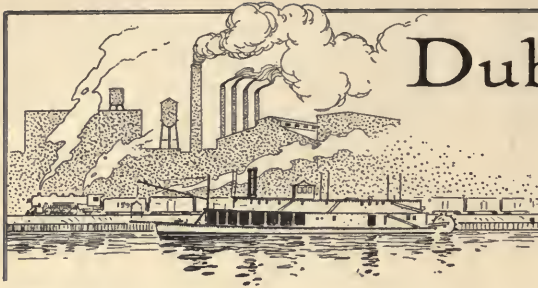
The Illinois Central Magazine in a "Safety First" edition gives many in-

stances where loss of life has been the direct result of the carelessness of the persons injured. But we do not have to go away from home or even read about it to come in close contact with the real thing. A person does not have to be at the Argyle station long to discover that perhaps seventy-five per cent of the people who cross the track never look to see whether a train is approaching or not, and if they see one coming many of them will rush on in an attempt to make the crossing first no matter how close the train is, and it is not an unusual thing to see pedestrians and drivers escape by a narrow margin when by waiting a minute or less the train would pass the crossing and be out of the way. And we have never seen a time when it was apparent that great speed was necessary. It is not once in a hundred years that it is necessary to beat a train over a crossing.—*Argyle (Wis.) Atlas*.

STOP! LOOK! LISTEN!

The above are the words of caution that the officials of the Illinois Central are trying to impress upon the minds of travelers on public highways that cross their tracks. W. S. Ausman was in Aurelia Monday on a tour covering this division in a campaign to cut down the list of fatalities and accidents at railroad crossings. Most of these accidents are with automobiles and as Iowa has more automobiles than any other state in the union the danger is more in evidence. Probably nine out of ten of these accidents could be avoided if the motorists would heed the warning of these three words when approaching a railroad crossing.—*Aurelia (Iowa) Sentinel*.





Dubuque Iowa

by
Publicity Committee
Commercial Club.

Why Dubuque Is a Fine City

Prepared By Publicity Committee Dubuque Commercial Club

This is a great old town.

Great?

Yes, indeed, friend. Great in comforts, great in friendships, great in happy living. This is a place where people really live.

You won't notice how contented we are by autoing through, or by attending a convention here, or by reading the twenty condensed reasons "why Dubuque is great" that greet you at all the railroad stations.

Some towns seem to think that public buildings, paved streets, boulevard lights, gilded restaurants, and million dollar residences constitute greatness. But Dubuque knows better.

There are about 30,000 of us living together here in peace and contentment and we have a suspicion that the things that bring the greatest good to the greatest number are the vital things.

For instance, our wonderful public market means more to us, as a community, than our most palatial residence means to us, as a community. We use the market daily. We buy our live chickens, our butter and our garden truck there at a fraction of the cost of live chickens and butter and garden truck in cities near us. We bargain for our winter's supply of potatoes with hucksters, fresh from their fields, who sell us direct. And in the doing of our

marketing we citizens naturally foregather by the thousand, exchange greetings, discuss affairs, and incidentally save enough money to buy gasoline for our cars.

On the other hand we seldom, as a community, view the old masters that hang upon the walls of our best residences?

Not that we haven't our fine public buildings and our fine residences. You'll see plenty of them as you browse along through this booklet.

But let's go back to the market again.

Just how it happened no one seems to know, but for years and years it has been the custom of the hucksters of the neighborhood to leave home in the wee small hours of the early morning with their wagon loads of garden truck. Yours will be one of the earliest calls at the switchboard of the Julien Dubuque if you would be on the spot to see the wagons backed into the curb of the streets surrounding the City Hall. By seven o'clock during the harvest season between three and four hundred teams may often be counted.

And you may purchase most anything that grows if you look long enough for it. Anything from straw flowers to a quarter of mutton.

Other cities, envying us this great municipal institution, have tried to es-

Y.W.C.A.



Masonic Temple



Carnegie-Stout
Library



Dubuque Club

Post Office



K. of C.



Public
Buildings

Dubuque
Iowa

Y.M.C.A.



Court
House



Elks' Club



tablish markets, but with scant success. The spell of seventy years hangs over our City Hall squares and brings together both the lady of the limousine and the frugal housewife. Both pride themselves on their ability to select the best chickens, the freshest vegetables or the sweetest butter and to choose the correct moment for buying pickles, grapes, and plums.

Take a tip from me and go to the market.

Put in your early call.

The lure of the great city, the spell of marbled corridors, the witchery of the cabaret will fade, fade into nothing-

cent, as good Dutch cheese should be, let's look about.

How about Dubuque's streets?

Every old Commercial Club that ever issued a booklet has talked about its miles of paved streets and its street lights.

For the stranger in those other cities who is too timid to wander away from the main street, well and good. He sees and is convinced.

But woe unto him of the adventurous spirit who strolls far from the City Hall. Woe unto him who lurks among the side streets. If auto equipped, in "misty, moisty weather" he may find



ness before this first-hand experience with democracy.

And if you've come in a car you'll probably store something away under the seat—one of those very unusual looking cheeses, perhaps, that are sold by the quiet little old Dutch woman who might just as well be helping her big husband at the old cheese market at Alkmaar as running a stand in front of Cook's hardware store in Dubuque, Iowa, U. S. A.

And now that you are up early and the cheese seems to be absolutely quies-

himself mired within three blocks of Eli C. Clark's Clothing Emporium—which be it known, occupies on of the best corners on the main street of Blankville. If a nocturnal wanderer, he may suddenly find himself immersed in Stygian gloom right around the corner from the leading hotel.

Dubuque doesn't know how many miles of paved streets she has. But Dubuque does know that all her streets are hard streets. I'll show you a macadamized street in front of Pat O'Meara's little place way out on Rush street, and

macadam streets where the country begins four miles from the Court House.

Every man in Dubuque can go home in any weather in his Ford. We of Dubuque are less interested in the smooth rumble of the limousine down our boulevards than in the rattle of the coal and meat wagons at our dooryards during the soggy month of April.

So Dubuque's streets are not all of them "down around the town pump." Of one thing Dubuque is sure. She has more miles of improved streets by far than any other city in the state.

Ah! But these safeguards do add immeasurably to our comfort.

And it is the same with street lights. Friend, remember, while we are looking over the downtown splurge district that "little ole Dubuque" has more electric lights to the square mile than any other city in the state.

Where are they?

Where aren't they?

Everywhere! Way back on the hills, down in the ravines, over by the river. We are "well lit up"—meaning the little home owner as well as the bank president, the leading hotel or the biggest department store.

But the one thing that will do your heart good, friend, will be a visit to a typical Dubuque home.

Now that typical Dubuque home, the kind of home in which the majority of us live, is not one little bit like a typical home in Chicago or Milwaukee or South Bend. It is a home all by itself, a different kind of home, a Dubuque home.

The house, you see, is a good deal like houses everywhere. It is in the environment where the difference is seen. The house is painted, the walks are in repair, everything is neat and orderly. These things signify ownership. But the home-loving instinct and the proof of home-ownership become more apparent as you approach the back yard. Grass nicely clipped in the small lawn, a low hedge of summer cypress, and behind all, the well ordered vegetable and flower garden. See! There is an arbor covered with grapes.

There is no poverty, no squalor no slum district in Dubuque.

There are hundreds upon hundreds of simple, comfortable homes like this one, some back on the hills, with their terraced gardens, like those of old Tuscany or the Rhine, others in the valleys, nestling at the foot of some limestone escarpment; some even are of stucco, tinted in the delicate blues and pinks of the old world.

The first full tide of our immigration was Yankee and Irish but the German followed in great numbers, settled upon his little plat of ground and in his quiet, methodical and orderly way saved from his labor enough to build his home. He is greatly in the majority today.

Within these homes are pianos and talking machines and waiting at the door there is often an automobile. All earned, all paid for!

How do these folks earn their living? How do they get ahead so well, you ask?

Now, it's a difficult thing for me to make you believe that we all have jobs in Dubuque and that we keep working and saving all the time. That is, speaking for us as a class.

What I mean is, that Dubuque didn't know a blessed thing about the panic of 1907 except as she read about it in the newspapers.

We don't have panics out here. Most of our manufacturers (the farmers) keep their plants running night and day the year around, panic or no panic, and inasmuch as the rest of the manufacturers have been wise enough to put in their time making things for the farmers, we keep right on going regardless of what Akron or Pittsburgh or Milwaukee does.

All of which tends to stability and to mental calm. We don't have to go through the hysteria of high finance every once in a while and we are saved from the nervous shocks caused by industrial depressions.

So we live comfortably and pay the grocer.

Here's another thing that isn't of great moment to those among us who are propelled by gasoline, but that means

much to most of us—our two and one-half cent morning and evening street car fare. A workman may live four miles from his job (and many of them do live on the edge of the city where they keep cows and chickens and raise small garden truck for their tables) and spend but five cents daily for transport-

half cent car fare in your town? You'd brag about it, too, wouldn't you?

You've noticed our street cars, of course. Everybody does.

But have you ridden on one? I imagine that Dubuque is about as proud of her street-car service as most anything she has. The traction experts tell



tation. The low street car fare makes all factories, all locations accessible to every part of the city.

It is an item that is never overlooked by manufacturers. It was one of the compelling inducements that brought to Dubuque the mammoth plant of the Brunswick-Balke Collender Co. And any morning you may see the workmen of this factory starting from their homes in West Dubuque or on South Dodge boarding cars for the extreme north end of the city.

Say, friend, have you a two and one-

us we have one of the best systems in the country.

You won't find any flat-wheeled, unpainted, groaning, clanking junk circulating over our rails. We paint our cars every spring just as we tidy up around the house. The people appreciate that too, especially when they come home from some neighboring city where the traction lines are nearly always in the hands of receivers.

You will notice, too, that our cars are most of them recent models, latest pay-as-you-enter style, electrically heat-

ed and equipped with young men who dispense both transportation and courtesy in exchange for your coin. The local company has scrapped a lot of equipment that would be a credit to some of our sister cities.

And there is a five minute service on main lines (which means five, not six minutes and perhaps ten) and twelve minute service on others.

The traction company also owns and

ing and wholesale district now. I wish I could take you through some of these factories.

I could show you Dubuque's skilled mechanics making gear cutting machines that will ultimately manufacture machinery in Petrograd for the peasant in far Siberia. I could show you mahogany doors that will be used in a palatial hotel in Washington. I could show you so many talking machines on one



*Sports
around*



*Dubuque
Iowa*



maintains at great expense a perfect little gem of a park—you really ought to run out there—where picnickers go by thousands, where children may teeter and swing and wade, and where the city man or the dweller from the prairies will surely marvel at the beauties of flower-carpeted meadows, wooded hill-sides and mossy ravines. There are 80 acres in it. Take any Union Park car.

We are getting into the manufactur-

floor, being filled, varnished and rubbed, that you would think there was no room left in this gabby world for human speech. I could show you wearing apparel that will travel the long route to deepest India or China.

But most of all I would like to have you see Dubuque's artisans at their machines. I would like to have you learn at first hand, for yourself, why Dubuque is a quality market, why Du-



Jobbing
Industries

Dubuque, Ia.



buque's products rank high and hold the esteem of good merchants everywhere.

I have told you about our thrifty householders. If you would see them in the mass be at this factory door at noon. Stand here and estimate the quality of the human material that goes into Dubuque's products.

You will see no uneducated hordes from the backward nations of Europe emerge from Dubuque's factory doors. You will find a mere handful from among Dubuque's large laboring population who cannot read and write.

In Dubuque's factories are to be found the intelligent product of Dubuque schools, men and women of initiative, good judgment, careful training. The work that comes from their hands is good work, of whatever kind it may be.

Some day we may have our influx of uneducated foreigners, but today the unmistakable stamp of quality is worked into the design and fabric of every Dubuque made article.

Our public schools are not unmindful of the needs of the big boys who tire of school, leave as soon as the law permits and later repent of their youthful folly.

Night schools are held throughout the winter and the mechanic who is interested in self-improvement may work his way through all of the elementary branches to advanced shop arithmetic and mechanical drawing; his wife at the same time may learn not only the science of housekeeping but the art of making the evening meal both tempting and satisfying to her tired co-worker.

And here's another little fact that you might jot down in your little note book. Dubuque is not a one-kind-of-a-job city. The young man in search of his first job may choose from a large field of manufactures, jobbers or retailers.

Our wood working or machine shops lead all other industries in size and in number of men employed. In these plants are made building materials, furniture, talking machines, coffins, altars, church furniture, show cases, art glass, locomotives, machinery, structural steel, pumps, plumbing supplies, castings of

all kinds, boilers, hardware specialties, wagons, sleds, buggies, and brooms. There are candy and cigar and cracker and vinegar factories, harness shops, coffee and spice works, meat packers, plants that manufacture shoes, overalls, shirts, sleeping wear, apparel of many kinds, mattresses, awnings, tents, chemicals, gasoline engines, electric appliances, toys, rat traps, soap and scouring powders; there are printers by the score, publishing plants and book binderies, growers of pansies, spiraeas and apple trees, there are creameries, poultry and egg packers, galvanized iron makers, steel ship builders, gravel shippers, miners, and artificial ice makers.

The man who can't land and hold a job in Dubuque should pick blossoms from century plants for a living.

Another thing that is typical of Dubuque is that right down here near the factory district where our population is most congested we shall find our finest school house — the Prescott Grade School. There is no finer grade school building in Iowa. And it is right where the people need it.

But wherever we go in our drive about the city we see educational, benevolent, and religious institutions.

Dubuque has often been likened unto Old Heidelberg. But Dubuque has many hill-tops where Heidelberg has but one and on every hill-top in Dubuque there is a college, a school, a hospital, or a refuge.

Heidelberg has not spot more beautiful than Mount Carmel and our new Wartburg Seminary faces as fair a land as may be seen from the windows of the old university beside the Neckar.

Some few of us can remember the dour days of Dubuque's first attempts at higher education.

We can remember the opening of the first public school.

Think of it! Here we are, doing a man's work and bearing a man's responsibilities and still in knee breeches. Our public schools only sixty years old!

Give us time!

We can remember the appearance of the first "high-brow" in our midst. We

can remember the seriously sad faces of those first few—lonesomely few—yearners after culture, the pockets of whose claw-hammer coats always bulged with their Platos, Virgils and "Trigs." We can still see them solemnly entering the classic shades of the quiet, austere little seminary on 17th street.

Today, on the other hand, Dubuque is all cluttered up with pennants, striped sweaters and weird looking headgear and with students gulping sodas, boisterously kicking goals, raucously cheering their athletes—and just as enthusiastically devouring Shakespeare.

We have become a college town.

Three colleges of higher education for men, an academy for women and two business colleges not only furnish us with a great stimulus to better living and higher thinking, but keep us filled with youthful spirits.

You know that no one ever grows old in a college town. There are so



Varied Industries

Dubuque, Ia.



many youthful viewpoints unattached and cavorting about that it is unsafe to go upon the streets with old-fashioned notions. So in self defense we wear tight fitting English suits, brush our hair straight back over our bald spots and step lively at sound of the chapel bell.

All of our colleges are fundamentally religious institutions, although two of them also offer straight academic courses. The third, the Wartburg Seminary, is a

sojourned among the Indians, hunted, fished, and feasted with them in this, their chosen land, of all the western country.

And here after searching long for a home the Iowa Indians stopped, drew their canoes upon the gravelly shore, and with one voice shouted:

"I-oway!" meaning, "this is the place!"

Civilization has fallen upon us and driven out the red man; the deer, elk



IN THE RESIDENTIAL DISTRICT, DUBUQUE, IOWA.

training school for the Lutheran ministry. The new Wartburg buildings are reproductions of the old Wartburg in which Martin Luther translated the bible, and are a beautiful beginning of what promises to be one of the most harmonious groupings of college buildings in America.

And now, friend, if you have never been in Dubuque before, you probably thought of us as having built a city upon the buffalo wallows of the prairie.

Let me take you to the top of our hills. Another surprise is in store for you.

What we really did was to rear our city among the beautiful blue hills of the Mississippi, in the heart of the old Indian Paradise. For it was hardly that Marquette and Joliet had their first inspiring view of the Father of Waters. It was in this neighborhood that LaSalle

and buffalo fled to the rough lands of the far west, but we still have our wooded hills and shaded valleys, our islands, lakes, and sloughs, our majestic lime-stone cliffs, our cold springs, our great elms and white oaks, our cedars and our moccasin flowers.

We have all this wonderful playground, friend, almost within stone's throw of the city as you will observe if you are fortunate enough to drive to Eagle Point Park or out to Durango along the little Maquoketa, or to go by motor boat to Ainsworth Springs.

And, then, just remember that from over the rim of our hills comes the sweet scent of the prairies, the rich, mellow smell of the richest land in God's Universe. We are of the city but the life of the country and the growing crops are also ours.

When we journey eastward, away

from our beloved hills and pastures and waving corn fields, and away from our great river, there is not a Dubuque among us who doesn't feel that life in the city of Dubuque is a little richer, a little fresher, a littel more normal, a little more rational and old-fashioned, if you like, because of this healing breeze from the prairies and the great open country.

Have you read that beautiful western poem of Normal Gale's?

"Here in the country's heart
Where the grass is green,
Life is the same sweet life
As it e'er hath been.

"Trust in God still lives,
And the bell at morn
Floats with a thought of God
O'er the rising corn.

"God comes down in the rain
And the crop grows tall—
This is the country faith,
And the best of all!"

In an automobile you may ride for days through billowy oceans of timothy, red clover, oats, wheat and Indian

corn and you will scarcely be able to comprehend the vastness of Iowa's agricultural resources.

East into Illinois and Wisconsin and west into Iowa stretches this vast, fertile land.

Dubuque stands midway and with open arms receives the harvest.

An industrial city in the heart of the world's greatest agricultural country!

A sure business city in a sure crop country.

But do you really get the significance of those words, "sure crops?"

You know it makes an Iowan impatient to hear the crop talk that originates in some of the promotion bureaus of some of our sister states.

Chas. W. Dana was not thinking of Iowa when he said: "There are three kinds of lies,—plain lies, damn lies and statistics."—For Iowa will take anybody's statistics about Iowa. Iowa has so much to be thankful for that she is more apt to overlook than to omit.

SURE CROPS!

Well, friend, listen to me and mark 100% after every statement I make. I'm going to start quoting now, and

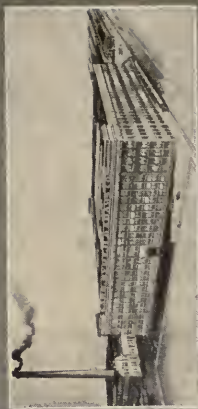
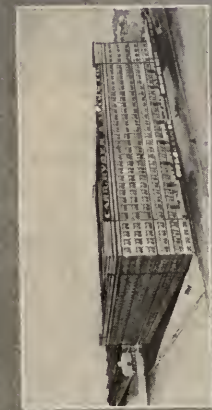


*Colleges
of
Dubuque Ia.*



Wood and Metal Industries

Dubuque
Iowa



my authority is none other than a certain "high-brow" named Harwood who is paid by the State University to tell the truth about Iowa.

The truth, mind you. Ah! Friend, just let me say this to you. Iowa is the lap of nature, that's all. We can nurse, feed, clothe, coddle and rock the whole U. S. A. if need be.

Says Harwood:

"Iowa was first among all states in corn production in 1912. It was ahead of Illinois by twenty-five million bushels. With the exception of this eastern

would take a combination of Missouri, Wisconsin, Nebraska and Oklahoma to even approach Iowa's total, which was 206,949,700 bushels."

"Iowa is first in the tillable soil area. Over eighty-five per cent of the land can be tilled. This is the highest percentage in the United States, and marks Iowa as having less waste land than any other state."

Shall I go on? Or is that honor enough? Well the truth teller continues:

"Iowa is first in the value of its live



neighbor there were only three other states in the Union, Indiana, Missouri and Nebraska, which can average half so large a crop as Iowa. The value of the great 1912 Iowa corn crop was equal to all the gold taken out of Alaska in ten years. It eclipsed the \$150,000,000 mark."

"But Iowa is not only first in corn; it is supreme in the world of oats. Iowa farmers increased the 1911 oats record by almost thirty per cent in 1912. It

stock. It is ahead of Texas. It possesses more than double the live stock in Wisconsin or Oklahoma. Missouri and Nebraska are vanquished by large margins. Kentucky, of blue grass fame, does not reach one-third of Iowa's total. In 1910 the value of Iowa's live stock represented an increase over 1900 of fifty per cent."

"Iowa is first in hogs. Their value in 1912 was \$95,000,000 which was greater by \$54,000,000 than any other

state in the Union. Missouri had not half so many hogs as Iowa, and Wisconsin had little more than one-fifth, while Kansas had slightly over one-fourth. The humble hog is the original mortgage lifting machine in Iowa."

"Iowa is first in the value of its farm implements. This approaches the \$100,000,000 mark. From 1900 to 1910 there was a gain in value of farm machinery of almost sixty-five per cent in Iowa."

"Iowa is first in the Union in the amount of money put in farm improve-

ments: New York, 913; Illinois, 1,020 and Iowa, 1,379."

"Iowa is first in the number of its horses. There were one and one-half million of them in 1912, the total value of which was four times the value of all the silver mined during 1912 in the United States, Alaska, Philippine Islands and Porto Rico. The value of Iowa horses was over \$177,000,000. The total number of horses in Wisconsin and Oklahoma did not equal Iowa, and when Missouri and Kentucky were combined Iowa was still supreme."



Residential
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of
Dubuque, Ia.



ments from 1899 to 1909. Almost \$215,000,000 of new capital was invested during this period."

Friend, think of the market for Dubuque's products in Iowa!

"Iowa is probably first in the total amount of farmers' deposits in the banks, although there are no published figures on this subject. When you add the total number of national, state, savings banks, and trust companies in the three leading states, the figures read as

"Iowa is nearly first in hay crop, almost first in potato crop, while only one state surpasses Iowa in the amount of coal produced west of the Mississippi River."

"Did you ever stop to think of the sheep in Iowa? This state has one-third more than Wisconsin, while either Kansas or Nebraska's best records are trebled. Iowa's sheep in 1912 were worth twice the entire Oregon apple crop in 1910."

"Iowa's wheat last year would make 170,000,000 loaves of bread, equal to feed the enormous German army for three months."

If we Iowans could only corral the cackle of Iowa's hens, Iowa's voice would be heard on Mars. Can you believe this next one?

"Iowa's hens and eggs in 1912 were worth all the gold mined in Nevada and Colorado combined in the same year. Iowa eggs last year were valued at \$300,000 more than those laid by Illinois hens, while the total eggs in Nebraska did not approach Iowa even when Oklahoma was included. The estimated number of 1912 eggs was valued at almost \$20,000,000, nearly equal to all the gold mined in California in the same year. The value of the 20,000,000 fowls was almost \$14,000,000, an increase of almost ninety per cent in ten years."

And here's where sure crops come from.

"Iowa is probably first in being equipped with a marvelously productive climate. During the six crop months, April to September, inclusive, seventy-two per cent of the annual rainfall occurs. During the four months of crop growth, May to August, inclusive, fifty-four per cent of the annual amount occurs. On the Pacific coast the rainfall comes during the winter months, while there is little or none during the summer. On the Atlantic Coast the precipitation is nearly as heavy in the winter as in the summer. Iowa had seven hours of sunshine out of every ten hours when sunshine was possible during 1912. Iowa weather is healthful and invigorating, as well as ideal for growing the golden grain."

The nub of this statistical diversion is this: While Dubuque receives of this harvest she gives far less than she should in return. Our raw materials move by train-loads to Chicago, where the great packing houses put Chicago brands upon Iowa products distributed from coast to coast; to Michigan and New York, where Iowa pork and Iowa corn are transformed into appetizing food products, attractively packed, ad-

vertised, and distributed at fancy prices to Iowa people.

Friend, can you extract from a kernel of corn some tid-bit that will tickle the palate of the millions? Come to Dubuque and convert our raw material on the spot.

Can you quicken the appetite with bacon prepared or packed in a new way? Come to Dubuque where the bacon grows.

Can you make anything that the most prosperous people on earth will open their purses for? Come to Dubuque.

The market is here. The money is here. The raw material is here.

Your grandfather, perhaps, laid the foundation of your family fortune by buying Iowa land at four dollars per acre that is now worth two hundred and fifty. Many grandfathers did. And many of the sons and grandsons say that granddad lived in the good old days "when a fellow had a chance."

Did you ever stop to think that this Dubuque territory which is so fabulously rich in land, crops, natural resources and number and quality of people, is a virgin field industrially as compared with the congested industrial districts of the East?

You've got your granddad's chance here right now!

Iowa people will give you your profit.

All you have to do is to open your eyes, go to work and use some common sense.

The time is coming soon when Iowa will be choked up with factories, more factories perhaps than some of the large industrial states now possess.

If you really mean business you can get a twenty-five year start on the procession. That's all that granddad did.

Iowa holds out to the manufacturer today a promise of the same sure reward that came to the breakers of Iowa's soil and the buyers of Iowa's prairie lands.

Come back with me for a minute to the little old school house on the hill. Let's get out the old geography.

There's Dubuque in the same old

place. Hasn't budged. Right where Wisconsin, Illinois and Iowa touch. Doesn't this sound familiar? "Celebrated as a lead-mining town?"

The "Mines of Spain" are long since dead. The saw-mills, too, are closed. The forests of the North Country are no longer rafted down the great river to the gulf.

Out there is the old west. Towns few and far between. A few twisting lines of railroad. You remember? It doesn't seem long ago, either.

To us old settlers it is difficult to

that Dubuque, also, is near the geographical center. No matter how you look at it, Dubuque's products, for all time, will move easily and naturally from the great center, where we live, to all parts of the national market.

Four railways now do our hauling—three of them main lines—the Q. and Milwaukee with their trans-continental service, the I. C. with its north, south and western connections, and the Great Western, which cuts the corn belt in every direction.

The river traffic is but a memory,



realize that within our memory, Dubuque, which was on the Great Frontier less than a hundred years ago, is today just north of the actual center of population of the U. S. A. Friend, put that down in your little note-book: "Just north of the center of population."

I know that you won't be able to take that thought seriously. The nation has grown up to and around Dubuque so fast that we can scarcely realize it ourselves.

But it is true.

And the little old geography shows

and yet, the Mississippi River may justly be called the "great rate maker." For the Mississippi determines and probably always will determine, the zone boundaries upon which are based the railroad rates made by the Interstate Commerce Commission. We who dwell by the river possess an advantage that has often been challenged but never seriously threatened.

And now I have something that I want you to tell to the future business man in your family—to the boy back home. I am through talking about work and jobs, and business. I want

to tell you a little bit about how we play. All boys, some of them grown up, ought to be interested in play.

Well, we play at the parks when we are rushed for time and can't go far. All of us play. In little parks all about the city are slides and swings of a dozen kinds for the tots and tennis courts for the young folk. There is a great big bathing beach where thousands may disport themselves in the ever-changing waters of the Mississippi.

And then there are the big parks.

at Sinipee or Four Mounds. Right here La Salle saw a great brown bear swimming from the Wisconsin to the Iowa shore.

A great place for frayed nerves.

Street cars go to the spot, and strange as it may seem, will get you there or back as quickly as you would ride to work in the big city.

Dubuque has a fleet of three hundred motor boats; and for many miles, both north and south of Dubuque, it is difficult indeed to find a readily accessible, yet unoccupied building site



Residential Section

Dubuque Iowa

Best of all, there is Eagle Point where you like to go of a crisp autumn day and broil a thick porterhouse steak over an open fire beneath the yellowing trees of the forest.

No restraints here. We are in the open. Way, way below is the Great River. These gnarled old cedars clinging so tenaciously to the cliffs could tell us a story of romance and adventure if they would, could mark the old Indian encampments, could tell of the big hunts and feasts, could picture the solemn burial rites of the Sac chieftains

for a cottage. During Saturday and Sunday the river is alive with craft of all kinds.

Fishing is good during certain seasons. And while the thirty-five pound muscallonge is but a memory of the past seventy-pound channel cat are occasionally brought to gaff. Pickerel, perch, croppies, sun fish and bass of good size still keep a good many of the natives busy.

Tell the "Kiddies" at home about the "bobbing" in old Dubuque.

Old fashioned winters are the only

kind of winters we know anything about. Every boy with red blood in his veins aspires to possess a "bob;" and on the moonlight nights, the shouts of merry bobbing parties are heard on every hillside. Some of the coasts are a mile long, but the exhilarating flights of the bobsled more than compensate for the long return trudge to the hill-top.

The winter air is dry and bracing, and while the thermometer usually drops to ten below zero during some half dozen days, cold weather is hailed with joy because it brings skating to the thousands who hurry to ponds, creeks and sloughs or to the Municipal Rinks, where skating carnivals are held occasionally and Dubuque's fancy skaters vie with the experts from New York's Hippodrome.

Tell your big boy, who is learning to be a real scout, about our birds and flowers. Let him come on a romp with me. I'll show him such a variety of wild flowers as he will see nowhere else in the middle west.

Rock cress, harebells, puccoons and wind-flowers on the sunny slopes, shooting-stars, trilliums, hepaticas and phlox in the woods, spider-wort and marsh marigold in the lowland, horse-mint, golden-rod and asters fringing the pastures, lotus in the back waters,

wild grapes on the islands, scarlet banks of sumach on every sunny hillside in the ripe autumn.

And with the flowers come the birds. East and west are the prairies. Here are the birds of hill and wood, pasture, creek bank and willow thicket. You will find sand hill cranes, herons, wild ducks, snipe and red-wing black-birds along the river, king-fishers and bank swallows along the creeks, redstarts, cardinals and chewinks in the woods, meadow larks in every field of timothy, bob-whites scurrying into the stubble, night-hawks and whip-poor-wills at dusk.

This is a boy's town if there ever was one.

Good-bye, my friend. We are glad to have had you with us, even for a little time.

Come and live with us. Share in our prosperity, make friends with us, work with us, play with us. Come, and here learn how to live comfortably and happily in this bewildering but fascinating old world.

No, we won't send a brass band to the station to welcome you. But we will be there to offer you a full-fledged citizenship in a great old town.

Great?

Well, I'll leave that to you.



Public
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Dubuque, Ia.



Freight Rates

By J. H. Cherry, Assistant General Freight Agent, Illinois Central Railroad

(A Paper Read by Mr. Cherry Before the School of Commerce, University of Chicago, Nov. 15, 1916.)

THE subject of freight rates is not very interesting except to those who study it. The more it is studied understandingly the more interesting it becomes.

In the paper that I shall read I have endeavored to deal with three aspects of the subject:

1. The importance of the freight rate;
2. The classification of freight for rate making purposes;
3. Commodity rates and some of the controlling elements in the making of commodity rates and of rates in general.

The great preponderance of the less than carload shipments—probably as much as 90 per cent of all such shipments—is transported upon the classification basis, as is also much of the freight shipped in carload lots.

Such carload freight as coal, lumber, live stock and grain, which commodities constitute about 55 per cent of the total freight traffic of the United States, is transported quite generally at what are called commodity rates, which are upon a level lower than the classification basis. Many other commodities and particularly heavy commodities of low value such as stone, gravel, Portland cement, bricks, salt, etc., are also transported largely at commodity rates, but as to these the commodity rate application, as distinguished from the classification application, is not so general as in the case of coal and the other three commodities previously named.

Section 1. The Importance of the Freight Rate

The function of the common carrier railroad is to transport for the public.

That the railroad may live and thrive

it must have traffic of character and volume sufficient to produce under the rates of transportation applicable thereon, a reasonable income and profit.

The chief function of the freight traffic department is to foster and promote the freight traffic of the railroad and to initiate, publish and maintain, subject to the powers of regulation vested in the Federal and State regulating bodies, reasonable rates for the transportation of that traffic.

The most important business in the world is farming. Measured in dollars alone, the business next in importance is that of manufacturing; but if in addition to dollars, the measure be the relation to and effect upon commerce and industry in general, the place next to agriculture must be given to transportation instead of manufacturing.

In our country by far the greatest agency of transportation is the railroad and the greatest business of the railroads is the moving of freight. The revenue from freight traffic is a little more than three times as great as from passenger traffic, and is about 70 per cent of the total revenue.

Therefore, it appears that in the business of transportation the freight rate is a most important factor and that it is in a sense the railroads' principal means of support. But in order that the freight rate may produce revenue there must be a movement of tonnage, or in other words, a commercial movement under the rate; and as tonnage is necessary to the railroad it follows that the rates must be so made, within reasonable limits, as to develop, encourage and attract tonnage; or stated in another way, the necessity and in-

terest of the railroad require that it so make its rates, within reason, as to foster and promote commerce.

That the railroads have so made their rates generally is evidenced by the vast movement of the various articles of commerce in and between all sections of the country as well as by the large export and import traffic.

The unit of freight service is the ton mile; that is, the transportation of one ton of freight one mile. When expressed in ton miles, some idea may be had of the immensity of the freight traffic and of the service which the railroads perform in the transportation of that traffic. Taking the Pennsylvania Railroad east of Pittsburgh, for example, the mileage of that road amounting to about 4100 miles, the freight service performed upon that road during a recent year, was equal to the transportation one mile of 22,813,572,280 tons, exclusive of the weight of the cars and locomotives used in transporting the freight. From the standpoint of distance alone, this service was equivalent to hauling one ton of freight around the earth at the equator about 1,000,000 times.

Taking the distance from the earth to the sun as about 90,000,000 miles, this freight service was equal to the movement of one ton of freight, in addition to the weight of the equipment used in transporting it, from the earth to the sun and return 127 times in one year. Assuming that the freight was transported at the rate of 100 miles per day, which is putting it very high, the freight service performed was also equivalent to the continuous movement of one ton of freight 100 miles per day for a period of 625,000 years.

The rate of freight is a factor, and not infrequently a controlling one, in the movement of raw material from the farm, the forest and the mine to points of concentration, to points of consumption and to points of manufacture; and in the movement of products from one place of manufacture to another, to distributing centers, to the retailer and to the ultimate consumer.

So the freight rates, entering into practically all the processes of every industry and into the processes of distribution, affect every person who is concerned either in the production or the consumption of any article of commerce; that is to say they affect the entire population and every place.

But notwithstanding the far-reaching ramifications of the freight rates and the fact that they produce for the railroads in normal times in this decade gross freight revenue amounting to the vast sum of about \$2,200,000,000 per year, they are so low that the resulting charges when distributed among the multitude of articles shipped and passed on to the multitude of ultimate consumers, who are the real payers of the freight, are practically a negligible quantity, generally speaking.

While a railroad's freight rates in general should be low enough to induce tonnage movement or to facilitate commerce and should be so adjusted as to work no undue hardship to persons or places, they should be also high enough to produce a fair share of the revenue necessary to enable the railroad to properly operate and maintain its plant, to make extensions and enlargements looking to the needs of the future and to pay a reasonable dividend. The demand for transportation is constantly increasing, and if the facilities of transportation do not keep pace with the demand, it follows that much tonnage will not move that otherwise would move, and that in consequence the progress of commerce will be retarded. This indicates that freight rates too low may be as much, if not more, of a bar to tonnage than freight rates too high.

What has been said refers to the freight rates generally and in the abstract. No mention has been made of specific rate adjustments or of any of the many relationships, differential and otherwise, that exist between various important points of shipment, between various important points of destination or between various important

commodities; all of which have been established with the purpose of developing or facilitating traffic. It is appropriate to say at this point that commerce is extremely sensitive to the freight rate; so much so that a slight change in the relationship of rates between raw material and the manufactured product as to many commodities, might easily result in the building up or the destruction of an industry or in its transfer from one locality to another.

There are various processes of determining a rate and these processes require that consideration be given to various things. The rate can be established through classification, as in the case of dry goods, boots, shoes, etc., from Chicago to Cairo, Ill., or specifically by commodity tariff as in the case of lumber, carlots, from Cairo to Chicago.

Section 2. Classification of Freight for Rate Purposes

On the subject of classification it should be said that the railroad freight classification of today is distinctly a product of evolution.

Its beginning was in the practice of the wagoners, in the days before railroads, to charge by the cubic foot for articles light in weight and by the 100 pounds for articles heavy in weight. This practice was adopted by the first railroads, but it quickly developed that it was difficult to assign certain articles to either of these broad classes. The chief cause of the difficulty was the increase (induced by the railroad facilities) in both the volume and the diversity of commodities offered for transportation; things differed in weight in proportion to bulk, in value and in the way in which they were packed or wrapped, while some articles were not packed or wrapped at all. Hence a more elaborate grouping became necessary—such as was in use by the canals of both the United States and Great Britain. The earliest steps of this development are lost to record, but a tariff issued in 1855 by a southern railroad showed the classifi-

cation of freight in groups. Class 1 included hats and pianos, and applied per cubic foot; class 2 applied per 100 lbs. and included dry goods, shoes and confectionery; class 3 applied per 100 lbs. and included butter, tobacco, crockery, oil and sheet iron; class 4 applied per 100 pounds and included bacon, sugar, pig iron and turpentine. In addition, this tariff, which was also a classification, contained special rates per piece or package for such commodities as agricultural implements, cotton and flour; per head for live stock, per cord for wood, per thousand for bricks and lumber; and provision for 20 per cent higher in the winter than in the summer on the wood, bricks and lumber. This publication covered less than 300 commodities.

In time the variety and number of articles required to be classified became so great that it was no longer feasible for the classification and tariff to be issued in one document; and the number of groups or classes had to be increased.

The remoteness of competition, which existed in the beginning, resulted in each road having a separate classification suited to its requirements; but as the railroads increased in number, those penetrating the same regions and meeting like commercial conditions found it desirable, not to say necessary, to have uniformity in their classification rules and ratings. To this cause is chiefly attributable the amalgamation of the individual classifications of the several railroads; so that while as late as 1885 there were hundreds of classifications in effect on the railroads of the United States, today there are, broadly speaking, but three (excepting the State-made classifications) and it is not beyond probability that the time is not far distant when there will be but one classification for all lines.

The three classifications above referred to are the Southern, the Western and the Official. The general territorial application of the Southern classification is the region south of the

Ohio and Potomac Rivers and east of the Mississippi River.

The territorial application of the Western classification is the region west of the Mississippi River, Minnesota and west, Wisconsin and the northern peninsula of Michigan.

The territory of the Official classification is that east of the Indiana-Illinois State line and of Lake Michigan and north of the Ohio and Potomac Rivers.

Illinois, by reason of its railroads reaching into all of the classification regions described, and because of its law empowering a commission to prescribe maximum rates, has a great diversity of classification application—greater perhaps than that of any other state. On Illinois intrastate traffic the Illinois Public Utilities Commission's classification applies. On traffic between Illinois and the regions described of the Southern, Western and Official classifications those classifications apply respectively.

Originally the classifications provided for but one class for an article regardless of its quantity as a shipment. Later it became and is now the custom to fix a lower class on carlots than on less than carlots. The explanation of this change which accounts for the presence of the "C. L." and "L. C. L." columns in the classifications of today is found in the fact that between the carlot and the less than carlot there is the prime distinction that the former is loaded by the shipper and unloaded by the consignee, while the latter is loaded and unloaded by the carrier; this lower cost to the carrier of the handling of the carlot together with the assurance of a full carload, led to the making of lower relative ratings for carloads than for less than carloads. To insure that the carload rating will not apply on less than a reasonably full carload, the minimum load for which the carload rating will apply is stipulated.

The theoretical principle primarily underlying classification has been defined as "the endeavor to apply—with-

out listing a separate rate for each article—to each of the articles of commerce that rate which it should equitably pay and which will cause the revenue derived from the aggregate quantity of that article transported to be in proper proportion to the total revenue derived from the transportation of all articles."

In practice what takes place is this: When a new article of commerce or manufacture is introduced the merchant or manufacturer calls on the railroads to have it classified and of course he endeavors to have it placed in the lowest possible class. The application is considered and discussed by the proper classification committee of the railroads and the applicant is given ample opportunity to be heard. The best judgment of the committee determines the rating finally assigned to the article.

The classifications are always under consideration and revision; there is a constant process of readjustment to the changing circumstances of trade. So-called anomalies there no doubt are and departures from the basis on which a classification should be framed but, as in the main the classifications of today are the result of unceasing efforts to adapt charges to prevailing conditions, they answer reasonably if not perfectly the requirements of trade.

Relative to the elements of classification the Interstate Commerce Commission has said:

"It is well settled that in making a classification of articles, bulk, value, liability to loss and damage, and similar elements indicating the desirability of the traffic should be considered, and articles which are analogous in character should ordinarily be placed in the same class. Carriers, within proper limitations, may take competition into consideration in classifying freight. Competition that may be considered in proper cases, not only includes that between carriers, but also that of the commodity produced in one section of the country with the same

commodity produced in another section, and sometimes competition of one kind of traffic with another."

Where the classification ratings are fixed, it is obvious that the rates themselves must be so made that used in connection with the classification reasonable revenue may result to the carrier. Where the rates themselves are fixed, then the classification must be so adjusted that its application in connection with the rates will produce reasonable revenue for the carrier.

Section 3. Commodity Rates and Some of the Controlling Elements in the Making of Commodity Rates and of Rates in General

A commodity rate is a rate published to apply specifically upon a certain commodity between specific points. It is different from the class rate, governed by the freight classification, which would apply in the absence of the commodity rate, and is usually lower, although in rare cases higher, than the class rate. Mention has already been made of the more important commodities which, generally, are transported at commodity rates.

The general rate structure as it prevails today has been developed and shaped very largely by commercial conditions and circumstances of competition.

Distance is a most important element of rate making but if distance alone controlled, the present day rate structure would be radically different from what it is and of much higher level.

The cost of the service is also an element that is taken into consideration, but usually only in a general way, owing to the impossibility of measuring the bearing and allocating the cost of the many and varied services, both direct and indirect, that enter into every act of transportation.

Among other elements that are considered, in determining the rate in particular cases are the following:

1. Previous rate on the same article.

2. The rate elsewhere on the same article.

3. Rates elsewhere and in the same locality on similar articles.

4. The nature and value of the article and the hazard of its transportation.

5. The competition of carriers, the competition of markets and the competition with other commodities.

6. The value of the service to the shipper.

7. The decisions of the state and interstate commerce commissions.

These, together with other considerations, have produced and do produce rates measured reasonably to the needs of the individual, the industry, the railroad station, the community and the commodity.

Illustrative of the various kinds of competition mentioned are the following:

1. As to competition between carriers, that is of different railroads between the same points, or of the railroads with all-water routes or with routes part water and part rail between the same points; the competition of the rail routes with the water routes on the great lakes has had much to do with the measure of the rail rates as they prevail today on all classes of traffic in the entire official classification territory.

2. As to competition between markets:

(a) Mississippi vs. Arkansas as producing territories of forest products.

(b) New Orleans vs. New York as shipping points of sugar and coffee.

(c) Chicago, St. Louis and Kansas City as important markets for live stock.

(d) Chicago, Minneapolis and St. Louis as important markets for grain.

3. As to competition between commodities:

(a) Portland cement, crushed stone, sand and gravel used in concrete work

for building and paving purposes vs. bricks and stone.

(b) Wooden box material vs. pulp board as a material for shipping containers.

(c) Wall and ceiling boards made of pulp board vs. lath and plaster for building purposes.

To be more specific with respect to the making of freight rates on commodities, I will take the case of the Portland cement traffic.

Not many years ago the comparatively small demand in Illinois and the Middle West for Portland cement was met by the product of mills in West New Jersey and Eastern Pennsylvania and by importations from Europe. The traffic from the east was transported largely by rail and water routes to the western lake ports and there reshipped to points of consumption. The commodity being heavy, cheap and practically imperishable, the rates were necessarily very low.

Then there were found at and near LaSalle, Ill., where coal also abounds, the materials for the making of a good Portland cement. Factories were established there for the manufacture of the commodity in great quantity. The nature of the industry, the volume of its output and the desirability and importance of the traffic to the LaSalle carriers impelled them to make such rates as were necessary to enable the LaSalle mills not only to enter but to practically dominate the western markets, which before had been served only by Europe and the east. Necessarily the rates made were low and much lower than would have been the case if it had not been from considerations of commercial competition, for the mills in the east were strong and loath to give up the western markets for their product.

The rate which the carriers determined at that time to be necessary from LaSalle to Chicago, short line distance 100 miles, was $3\frac{1}{2}$ cents per 100 pounds, equivalent to 14 cents per barrel; and to St. Paul, another important market, distance about 400

miles, 8 cents per 100 pounds, equivalent to 32 cents per barrel. Rates to other markets were made correspondingly. Both of the rates mentioned were extremely low and have since been increased, the rate to Chicago being now $4\frac{1}{2}$ cents and to St. Paul, 10 cents per 100 pounds.

However, while the European and the eastern shippers could not continue to compete from their original mills, they could and did establish mills in Indiana and Illinois which enabled them to continue as factors in the trade of the middle west.

Since then there has been an enormous development of the cement industry and a means of manufacturing the commodity from slag, formerly a waste product of steel mills, has been discovered and utilized. Many new cement mills have been established; some in Indiana, Michigan, Illinois, Iowa, Missouri, Minnesota and Kansas. Several of the individual mills have each a capacity as great as 20,000 barrels a day, and it is said that there is now an over-production. Competition among all these mills is extremely keen and each desires a rate adjustment that will permit its product to reach the widest possible range of markets. It is also the desire of the carrier serving a mill that the rates shall be so adjusted within reason that the mill may be able to manufacture and ship to the limit of its capacity.

Notwithstanding the influence of the mills upon the railroads, and the competition among the carriers themselves the carriers have succeeded in building up a rate structure which in the main has had the approval of the Interstate Commerce Commission. However, the structure is faulty here and there and in some respects is unsatisfactory to the carriers while in many respects it is unsatisfactory to some of the mills.

At one time the carriers combined in an effort to evolve a rate adjustment satisfactory to all the mills but met with failure. The carriers then suggested to the mills that they work out

a scheme of rates satisfactory to themselves and to be made effective if approved by the carriers. The mills, however, could not agree upon the rates and the attempt to determine upon an adjustment in this manner was abandoned.

All of this resulted in complaints by various cement interests to the Interstate Commerce Commission and these complaints are now upon hearing before that commission. All the circumstances pertaining to the transportation of cement are being placed before the commission and it is the hope of all parties concerned that the commission in its decision will prescribe a rate basis that will be acceptable to the several interests.

The subject of freight rates is a large and to me an interesting one, which accounts for the fact that this paper is longer perhaps than is fitting for an occasion such as this. I will now bring it to a close with a quotation

from the writings of Franklin K. Lane, formerly a member of the Interstate Commerce Commission and now Secretary of the Interior, expressing a thought of his upon the importance of the freight rate as a factor in commerce and industry:

"No one community in all this land lives to itself. We have grown as railroads were built. We have made a community of a continent. The freight rate determines where we shall mine and how we shall mine; where we shall manufacture and how we shall manufacture; where we shall plant and how we shall plant; what we shall eat and wherewithall we shall be clothed. With a national system of railways that penetrates into the remotest sections of the country, a service that is dependable and adapted to our industrial life, and rates so adjusted as to make the least possible tax upon trade, the United States as a commercial and industrial entity will realize itself fully."



DUBUQUE, IOWA.

Address by Commissioner Daniels of the Interstate Commerce Commission

The Following Is Taken from the Address of Winthrop M. Daniels, Member of the Interstate Commerce Commission, at the Annual Banquet of the Toledo Transportation Club, November 23, 1916

"Railways unable to handle traffic.— The ultimate fact is that the American railways as a whole are at present unable to handle the total volume of American commerce at peak load. This is a condition in which industrial America cannot and will not permanently acquiesce.

The essential cause of this unpreparedness is that in recent years the requisite additions to equipment and facilities have not been made. While the shortage of cars is the most patent evidence of the inadequacy of transportation facilities, we must not lose sight of the fact that more cars alone would not wholly meet the requirements of the hour. Without additional locomotive power, and without additional track and terminal facilities, a mere increase in cars might conceivably intensify congestion rather than remove it. While from 1908 to 1914 the average annual addition to first track was 4,342 miles, the new mileage built in 1915 was less than in any year since the Civil War. The miles of main track per 10,000 inhabitants has shown a slight but a progressive decline for every year since 1908. While the addition to the cars in service, exclusive of private cars, increased in the five-year period 1906-1910 by approximately 300,000, for the succeeding period of five years the increase was less than 115,000. And even if the greater capacity of later built equipment be taken into consideration, the additional ton-capacity added in the two periods was 15,000,000 tons for the first as against 10,900,000 for the second. A study made of individual carriers shows a surprising decrease in freight cars in service as between the end of the fiscal

years 1915 and 1916. I could cite two of the prominent anthracite carriers, two prominent Central Freight Association lines and one trunk line reaching from Chicago to New York whose annual reports evidence just this amazing state of affairs. When we recall that the total stock of freight cars of all descriptions number about two and a quarter millions, and that this equipment serves over 100,000,000 people, it is evident that on the average there is about one car for every 45 of the population. I am not unmindful of the fact that car efficiency is the product, not merely of the number of cars, but of their capacity and the average number of car-miles made daily. But making all due allowance for these modifying factors, it appears indisputable that the capacity of our rail transportation system as a whole has been falling astern the growth of population and the demands of traffic.

*Causes of the decline.—*When we analyze the causes of this relative decline, there are certain important facts that must be borne in mind. There is, first of all, the enormous aggregate expenditure which annual betterments and additions require. This has been variously estimated from \$500,000,000 to \$700,000,000 a year. Gigantic as this seems, the lower sum is but little over 3 per cent of the present outstanding securities of the carriers, and can hardly be deemed at the outside more than a 5 per cent annual addition to the property investment of the transportation system. Such an increment to the plant of a manufacturing concern would seem fairly modest. And yet this enormous aggregate, in so far as it is not provided out of surplus earnings, must come

from the sale of securities, and not a dollar can be coerced into this or any other channel of investment, but must come from the voluntary action of investors. During the past two years we have practically absorbed \$1,000,000-000 of our railroad securities formerly held abroad, the securities themselves having been released by foreign holders in settlement of the outstanding balance of indebtedness created by our excess of exports. New industrial enterprises launched during the same time have absorbed an unknown but possibly an equal amount of free capital coming on our domestic market for investment. Thus, despite the fact that for the year ending June 30, 1916, the average return, estimated at about $6\frac{1}{3}$ per cent, upon the carriers' aggregate book cost of road and equipment, has been higher than for any year since statistics have been kept—this is, since 1891—the relatively meager sale of new railroad securities has supplied a wholly inadequate sum to finance current requirements in the line of needed additions and betterments.

It stands to reason that if, upon the return of normal conditions, the investor persists in his reluctance to furnish the sums required to supply the current needs of our railway system, we shall confront a situation where inadequate facilities will become chronic, a condition one needs hardly to say, which will mean a revolution in the

entire system of railroad ownership, control and management.

Decline in freight rates—There is but one suggestion which seems pertinent in conclusion. The average of freight revenues per ton-mile has shown on the whole a declining tendency since 1891. The average in 1891 was practically 9 mills per ton-mile; for the past five years it has been below $7\frac{1}{2}$ mills per ton-mile; in 1914 and 1915 only $7\frac{1}{3}$ mills per ton-mile. Compared with the almost universal increase in the price level generally, the persistent tendency in freight rates on the average to fall is a most striking phenomenon. It suggests the question whether the shipper's interest, in case he desires a continuance of the present system of non-governmental operation, is not primarily an interest in the fair relative adjustment of rates, his own and his competitors, rather than a further reduction in the absolute height of freight rates, with its apparent inevitable sequel either of inadequate service or of a radical change to governmental ownership and operation. Upon that issue I shall not even venture to suggest the pros and cons. But this I do insist upon, that if a fundamental change of that character is to come, it ought not to come through the unintelligent policy of first blindly courting inadequate service, and therein desperation, resolving to escape the ills which our policy, or lack of policy, has brought upon us, by flying to other ills that we knew not of.

Appointments and Promotions

Effective Nov. 5, 1916, Mr. Michael Sheahan is appointed Train Master and Supervisor of the Rantoul District, with office at Rantoul, Ill., vice Mr. Daniel S. Bailey, retired on pension.

Effective December 1, 1916, Mr. Edward L. Crugar is appointed District Engineer of the Lines South of the Ohio River, with office at New Orleans, vice Mr. Clarence E. Weaver, resigned to accept service with another company.

Effective, December 21, 1916, the territory of Mr. Abner Bernard, Train Master, with office at Fordham, is extended to and including South Water Street; the territory of Mr. Fred Ehretsman, Train Master, with office at Randolph Street, will comprise line from foot of freight incline, 12th Street to Broadview.

Effective December 30, 1916, Mr. Clarence R. Smith is appointed Train Master with office at Fordham, vice Mr. Richard L. Malone, assigned other duties.



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 subject of the Prevention of Malaria is one of the most important matters that presents itself to employes and citizens living on the Southern Lines. Therefore, it is considered most timely that we are able to publish the papers in the magazine which were presented at the Ninth Annual Meeting of the Joint Association of Surgeons of the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies, held at Chicago, May 26th and 27th, 1916. These articles have appeared in the Railway Surgical Journal, the official organ of the Association, to whom credit is given.

Editor.

Malaria in the Mississippi Delta

By H. R. Miller, M. D., Scott, Miss., Local Surgeon, Y. & M. V.

(Continued from December Issue.)

For the first time in the United States an accurate record of vital statistics of the negro race under normal conditions has been possible. For 1915 the birth rate was: Males, 22; females, 24; total, 46; stillbirths, 4. Deaths: Males, 43; females, 48; total, 91. Number receiving medical treatment, 40. Ratio of births to deaths: 2 deaths to 1 birth.

The prevailing diseases are as follows:

Malaria, with 8 deaths, a mortality of 7 per cent.

Pellagra, with 4 deaths, a mortality of 11.13 per cent.

Tuberculosis, with 4 deaths, a mortality of 50 per cent.

Pneumonia, with 3 deaths, a mortality of 7.5 per cent.

It will be seen that malaria comes first in prevalence but last in mortality.

In addition to the above measures quinine sulphate in 12 grain doses at bedtime is given two days each week during the flight of the malaria mosquito in order to prevent the disease.

Possibly the most important point in

the malarial problem is the removal of the "carrier," that is, the individual who while not infected seriously enough to be really sick still has the malarial parasite in his blood. If we wait until we can drain the lands so as to eradicate malaria by exterminating the mosquito we will have this disease with us for many long years to come. Therefore, after doing all the draining, filling, oiling and screening possible we still have to fall back upon the chief means at our command, that is, the use of quinine for the removal of the "carrier."

Blood examinations are important as it is only by means of such examinations that it can be accurately determined as to the disease being thoroughly eradicated from the system.

In malaria, as in many other diseases, the education of the people is of primary importance and I have in the past few years delivered many lectures in the negro churches, largely dealing with this subject, and am glad to say that the results have been much better than I expected.

The treatment of malaria by quinine

is the most successful contribution ever made to Therapeutics, which is the treatment of disease with drugs. History and romance go hand in hand in telling of the ravages of malaria, and always the cry has been for the only known remedy. Through all the centuries to the present time we have depended upon quinine and it alone in the treatment of this disease. It was not known as to just how this drug acted until 1880, when Laveran discovered the *Plasmodium malaria*, which is the malarial organism. Since this discovery and with our increased knowledge of its life history as worked out in the laboratory and confirmed by the physician at the bedside, we have an agent which never fails.

In the treatment of no disease have laboratory methods been of more value. For many decades we have recognized malaria and we knew that we had a cure for it in quinine, but not until the microscope came to our aid did we know how to get the best results. In the treatment of malaria nearly every drug has been tried more or less, but today quinine is universally recognized as the one remedy that does not fail. Physicians differ as to the mode of administration but all advocate its use. Quinine was discovered as an alkaloid of cinchona bark in 1820 by Pelletier and Caventou, and this discovery might be marked as one of the most beneficial to the human race. There are many methods of administration of quinine, but the physician must be depended upon to determine the condition present and then decide as to what particular treatment is indicated.

All the salts of quinine have similar effects upon the *Plasmodium* or malarial poison. Just in what way they act is not definitely known, but two explanations have been offered. One, and the most plausible, is that they act

as a direct poison upon the malarial parasite, as the microscope shows degenerative changes after quinine has been administered. Another theory is that the resistance of the blood to the malarial organism is increased.

The most important part of the treatment after the acute symptoms have subsided is for the patient to continue the use of quinine until all plasmodia have been unquestionably removed from the blood. Stopping its use too soon produces a "carrier" of the disease who is a menace to the country. Unless this point is understood and acted upon we will have malaria with us until all of the breeding grounds of the malarial mosquito are destroyed.

There is no remedy so generally used that is as readily taken and has so few objectionable features as quinine. I have seldom seen any permanent bad effects follow its use. Many years ago, when living in the Cumberland Mountains, I saw an ignorant mountaineer who took 480 grains of quinine sulphate in 6 hours, and except for an impairment of his hearing no permanent bad results followed. However, this is a dangerous dose and this drug should not be considered as harmless. I have seen but one person who could not really take quinine, although there are many people who are peculiarly affected by it. However, the discomfort of ringing in the ears or skin irritation should not prevent the use of quinine when its administration is demanded.

It might be said, in conclusion, that malaria can be eradicated from any given community without the mosquito control, provided the physician and patient co-operate and use quinine properly, but that drainage, filling, oiling, screening, the use of bars and remaining indoors from sundown to sunrise should be practiced in any malarial community insofar as possible.



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

Ripley, Tenn., June 8, 1916.

Dr. G. G. Dowdall,
Chief Surgeon,
Hospital Department,
Chicago.

Dear Doctor:—

I wish to express my thanks and appreciation to the Hospital Department for the care and attention received at the hands of the Hospital recently.

For several years past, I had been troubled with a condition that required special treatment and, therefore, arranged to place myself under the care of the Hospital Department. I was taken to Mercy Hospital and operated on, and discharged on March 9, 1916.

I am feeling better than I have in five or six years and feel no inconvenience from having undergone this operation and want to thank you and members of your staff for their kind attention and consideration shown me while confined in the Company Hospital.

Yours truly,
(Signed) J. M. Taylor, Agent.

New Orleans, May 31, 1916.

Dr. Wm. W. Leake,
Assistant Chief Surgeon,
Illinois Central Hospital,
New Orleans, La.

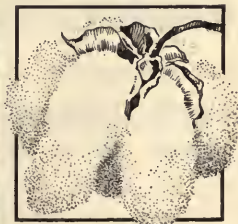
Dear Doctor:—

I desire herewith to express sincere thanks and gratitude for the kind and courteous treatment I received at the hands of the Hospital Department physicians and surgeons, also nurses of the Company Hospital, in connection with the very successful operation which was performed in my case on May 19, 1916.

With the greatest of pleasure I shall cheerfully recommend our Hospital Department to any of my fellow-employees who in future might be so unfortunate as to need medical attention. I do not believe more efficient service could be had elsewhere.

Again thanking you and members of your staff, I beg to remain,

Very truly yours,
(Signed) William Weidig, Jr.,
Clerk, Local Freight Office,
New Orleans, La.





ALWAYS SAFETY FIRST

Leave Your Troubles Outside the Railroad Yard



Preoccupation causes many accidents. Don't worry or let your mind dwell on domestic affairs while on duty. If you do, an unsympathetic engine or car may knock you down and end the worries—for you.

KEEP YOUR MIND CLEAR

STOP!

LOOK!

LISTEN!

A Fool and His Feet



If his feet should slip he would be sorry he rode with his feet on such an unsafe part of the car. Journal boxes and truck frames do not afford safe footing.

It Is Better to Be Careful Than It Is to Be Crippled

FREIGHT TRAFFIC

DEPARTMENT



Development of the Creamery and Dairy Industry in the South

By J. C. Clair, Industrial and Immigration Commissioner

EVER since the initial steps taken by the Illinois Central Railroad about two years ago in the organization of co-operative creameries along our lines in the South, various communities have become greatly interested in this movement to the extent that there has been a general awakening to the importance of this industry throughout that territory, and where there were only two successful creameries in the state of Mississippi at that time, there are today fifteen up-to-date creameries located at the following points:

West Co-operative Creamery, West, Miss.

Durant Creamery Company, Durant, Miss.

Mississippi Creamery Association, Jackson, Miss.

Dixie Creamery Company, Brookhaven, Miss.

Yalobusha Co-operative Creamery, Water Valley, Miss.

Lexington Co-operative Creamery, Lexington, Miss.

Brookhaven Creamery Company, Brookhaven, Miss.

Shamrock Creamery Company, McComb, Miss.

Aberdeen Creamery Company, Aberdeen, Miss.

A. & M. College Co-operative Creamery, Agricultural College.

Sumrall Creamery & Produce Company, Sumrall, Miss.

Meridian Creamery Company, Meridian, Miss.

Macon Creamery Company, Macon, Miss.

Okolona Creamery Company, Okolona, Miss.

Tupelo Creamery Company, Tupelo, Miss.

Of the above mentioned creameries the Illinois Central co-operated in the organization of those located at West, Jackson, Water Valley and Lexington. We also co-operated with the creamery at Martin, Tennessee, which is making excellent progress, as is also the case with the creamery at Paducah, Kentucky.

At Martin, Tennessee, in order to stimulate the dairy industry, thus assuring the success of the creamery, the Illinois Central Railroad organized a Boys' and Girls' Pure Bred Holstein Dairy Club, each member of which purchased a pure bred Holstein cow. In the meantime about one hundred of these pure bred have been purchased in Wisconsin and brought into that territory. Similar dairy clubs are being organized at this time at Mayfield, Kentucky, and Hazlehurst, Mississippi, the latter to be a pure bred Jersey club.

Southern farmers are rapidly turning their attention to improving their dairy herds. The old idea that the farmer of the South could not produce enough feed to take care of a dairy herd is now obsolete and he is awakening to the fact that he can produce more feed per acre and do it cheaper than any other section of the country. With such native grasses as Lespedeza and Bermuda, together with alfalfa, cowpeas and soybeans, and with the increased construction of silos, there is no reason why the farmers of the Southern Mississippi valley cannot raise dairy cows and operate dairy

farms most economically. The one great drawback has been that their cows have been, to a great extent, "scrubs," or poor grades. This, however, is being radically changed and at this time we are constantly receiving inquiries from various communities requesting our assistance in locating and selecting high grade milch cows.

Judging from these numerous inquiries for better cows and the great interest being taken in the dairy industry, we believe there is a great future in store for the dairy farmer along our southern lines.

The Graduates of the Training School Are Evidently Making Good

Blanchardville, Wis.

Oct. 8, 1916.

F. A. Barton,
Station School Instructor,
Chicago, Ill.

Dear Mr. Barton:

I felt you would like to know the impression gained by me since I left your school and came to BLANCHARDVILLE, WIS.

I thank you for sending me out here. I got here safely on the 4th day of Oct. The agent is a very fine gentleman. He is giving me his undivided attentions and with diligent application and a little effort on my part—is something which—creates confidence that some day I will have the desired reward;—the right knowledge which is so essential for an agent.

He is the right example for us young prospective agents. A painstaking man. I like this place because I like the man here.

With the help they give, I can not help becoming a first-class R. R. man. The station is neat and well kept and the management generally appears to me to be ideal. I have every reason to hope realizing my ambition.

The place is pretty busy.

Just GOOD.

Right now I have an opportunity to express my satisfaction. Since escaping the terrible slaughter in Europe four years ago where I had my College education it occurs to me that your instructions and advice—while in the land of Stars and Stripes—have done a tremendously beneficial work for me. Your inspiring influence for good reached far in MY mind.

I know that I am well repaid for my time at your school and NO OTHER could be worthier than you are to execute the splendid mission of I. C. for its prospective employes. You not only know almost everything from A to Z but you have the ability to impart that knowledge to OTHERS, a rare gift.

You were to me and to all your students FAIR and JUST, always ready to correct mistakes and faults.

From your best friend,

Milan Vaskov, S. Helper.



LOSS & DAMAGE BUREAU



THE following bulletin issued by one of our trainmasters, dated Jan. 1, 1917, and forwarded to all agents, local conductors and yardmasters on his territory:

"RESOLVE, we start the New Year by taking every possible **INDIVIDUAL** means to prevent claims, which can be done by the **PROPER HANDLING OF FREIGHT**.

"You are all familiar as to how claims originate and I will tell you how some of them could be avoided:

"To handle the company's business the same as your own.

"In case of doubt always take the safe course.

"Switch cars easy and carefully both in yards and on the road.

"Check freight efficiently loading and unloading from cars.

"Read the rules and instructions and comply with them after you have learned them.

"See that all freight is marked with

name of consignee and destination and that it is properly crated.

"Check freight before receipting for it and do not issue receipts for freight that has not been properly delivered to you.

"Waybill your freight in accordance with the shipping directions and compare your waybill with these directions.

"Never deliver order or notify freight without surrender of original bill of lading properly endorsed.

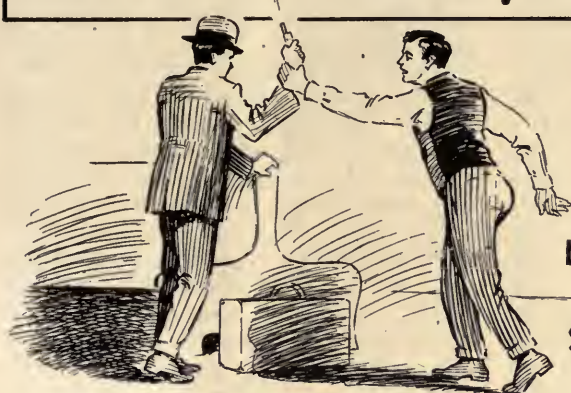
"Make report of over, short, bad order, refused and unclaimed freight promptly and in the method required by the rule and forward all over marked freight immediately to destination.

"I will, from time to time, get out bulletins concerning this subject and then calling on agents I shall expect to find them familiar with and practicing such suggestions as may be made."

If similar resolutions are adopted by every district on the system and are conformed with, there can be no doubt about the result of loss and damage claim payments during the new year.



Passenger Traffic Department



Little Talks with the Rambler

Service Notes of Interest

An Unusual Advertisement

THE Rambler was on his travels, and had reached a point where he could spend the night with one of our representatives, who at one time had been a ticket agent at one of our most prosperous stations. The day's work was practically done for both, and they were chatting on various topics when the subject of advertising was incidentally mentioned; this last growing out of the request on the part of the representative for some help in the way of advertising in connection with a special movement that he had in hand. The specific request having been discussed and disposed of, as far as circumstances admitted at the time, the talk became a matter of general exchange of ideas in regard to advertising—such as its effectiveness and results. It finally drifted on to the broader scope of how much advertising a road unconsciously did for itself, and how much each and all of its representatives did for the road, in distinction to the literature, publications and general printed matter put out by the proper department. Also the unexpected turns that a bit of advertis-

ing produced, and how difficult it was to determine where a little advertising seed, that might have dropped by the wayside took root and became fruitful. In this connection the Rambler mentioned a case that had but recently come to his notice, saying that in certain possible but not very probable territory, in an extreme section as far as our interests were concerned, a Panama Limited advertisement had come to his notice, saying that in a certain paper for what it might be worth. "You know," he said, "that while we have ways of estimating, and saying that in this and that medium or territory results are probable, we seldom have an opportunity to put our finger specifically on the returns of a given ad. We were very much pleased, however, in this case to have the following incident come directly to our notice. Two young Canadians, living in what would not be called the densely populated section of that country, but rather far from it, made their appearance at our Chicago station ticket office window one day, a week or so ago and asked about the Panama

Limited. In the course of their inquiries it developed, on their own initiative, that they had been particularly prosperous during the past summer and had made up their minds to do a little traveling during the winter for a change from the lonesome section where they lived. They had seen, they said, our advertisement of the Panama Limited; it developing that where they had seen it was in the paper which I have spoken of and which reached into their remote district. They were satisfied, after a little talk with the ticket seller, that they would like to ride on that new train—in fact, the thought of a ride on the Panama Limited seemed to be more in their minds than a visit to New Orleans; although the interest in the latter was naturally put before them in proper manner. They rather promptly said they would make the trip; but hesitated a little when, on asking for lower berths they were told none were left on the train, their call at the office window being but a relatively short time before the departure of the train. 'But,' said the ticket seller, 'while we have no lower berths, why not each of you take a compartment?' Being 'good sports,' and out for a sensible but 'good' time, and having the where-with-all to do it with, they promptly acquiesced and bought round-trip tickets to New Orleans on the Panama Limited, and a compartment each. There was something about the whole transaction," continued the Rambler, "all done as it was in fifteen minutes, that particularly appeals to me as being an illustration of the fact that you never know where your specific routine advertising is going to take effect."

"Direct advertising," responded the representative, "we all think we realize more or less about in a general way, but I sometimes think we do not appreciate as clearly what might be called the indirect advertising that is, or should be, constantly in operation. A reputation for reliability in the matter of being on time, a good road bed,

attractive and well kept up equipment and a host of other things are advertisements as much as is a column of newspaper display, and all imperative to make good the work of our advertising department. In fact, the work of the latter is practically worthless if what is claimed in our literature is not made good; including," he added with a little laugh, "'Courtesy.'" Then he added that a little matter occurred to him illustrating that very point that happened years ago in his own experience. "I might begin," he remarked, "by saying that I became convinced years ago that good deeds, which is a twin of courtesy and perhaps means one and the same thing, always bears good fruit. Now what I am going to tell you didn't happen yesterday, or last summer or last week, but thirty-two years ago; and it adds, I think, to our 'good deeds' and 'courtesy' catalog the old scriptural phrase about casting bread upon the waters. But to my story.

"Thirty-two years ago, I was filling the position of station agent at a small, but what I always considered an important station. One morning, about 9:30 o'clock, at a time when there were no passenger trains due and consequently no passengers in the waiting rooms, I was sitting at the telegraph table and had just finished receiving the morning markets from the Chicago Board of Trade, when, on turning my head and looking through the ticket window, I saw a sight that almost paralyzed me. There, straight before my eyes, was a man holding with a shaking hand a savage looking revolver; not pointed at me as you might assume, but aimed at the head of the one whose hand was holding it. I had no difficulty in understanding the meaning of such a maneuver; and, as the office door was partially open I sprang through it and struck the gun from his hand before he pulled the trigger. In knocking down the weapon the force of the blow caused him to sink to the floor on his knees. I immediately lifted him up and placed

him on one of the waiting room seats, at the same time making a careful examination to see if he had any more guns concealed on his person. Finding none, I commenced interviewing him in an attempt to find out why, if possible, he should undertake so rash an act. The only reply I could get was a mingled sob and protest, 'Why did you not let me alone, so I could finish it all.' In looking the individual over, I saw before me one of the most pitiful specimens of humanity that it had ever been my misfortune to see. In fact, the spectacle was such that it appealed intensely to my sympathy, and I felt that it was my duty to help the poor fellow to clear up his mind and teach him a better understanding of the purpose of living. I saw, from his condition that he had evidently been without food for some time, so I made hasty arrangements to get nourishment for him. As soon as the food arrived he almost grabbed it from the waiter's hands, and commenced devouring it like a starved animal. I cannot find words sufficient to describe the general appearance of the sorrowful creature. His clothes were in tatters and rags; his hair was sticking through holes in his old hat; his toes were out of his shoes; his eyes were sunken back in his head and his facial expression was that of a maniac. Several times, while he was eating, he asked me what time of night it was. I tried to explain to him that it was morning and not night; but he insisted that it was dark and must be night. In order to convince him that the sun was shining, I took him to the door and had him hold out his hand in the warm sunlight. His only reply was that the light and warmth of the sun was for others and not for him. After he had taken a good supply of food and warm coffee, I noticed that the meaningless stare in his eyes commenced to vanish, and I could see a marked change in his expression. So I fixed a temporary cot for him, on which I placed him for about an hour. On awakening, he seemed to be stronger and more willing to talk, so

I stated to him that there must be some interesting story connected with his life, but he said, 'No, I buried my only friend under the north end of the first railroad bridge, just south of town.' I questioned him closely, but could not get any satisfactory understanding as to these strange words. Hence, as the section gang was working close to town, I called them and requested the foreman to take his men and go to the bridge indicated and see what he could find buried under the north end. My anxiety was very intense while they were gone, as I had pictured in my mind that the same revolver that I had knocked from the poor fellow's hands just as he was ready to send a messenger of death into his brain, had no doubt taken the life of another, and that he had buried his victim under the bridge. While this was passing through my mind, I was planning just how I would report the matter to the sheriff's office and make a call for the coroner to hold the necessary investigation. At the same time I was trying to get a better understanding from my mysterious visitor as to why he should kill his only friend, and bury him, when it was his well planned intention to take his own life. His reply was very evasive, and all he would say was that the world had no favors for him and he had nothing to live for.

"The section men were only gone about twenty minutes when I saw them returning. I started to meet the foreman at the extreme end of the station platform, noticing as I did so that he was carrying some object in his arms that very much resembled a child. I could hardly wait for the foreman to get within speaking distance, but when he did so he shouted, 'I sure got him,' and as he drew nearer I could distinguish the covered form of a musical instrument. Upon examination, I found it to be a guitar, covered with a dove colored cloth, but showing evidences of having been buried in the ground. As I returned to my office and showed my visitor the result of our search, he sprang up and

grabbed the instrument and pressed it tightly to his body, caressing it the same as one would embrace a human being. This very pathetic scene greatly intensified my curiosity, ('naturally,' interrupted the Rambler) and I was very anxious to learn the story of this man's life. So I insisted, that, inasmuch as I had been the means of saving his life, I felt a personal desire to help him get on his feet again, and surely was justified in asking him for a full and true story. This last appeal seemed to strike the right chord, and I noticed tears gathering in his eyes, as, raising his head from his elbow and fixing his gaze direct upon me, he started by saying: 'At the sound of your sympathetic voice and on listening to your friendly appeal, which were the first kind words spoken to me in years, I did formulate a resolution that, on account of your desire and with your help, I would make another start and try to find some of the things of which you have spoken. So as briefly as possible I will give you a history of my life to the best of my recollection.

"While you were first talking to me you mentioned that no doubt a kind old mother was waiting somewhere and praying for the safe return of her boy. I have no memory of either a father or mother as far back as my remembrance goes. I can only recall the kindly face of a lady, dressed with a white apron and white cap, who would talk to me and pat my cheeks, as she did with other children who were in the same place with me. What I learned in after years was, that I was in a Home for the Friendless, in New York City. I can well remember the day when this kind lady helped to dress me, and told me I was going away with other boys and girls to be taken somewhere in the western states where good homes would be found for all of us. She kissed me good-bye, telling me to be a good boy, grow up to be a good man and maybe some day she would get to see me again. Now all that seems to me like

a dream, so many things have happened since those few kind words were spoken to me. At Chicago, where we landed with the gentleman who was looking for homes for his carload of homeless and friendless children, I was given to a man whose home was in a state west of the Missouri River. I was taken by him to be raised as his own child. His wife was a kind woman, who treated me as one of the family, the latter including a daughter, almost the age of myself, who received me as a brother. So for a few years things seemed to be coming my way, and I was enjoying the privileges of a good home. On a gloomy day in November, however, the visiting Angel of Death entered that home and took away its good mother. From the very day of her funeral there was a marked change in the attitude of the foster father. Things began to grow worse and worse, when one afternoon I was informed by the housekeeper that the foster father had departed for a western city for the express purpose of bringing home a new wife; 'and,' the housekeeper added, 'I surely do pity yourself and foster sister.'

"In the course of a few days the foster father returned with his bride, and she proved to be a young woman many years his junior. From the moment she entered that home I found my troubles began. There was nothing the foster sister or I could do to please her, and she started beating us both. I remonstrated with her and explained that I would take two beatings instead of one in order to shield that dear foster sister, whose life was just budding. The girl appealed to her father, but with no avail; and all that we could do was to endure the abuse and suffer in silence.

"I had heard from the neighbors, that the bulk of the family fortune really belonged to the daughter, as the property was the estate of her grandfather and had fallen to her mother before her marriage. Upon the death of her mother, the title naturally fell to her. I had, on many occa-

sions brought this subject up with the foster sister, but she would always reply that her father had disputed the claim, saying it was only neighborhood gossip.

"The foster father had opened his heart enough to permit me to attend high school in the city one winter, and I became well acquainted there with a son of a noted attorney; in fact, the boy's father was states attorney at the time. The son became much interested in the many things that I had told him concerning the manner in which my foster sister and myself were treated by the new stepmother, and what the neighbors had said in reference to the legal ownership of the farm upon which they were living, and about other property which no doubt had been covered up. So he was not long in getting his father interested in what he had been told, and the girl and myself were asked to make a visit to the states attorney's office and give him all the information we possessed. The result was a very rigid investigation into the circumstances surrounding the death of the mother and the hasty marriage of the father, with a final result that the girl's claims were established and a guardian appointed. After this, I was not long in finding out that the burdens of myself and foster sister had not been lightened by the court proceedings, and things commenced to grow darker and darker for both of us. Our hardships and trials, which seemed to increase as time moved on, caused a deep attachment between myself and foster sister, and we became fully aware that the love that had grown stronger between us each day was more than brother and sister love. So we had commenced planning for our future happiness, when, on getting up on a beautiful spring morning, I was informed that my foster sister had disappeared and I was told by the stepmother that she had evidently ran away with a young man who had been employed by one of the near neighbors. While I did not believe this

statement, I was compelled to keep quiet and await developments.

"Several days passed without tidings of the missing one. At about the same time, while working the fields with the foster father one day, I mentioned the matter to him and he at once gave me to understand that it was none of my business, and that I would hear concerning myself later. The last was the truth, for the following Saturday morning, as I was getting ready to go to work, the foster father approached me and told me to put away the team, pack up my few belongings, make my get-away at once and never permit myself to come into his presence again. He would have nothing further to do with me. While this was directly in line with what I was expecting, nevertheless it was a hard blow, and I felt that it was almost as severe as the death penalty. I was not long in packing up my few possessions, among them that guitar, which was a present from the foster sister and seemed at that moment to be the only thing in this life that I had to cling to. I started out in the world with only one purpose in view. That was to draw inspiration enough to guide my wandering footsteps upon some trail that would lead me to the whereabouts of her that I loved so well. I have now tramped this whole country over for the past three years, and have never been able to gain the slightest clew of her hiding place. I have fully concluded that she is not living, so I thought there was nothing left for me to do but to join her in that one eternal home. Had it not been for your interfering hand I would now be with her."

"At this point he broke down, and placing his head between his hands on the table gave way to weeping."

The Rambler, who had been listening attentively, arose from his seat and began pacing the floor, nodding to the story teller to continue, which the latter did as follows: "I was, of course, deeply impressed with what he said, and placing my hand gently upon the man's shoulder told him that I firmly

believed that his sweetheart was still living. I also gave him to understand that I would be his new found friend, and would give all possible assistance in his getting a foothold in the world again, so that he could pursue his search with substantial help. The man reached out his hand and assured me that anyone who would not accept an offer such as he had been made would be an ingrate. He then added, 'I am now yours to do as you will with me.' On being asked his name a deep shadow enveloped his face as he explained that it was something he had not thought of for the last three years, he having renounced the foster father's name on being driven from his former home. However, after a moment he said, 'Call me Billy Kelly,' by which name he was ever afterwards known."

The representative then went on to say that he had at the time a good friend living on a large tract of land not far from the town, and that, after having the stranger bathed, shaved and provided with new clothes, it so happened that the farmer friend that he had had in mind passed the station. The latter was hailed and told that the benefactor had a friend who had been sick, but was now getting better, and that he wanted him, the farmer, to give his alleged friend a place on the farm where he could do work enough for a while to pay for his board until he was able to make a full hand. The farmer agreed and took Billy along with him when later he left the town. About two weeks after Billy spent Sunday with the Agent and talked over future plans; and a few weeks afterwards the farmer friend went into town and took pains to go to the station and say that Billy had turned out to be the best hand that he had ever had; also that he was going to put Billy in as foreman over nineteen other hands. "In the meantime," continued the representative, "I had taken up the hidden trail of the girl, and with the assistance of a few friends succeeded in time in locating her. She had been closely confined in a convent, with all privileges taken from her, so

that it had been impossible for her to communicate with the outside world. Billy was advised of this in due time by my calling him in town and giving him a letter from his sweetheart explaining everything. Upon reading that letter he exclaimed, in the words of Monte Cristo, 'The World is Mine.'"

Possibly mistaking the Rambler's pacing back and forth with his hands in his pockets and his head bent over as if in deep thought, he said, "Well, perhaps Mr. Rambler, you are getting tired and are looking for the finish. At any rate I will make it short. Arrangements were naturally made for Billy to meet his sweetheart; and in time they were married and moved to the far west where Billy became a wealthy mine owner. He is today one of the leading capitalists of his district.

"But best of all," continued the narrator, "is the last; that is, that Billy has raised a charming family. So imagine my surprise one day not long ago when a beautiful young woman, in company with a refined looking young man, called at my office. The lady, after introducing herself and husband, explained that she was the daughter of the man whose life I had saved. She also said that they had just returned from Florida, to and from which it had been their pleasure to make use of the Seminole Limited. Then the young man added that when he had asked his father-in-law for his wife, in giving his consent the father had wanted it strictly understood that if the honeymoon trip was to be east or south it must be kept in mind that wherever it was possible he and his wife were to travel via the Illinois Central, 'Father, you see,' the young man added, 'thus going out of his way to make good with you.'"

"Well," said the Rambler, passing a cigar to his friend and lighting another for himself, "it is time for me to go to the hotel, but I have been mightily interested in your story. It is certainly a good illustration of a very unique and unusual form of indirect advertising."

Service Notes of Interest

The following letters speak for themselves, and will no doubt, be as much a source of pride to our agents as they are to the management:

GRAND LODGE—ORDER OF ELKS.

REV. JOHN DYSART.

Mr. J. F. Beyer, C. P. A.,
Illinois Central R. R.,
Dubuque, Iowa.

Mr. Dear Mr. Beyer:

I want to thank you for bringing to my attention your splendid train, the Panama Limited from Chicago to New Orleans, as we were discussing my contemplated trip here which ended an hour or two ago. I am taking a few minutes while the recollection of it is fresh in my mind to tell you how entirely delightful it was. The train is one of the most splendidly equipped that I have ever used; the courtesy and attentions of all employes upon the train are all that can be asked for, while I found the dining car service exceptionally good from every point of view. The train makes time; the road bed is unusually smooth and, all in all, I cannot see where the Panama Limited leaves anything to be desired by the most exacting and fastidious traveler. I do not recall in many years that I have made a trip of near a thousand miles that was so entirely comfortable, restful and delightful in every way. The Panama Limited certainly deserves the liberal patronage of the traveling public.

With kind regards, I am,

Very truly yours,

(Signed) John Dysart.

The Grunewald,
New Orleans, La.
December 2, 1916.

* * * * *

AUSTIN MANUFACTURING COMPANY.

Chicago December 21, 1916.

Mr. S. G. Hatch,
Passenger Traffic Manager,
Illinois Central R. R.,
Chicago, Ill.

Mr. Dear Mr. Hatch:

Allow me to congratulate you on the new train. I came up from New Orleans on my way from California on it this week and it certainly has a little bit the edge on any train in or out of Chicago to date. The * * * * Limited has always been my idea of the best to be had in the traveling line, but you have even "put it over" that train to some extent. In the matter of lighting (a very important matter on a long distance train it is "the best ever" and the dining car service shows a successful ambition to keep on a par with the whole equipment. Should its patronage not justify you in

keeping it on, and you will notify me, I will take a round trip on it every month or so just to keep from losing it. Just a compartment on the New Orleans train has been a luxury I have long sighed for in vain, so to encounter that 18-carat flyer was some pleasant revelation and you certainly are entitled to congratulations.

Yours truly,

(Signed) W. T. Beatty,
President and General Manager.

* * * * *

WALTER TOD & Co.

Chicago, December 18, 1916.

Mr. S. G. Hatch,
Passenger Traffic Manager,
Illinois Central R. R.,
Chicago, Ill.

Dear Sir:

Since the days when you first inaugurated a through car to Jacksonville, Mr. C. B. Bouton, Mr. Robert McDougal, myself et al have been pleased to be a part of your increasing Florida travel.

As I am about to leave for Florida again, I desire to do what a serious illness prevented me from doing last spring, which is, to commend your present train service. I desire at this time to give special expression of appreciation of attention shown us here in Chicago, and also in Jacksonville by your passenger agent, Mr. S. C. Baird, and by your traveling passenger agent, Mr. H. C. Cantwell, although it seems to be the rule of all your agents and employes to be courteous and attentive. And while the traveling people may not give expression of appreciation I am sure that is the result.

Trusting you will receive the portion of this travel to which you are entitled, I am

Very truly yours,

(Signed) Walter Tod.

The following circular has been issued to traffic department representatives in regard to I. C. C. pass regulations. It is repeated to emphasize its importance and for the information of agents:

"At a general session of the Interstate Commerce Commission, held in Washington, D. C., July 8, 1916, an order was passed prescribing regulations to govern the forms and recording of passes of all common carriers, which will become effective January 1, 1917, and supersede and cancel all previous orders of the Commission upon this subject.

"The order of the Commission and the regulations prescribed must be carefully observed, both in letter and spirit, by all officers and employes of this company, particular attention being called to section 24, which reads in part as follows:

"Carriers may permit their principal officers to furnish passes to officers and employes, and to the members of families of officers and employes, of other carriers subject to these regulations, who are not prohibited by law from using free transportation, without requiring written requests, provided:

"(a) That acknowledgment, in accordance with Form 22 hereinafter prescribed, be secured from the persons to whom or on whose account passes are issued, or from an officer whose name has been filed with the Commission, in compliance with paragraph 3 (b), of the carrier on whose account the passes are issued.

"(b) That notices, in accordance with Form 23 hereinafter prescribed, be given the carriers on whose account the passes are issued through the officers of such carriers ordinarily authorized to issue requests on other carriers for passes."

"This means that under emergency the representative may request transportation for an agent for instance, without written request from proper authority, and if all other requirements are fulfilled, the pass may be issued as heretofore; but a special form of notice of such transaction must be executed and forwarded by the officer of this company authorized to issue passes to the officer authorized to issue passes of the line by which the individual is employed for whom the transportation is issued. This makes it necessary that great care should be exercised, and the person for whom the transportation is requested should understand the condition under which it is issued.

"Each pass issued will have slip attached, for delivery with pass, reading as follows:

"Conforming to pass regulations of Interstate Commerce Commission, notice of issue of this pass will be given to officer of your railroad authorized to issue requests on other carriers for passes."

"Illinois Central representatives must not make direct request for transportation upon foreign lines either for themselves or members of families."

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

Organization, Location and Date

Race Meet, New Orleans, Louisiana, January 1-February 20, 1917, (inclusive).

Second Annual Speed Boat Regatta, Miami, Florida, January 18-20, 1917.

American National Live Stock Association, Cheyenne, Wyo., January 18-20, 1917.

National Association of Brass Manufacturers, Chicago, January 24-25, 1917.

National Foreign Trade Council, Pittsburgh, Pa., January 25-27, 1917.

Havana Country Club Golf Tournament, Havana, Cuba, January, 1917.

Illinois Life Insurance Company, Convention, Chicago, January, 1917.

Illinois Association of Municipal Contractors, Chicago, January, 1917.

American Druggists' Syndicate, New York City, January 22, 1917.

National Shoe Travelers' Association, St. Louis, January, 1917.

Greater Chicago Poultry Show, Chicago, January 10-16, 1917.

American Association of Creamery Butter Manufacturers, Chicago, February, 1917.

Retail Commercial Union, Chicago, February, 1917.

American Association of Engineers, Chicago, February, 1917.

Thirteenth Annual Convention of the Western Fruit Jobbers' Association of America, New Orleans, La., January 29-31, 1917.

Southern Pine Association, New Orleans, February 6-7, 1917.

Annual Meeting Directors of Tampa-Cuba Cigar Co., Tampa, Fla., February 8, 1917.

National Daylight Saving Convention, New York City, January 30-31, 1917.

Outdoor Sports Carnival, St. Paul, Minn., February 3, 1917.

National Canners' Association, Cleveland, Ohio, February 5-10, 1917.

Eighth Merchandise Exhibition Manufacturers' and Importers' Association, Chicago, February 12-17, 1917.

Western Roentgen Society, Chicago, February 16-17, 1917.

Western Cigar Box Manufacturers' Association, Chicago, February, 1917.

Cement Show, Chicago, February 7-15, 1917.

Inland Daily Press Association, Chicago, February, 1917.

American Association of Garage Owners, Chicago, February, 1917.

The following from "Ticket-Selling Talks" of the Santa Fe, while referring specifically to that road, is reproduced because the thought conveyed therein is equally applicable to the Illinois Central. Under conditions outlined *our* agents are the Illinois Central:

"To be a Santa Fe station agent means more perhaps than you have realized. You come down to the station early in the morning, rain or shine, and put in a busy day. You direct everything that is done, and do lots of the work yourself. You hustle freight in and out. You sell tickets. You look after the express. You attend to the wire. You make out reports. Every minute is full of pressing duties.

"Whether the station be large or small—whether your force is twenty or two—whether you are on the main line or a branch—remember this: You are the Santa Fe in that locality. Back of you is the authority and prestige of thousands of miles of track in thirteen states, and millions of

dollars of invested capital. The man who ships from your station, the passenger who boards a train at your station, looks upon you as embodying the finest railway in the U. S. A. Is not that an incentive always to be on the job—always to be courteous?

"You are the Santa Fe."

The United Fruit Company announces, in connection with their Great White Fleet, a "Round South America Tour" for which tickets are on sale the year around; limited to one year from date of departure, with stop-overs allowed at all ports within the limit of the ticket. The itinerary is as follows:

From New Orleans (via direct ship or Havana, Cuba) to Cristobal, C. Z.; Cristobal (Colon) or Balboa to Valparaiso, Chile, stopping at Calloa, Peru and other West Coast Ports. Valparaiso or Santiago, Chile to Buenos Aires by Trans-Andean route, or through the picturesque Straits of Magellan by the large Straits' mail steamers of the Pacific Steam Navigation Company. Buenos Aires to New York, stopping at Santos and Rio de Janeiro. The tour is also made from New York via Kingston, Jamaica or Havana, Cuba.

The fares for adults for this tour from *New Orleans* are \$500.00 via Trans-Andean Route and \$511.50 via Straits Route.

The Atlantic Coast Line advises the following winter schedules for the season of 1916-1917:

The New York and Florida Special will leave Jacksonville daily at 3:30 P. M. for St. Augustine, Hotel Ormond, Daytona, New Miami.

Smyrna, Titusville, Rockledge, Fort Pierce, West Palm Beach, Royal Poinciana and

Between Jacksonville and Tampa, the daily service will be as follows: Tampa Special leave Jacksonville at 9:15 A. M.; arrive Tampa 4:00 P. M. Coast Line Florida Mail will leave Jacksonville daily at 9:30 A. M.; arrive Tampa 7:05 P. M.; Florida and West Indiana Limited will leave Jacksonville at 1:30 P. M.; arrive Tampa 8:45 P. M.; Palmetto Limited will leave Jacksonville at 9:30 P. M.; arrive Tampa 6:45 A. M.

The Pinellas Special, via Newberry and Dunnellon, will leave Jacksonville daily except Sunday at 10:30 A. M.; and arrive at St. Petersburg at 6:00 P. M.; additional daily trains to Pinellas Park and St. Petersburg,

via Gainesville, Ocala and Leesburg will leave Jacksonville at 9:30 A. M.; and arrive St. Petersburg at 8:30 P. M.; leave Jacksonville at 9:30 P. M.; and arrive at St. Petersburg at 8:00 A. M. In addition train for Leesburg leaves Jacksonville at 4:00 P. M.; arrives Leesburg at 10:20 P. M.

Daily trains between Jacksonville and Ft. Myers will leave Jacksonville at 9:30 A. M.; arrive at Ft. Myers at 10:20 P. M.; leave Jacksonville at 9:30 P. M.; arrive at Ft. Myers at 12:05 P. M.

The New York & Cuba Mail Steamship Company—Ward Line—announce direct service twice a week between Jacksonville, Fla., and Nassau, B. I., leaving Jacksonville Mondays and Thursdays, returning, leaving Nassau Wednesdays and Saturdays. Last sailing from Nassau, April 14th.

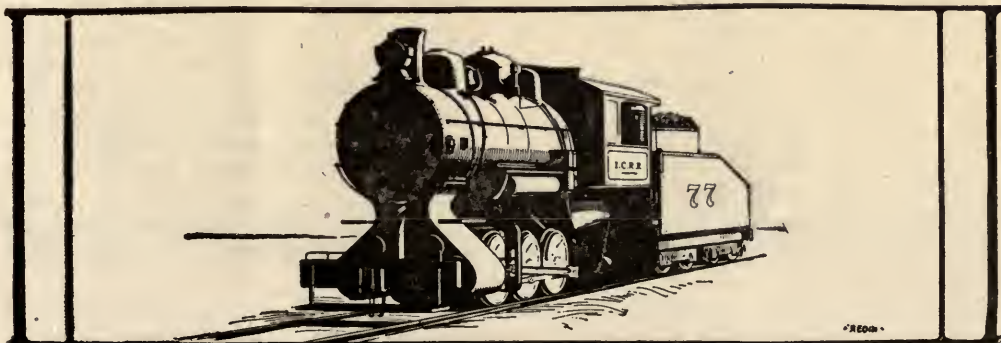
The Macon, Ga., terminal station, one of the handsomest structures of its kind in the whole country, was formally opened at 9:00 A. M., December 1st, and Central of Georgia No. 8 from Albany, due in Macon at 9:30 A. M., had the distinction of being the first train to enter it.—*The Right Way.*

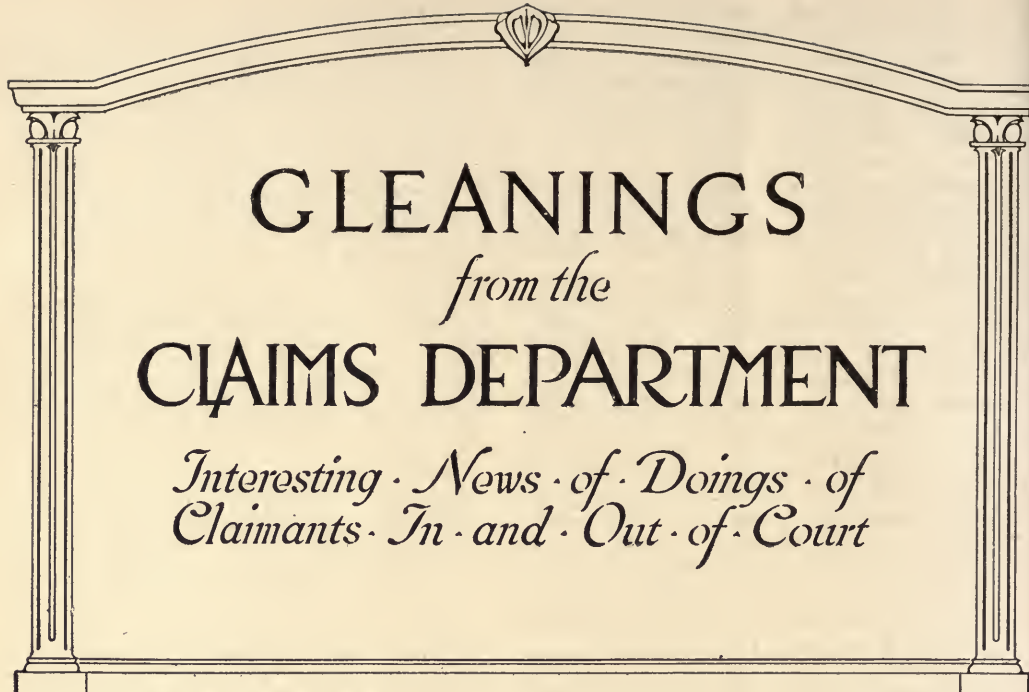
The Canadian Northern Railway announces one of the latest features originated and introduced on all its Transcontinental Trains, the feature being a "Travellers' Shop," in charge of the porter in the observation car.

The stock consists of a complete list of articles the traveller is likely to forget or overlook in packing up for the trip, or might desire to purchase as an after-thought.

Everything from shoe laces and collar buttons to smelling salts and bon-bons are obtainable. The innovation is claimed to be successful, and appreciated by the patrons of the road.

The Santa Fe announces through tourist sleeping car between St. Louis and Los Angeles, Cal., every day until June 30th, via connecting lines: Cars to be handled between St. Louis and Kansas City alternately with the Burlington, Chicago & Alton; Missouri & Pacific and the Wabash. From Kansas City to Los Angeles they will be handled on Santa Fe Train No. 1—"The Scout."





CLEANINGS

from the

CLAIMS DEPARTMENT

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

The Crossing Bell Unheeded

"The railroad ought to put in a bell at this crossing" is the usual comment heard after the happening of a grade crossing accident.

In our grade crossing campaign, we have been taking the position that crossing bells, and even crossing flagmen, do not prevent crossing accidents, and that the only effectual remedy is to require the public to STOP. LOOK and LISTEN. It is true we do install electric bells and we do maintain crossing flagmen at certain crossings, but they do not produce the desired results.

If it were necessary for us to introduce proof to sustain our position of the inefficiency of crossing signals and crossing flagmen, we could do it to the entire satisfaction of anyone seeking information. For instance, we could introduce as a witness Mr. R. W. Coffey, of Allenville, Ill., who was injured on October 25th, while driving a Ford car over a grade crossing two miles north of his home. He drove his car on the

crossing in the face of an oncoming train, while the automatic electric bell was ringing.

And then we could introduce John McDaniels, who drove on a crossing at Sullivan, Ill., Dec. 8, 1916, in spite of the warning of the automatic electric bell. He was injured and his father, George McDaniels, was killed.

We could go on giving instances of this kind and could cite enough cases to fill this magazine from cover to cover.

A RECOMMENDATION

A gentleman who has been a close observer of the trials and tribulations of the railroad in its litigated cases, and has had unusual opportunity of noting how flippantly anti-railroad witnesses are accustomed to set aside the real facts and supply false testimony damaging to the railroad, has written the Claim Department the following interesting letter:

"I do not believe that the usual and casual oath administered to those about

to give testimony has any real value as a solemn and grave apprehension as to what might follow its profanation.

This same oath, rather calm in its nature and subdued in its administration has become worn out. It means nothing but the outward symbol of a meaningless declaration. It is violated with impunity, and transgressed with arrogance. It is a short saying, repeated in many cases by those who have no reverence for the words which they speak, and few realize what it may mean to transgress it. I believe that the oath should have incorporated within it just what it means to those who do violate its sanctity. I therefore would recommend that we see what God says about it and adopt as the oath His words from Rev. 21:8 which are as follows:

"But the fearful, and unbelieving, and the abominable, and murderers, and whoremongers, and sorcerers, and idolators, and ALL LIARS, shall have their part in the lake which burneth with fire and brimstone; WHICH IS THE SECOND DEATH."

This sort of an oath with the real meaning incorporated right in it might cause some of the boys to sit up and take some real good official notice of it, especially, when they are made to know that no human said these words, but that He who spake them has the last shake at the dice."

HOW A JOKE BROKE UP A STAFF MEETING

The Irish are noted for their cheerful disposition, quick wit and keen appreciation for everything humorous. There are, however, exceptions to this rule. In connection with the Safety First campaign being waged by our General Manager, there was assigned to an Irish Supervisor, whom we will call Joe Mulhaley, the duty of checking a crossing, with instructions to report what precautions were taken by the people using the crossing. Joe's report was very carefully made, the last item reading as follows: 5:16 P. M., two negro women in buggy stopped, both looked good.' At the Superintendent's safety meeting, a few

day's later, all the division staff being present, the crossing checks were read out. Joe's report among them. When the last item of Joe's report, quoted above, was read out, it brought forth a general laugh. Joe looked around in blank amazement and said; "It is a fact they looked good, both ways." This broke up the meeting, since which time Joe has been telling the story and trying to find out what was wrong with the division staff. It is said that the division staff has a committee engaged in digging into the ancestry of Joe for the purpose of trying to clear the Irish of responsibility for him by proving that he is a Swede.

SI BURT VINDICATED

Omah J. Marshall lived at Gibson City, Ill. He had lived there 25 years; he was familiar with all the streets and localities in the city.

On the 20th of last Sept. Mr. Marshall had been attending a funeral. He was in a hurry to get to the cemetery ahead of the procession so he drove down State St. in Gibson and drove across a side track and then upon the main track where he struck the front end of the "Daylight Special" and was thrown out of his automobile and killed.

The administrator did not desire to make any settlement with the company; not one word would he suggest in the way of settlement, but immediately brought a suit in Ford Co., Ill., for \$10,000 for the death and \$1,000 for the auto.

At the trial of the case at Paxton the plaintiff brought over a large number of witnesses from Gibson to show that the crossing was defective, that the place where Mr. Marshall was killed was a very dangerous place, and had been for a long time, and that there was no bell sounded and no whistle blown.

Locomotives should be inspected from time to time to see that the bell is not missing or the whistle full of mud. Section foremen should be instructed to pick up any old bells along the track that may have dropped off from passing engines and report same

within a month or so after finding them so that they may be replaced, otherwise they might become a total loss. Whistles that have not been sounded within the past 18 months should be outlawed and plugged, for some reckless engineer might undertake to use one and fall into a bad habit.

One witness who was in a barn said the bill did not ring. This was evidence with vengeance. One man said he saw the train pass the depot at 15 miles an hour. Yet it made the station stop. Some engineer, this Si Burt. It is said of Si that he once saw a flock of turkeys on a crossing just ahead of him about 9 feet and that he was on No. 20 going about 40 miles an hour when he saw the turkeys; that within 5 feet Si had her in back motion, had the fireman out after the turkeys, had captured two of them, and gone before the conductor could cut a cash fare. One witness said he had been street commissioner for a long time, that the crossing was "bad, worn out and defective," but although it was his duty to fix these crossings he had never as much as whispered to any one that this was a place that needed attention.

The plaintiff in this case proved much. It was proved that Mr. Marshall was possessed of keen eyesight, and that his hearing was of such acute and keen perception, that upon ordinary days he might have heard the sun set. They also proved that another man over a mile away heard the train coming, heard it whistle, heard it come into town, but Marshall, with all his unusual faculties, right next to the track, did not hear it.

In this case the company had the advantage of some unusual witnesses, one being a member of the State Utility Commission, another a prominent man from Decatur and another being the County Judge of Ford County who saw the entire accident and narrated the circumstances to the jury in a style that was not calculated to endow the estate of the plaintiff with any loose change.

These men swore that Mr. Marshall, coming along in his machine, never altered his course, never hesitated, but drove upon the crossing, and struck the

locomotive at the rear end of the pilot; that he broke off an iron step from the engine, splintered the rear end of the pilot, and that he hit the engine on this crossing, and that they heard the bell ringing, and that they heard the train whistle, (heard Si Burt whistle) and that while the train might have been coming into town perhaps from 10 to 12 miles an hour, this was a crossing that this man had known of for years, and if it was dangerous he knew it, and so the jury, having retired, and having deliberated less than an hour, came out and said like Pilate of old, that while many from Gibson did proclaim Si Burt a bad man, yet they found no fault in him.

RECENT EXPERIENCE OF A PASSENGER CONDUCTOR

During the past year, the company has had a good deal to say to its passenger conductors about the desirability of being courteous and of utilizing good judgment in cases where controversies arise between conductors and passengers. It developed that the Company had been put to much unnecessary expense in defending law suits where conductors had been uncivil to passengers, or where passengers had been improperly ejected from trains.

The conductors, with a few exceptions, have entirely eliminated the troublesome situation. In one of the excepted cases, a passenger conductor failed to master his temper, last September, and lost his head and assaulted a passenger. A suit was promptly filed. The Superintendent took the conductor out of the service for violation of the rules and conduct unbecoming a passenger conductor. The conductor realized he had made a mistake and had unnecessarily involved the Company, and what do you suppose he did? He went to see the lawyer who brought the suit and compromised it himself, and paid the money out of his own pocket, and then he returned to the Superintendent and handed him a release signed by the passenger with whom he had the difficulty, and also by the passenger's attorney. The conductor was promptly put back to work. He is satisfied, and the Company is satisfied

because of the belief that this conductor has learned his lesson and will be more valuable to the Company than ever before, as he will probably never have another experience of the character related here.

saw, or thought he saw, an opportunity to do so and make a little money in addition. He claimed that he would never be able to do anything but light work, refused to make settlement under the provisions of the Illinois Compensation



RESCUED.

The above is a picture of Section Foreman J. A. Waller, of Sharon, Tenn., and an old horse which had been turned out on the waylands and was rescued by Mr. Waller just in time to prevent the animal from being killed.

THE OLD, OLD STORY AGAIN

Mr. George G. Bennett had been employed as a locomotive engineer by the Illinois Central for 25 years, working on the Illinois Division and later in the suburban service at Chicago. On April 3rd, 1914, while running his engine from Randolph Street to the Round House at 27th Street, a horse shoe brace stud blew out filling the cab with steam and Mr. Bennett received some burns on the face and hands, and also sustained an injury to his back when he jumped from the moving engine. At the end of three months the attending physicians were of the opinion that he could return to work.

Having had the inclination for some time to retire from railroad work and settle down as a farmer, Mr. Bennett

Act which governed his case, and instituted suit in the Federal Court at Chicago for \$25,000. Meanwhile he bought a farm in the State of New York.

After a delay of over two years, the case was recently reached for trial. Mr. Bennett's statement on the witness stand that he was unable to do any hard work was offset somewhat by the further statement, after considerable questioning, that he plowed and tilled five acres each year, milked eight cows every day and did the other farm chores. Realizing that their client was not engaged in the handling of interstate commerce at the time of the accident, Mr. Bennett's attorneys agreed to accept \$500.00 in settlement of the \$25,000.00 suit.

Had Mr. Bennett settled his case direct with the Company without commencing suit (and the Railroad Company was perfectly willing to allow him whatever he was entitled to under the Compensation Act), he would have received a sum almost equivalent to the amount paid his lawyers. Now, after paying his attorneys' fees and deducting the expenses of himself and his wit-

nesses, he will only have left about enough to buy another cow. ✓

PLIGHT OF ROBERT H. PEERY

Robert H. Peery, ex-conductor, residence Paducah, Ky., after a long service with the Company, was unfortunate enough to be involved in an accident which took place at Boaz, Ky., December 8, 1911. He sustained a fracture of the right clavicle, contusion of right hip and other injuries. He gave up his position to try his fortunes in the damage suit game. He was one of those who was caught in the net of the solicitors from St. Paul, Minn., where his suit was filed. Since that time he has had the opportunity of experiencing alternately the sensations of defeat, victory, and defeat. Upon the first trial of his case, the court held against him on the ground that he was not engaged in interstate commerce. The case was appealed to the Supreme Court of Minnesota and reversed and remanded for another trial. The second trial occurred in February, 1914, and resulted in a verdict against the Railroad Company for \$12,000.00. The trial judge reduced this amount to \$9,000.00 and the case was again appealed to the Supreme Court of Minnesota, and there affirmed. The Railroad Company then took the case to the Supreme Court of the United States upon the proposition that Peery was not engaged in interstate commerce at the time of the accident, and won out, the Supreme Court of the United States having handed down its decision last month to the effect that Peery was not entitled to recover under the Federal Employers' Liability Act, because of the fact that he was not engaged in interstate commerce when he was injured. Apparently this ends the case, as it is now too late for Peery to start a law suit under the laws of Kentucky.

This case emphasizes the perniciousness of those who solicit and stir up litigation. If Mr. Peery had been left alone, and solicitors for damage suit lawyers had kept away from him, he no doubt would have accepted reasonable compensation from the railroad and still be in its employ.

SOME FAVORABLE JURY VERDICTS IN AUTOMOBILE CASES

There has recently been much press comment upon the large number of automobile grade crossing accidents. A circular issued by Mr. T. J. Foley, general manager of the Illinois Central Railroad system, addressed to the public upon this subject has been given wide publicity as has also the efforts of the company and others, to call attention to the lack of care on the part of drivers of machines, by making checks at various crossings and publishing the result, indicating the number of machines passing over the crossing within a given period, and the percentage of those who "stopped, looked and listened," which percentage is shown to be lamentably small. Owing to the great increase in this class of casualties, suits for damages growing out of them have become very numerous.

During the past week three such suits were tried in Bolivar County against the Y. & M. V. R. R. Company, resulting in jury verdicts for the railroad. The cases were brought by Mrs. E. W. Longfellow for \$25,000, Mrs. J. E. Spain and Mrs. Guy Waldrup for \$10,000 each. These plaintiffs were in a machine owned by Mrs. Waldrup but driven by Mr. S. P. Johnson, when at 5 p. m., November 21, 1915, while attempting to cross the railroad tracks at Cleveland, Miss., the automobile was struck by a railroad motor car operated by railroad employes. Mrs. Longfellow claimed to have been very severely and permanently injured. In fact, at one time it was thought she was paralyzed so she declined to accept in settlement less than \$5,000 prior to suit. The injuries to the other two were not so serious, although they received severe bruises and a great nervous shock. The evidence disclosed that the accident happened within the speed restricted district of Cleveland and the plaintiffs attempted to show that the motor car was exceeding the lawful rate of speed. It was also proven by eye-witnesses that neither the driver nor the occupants of the machine looked in the direction of the approaching motor car, although they had a clear,

unobstructed view for 75 feet back upon the highway and first discovered the approaching car when the front wheels of the auto were upon the track.

These verdicts would indicate a considerable change in public sentiment and that juries are no longer disposed to render verdicts against railroads, irrespective of the merits of the case. It would be folly to say that any autoist courts an accident of this kind for the purpose of recovering damages from a railroad. However, reckless drivers might well take notice that they cannot blindly rush upon railroad tracks without exercising their senses of sight and hearing and if struck by a train, expect a sympathetic jury to require the railroad, even though without blame, to pay all the bills.—*Jackson (Miss.) News.*

RUNNING NECK AND NECK.

If there are those who believe that the Illinois Central has a monopoly on automobile grade crossing accidents, it is time for them to revise their views. On the Rock Island System, between January 1st and October 15th, 1916, there were thirty-four persons killed and one hundred and fourteen persons injured in automobile grade crossing accidents. The Illinois Central and the Rock Island are running neck and neck in automobile grade crossing accidents, and other railroads are also reported to be active.

MR. DULEY'S BAD LUCK.

On the evening of July 1 when it was not yet dark, Mr. George Duley of Hoopston, Ill., undertook to get on train No. 2 at Paxton after the train had started and was thrown or fell under the train and was seriously injured.

He was taken to Chicago where every attention was given him. Operations were made at the expense of the Company. While at the hospital he was called on by a member of the claim department who said to him that at an opportune time he would like to talk over the case with him, and asked Mr. Duley to advise at some future time when he would be willing to discuss the matter

and to this Mr. Duley agreed. Time went on and no word came from Mr. Duley. He was called on again at the hospital and inquiry was made as to when it might be agreeable to take up the matter of an adjustment of this unfortunate affair, but Mr. Duley had entirely changed front, and said that upon reconsidering the matter he had employed counsel, preferred to go through the regular process of court proceedings, and to abide the consequences. Mr. Duley did not want to enter into any negotiations of settlement. He did not care to discuss a settlement.

The trial was staged at Danville. Mr. Duley was there with his witnesses who stated that while he was getting on the steps of a Pullman car, the train at that time being in motion, (but moving only 4 miles an hour) the porter who was helping him up permitted the trap door to fall on him while his feet were on the lower step, and that the trap door with great force and violence came down on his legs and knocked him off the car. That he had no opportunity to get on before although the train made two stops, and that he was on all right but that the porter let the trap fall on him. Of course there were two things about this peculiar situation that were badly staged; first, a trap door does not fall, because they are supported by springs which causes them to go the other way; then again, a man would have to be four feet and a half long from his instep to his knee before the trap would hit him. Anyway, Mr. Duley was not so deformed and of course was not so hit, but he said he was and said so under oath. The trial took several days and the jury found for Mr. Duley and allowed him the sum of \$5,000. Things looked rosy for Mr. Duley, but there was an evil day in sight. This case was taken to the Appellate court which said just a very few words, but they were harsh words to Mr. Duley. "Where one is injured because of his own negligent, unlawful act, he cannot recover damages of another who may also have been negligent."

Then the court said further that it wanted the opinion to show that Mr.

Duley was injured because of his own negligence.

This Company stood ready to do something for Mr. Duley had he only shown some willingness to permit it, but this he did not do. He wanted a law suit and nothing else would suffice. He staged a law suit of considerable interest and seemed to enjoy it, for it had all the elements of the usual damage suit. Many people were taken from their usual employments to court as witnesses. There was plenty of inconvenience for those who were compelled to take part. There was a lot of lost motion, and men were called ugly names, and some got mad. Mr. Duley got a verdict but that verdict failed to materialize into money. None of the elements of a real law suit were missing in Mr. Duley's case.

WHY ACCIDENTS OCCUR OFTEN AT GRADE CROSSINGS.

It would cost half a billion dollars (\$500,000,000) at least to eliminate all the grade crossings of highways and railways in the state of Illinois.

All that money would come directly or indirectly out of the pockets of the people of the state.

A state law provides that a certain part of the cost—to be fixed by the Public Utilities Commission—must be paid by the state, county, township or municipality, according to circumstances; this means by direct taxation of property owners.

The remainder of the half-billion dollars would have to be paid by the public in freight and passenger rates—the only source of railway revenue.

This estimate of the total cost is based on the fact that there are in Illinois

alone 17,000 grade crossings. The railroad commission of California has found that to eliminate all the grade crossings in that state "would cost, at a very conservative estimate, an average of not less than \$30,000 per crossing."

The average cost in Illinois would be greater than in California, because the railroads in this state run through more cities and towns, and have more double or extra tracks.

The railroads of Illinois already have spent over \$100,000,000 for track elevation and also a big sum for watchmen, gates, alarms and signs at crossings. In spite of all this, the last report of the Illinois Public Utilities Commission shows that in 1915 there were 95 people killed at highway crossings in this state, as compared with only 14 passengers.

The automobile is largely responsible for these accidents, because, as the Public Utilities Commission has said, "automobile drivers will not approach a crossing in the same careful manner as the driver of a team."

The Illinois railroad committee issues a novel argument to show why automobiles, horse-driven vehicles and pedestrians must "Stop, Look Both Ways, and Listen" at crossings, to insure safety. A train coming 60 miles an hour goes 88 feet in one second and cannot be stopped in much less than a quarter of a mile. On the other hand, an automobile going the legal limit of 25 miles an hour can be stopped within 50 feet; a horse can be stopped very quickly and a pedestrian can stop almost instantly.

According to all investigators, grade crossing accidents can be almost entirely eliminated if everybody will only "Stop, Look Both Ways, and Listen" before crossing railway tracks.—*Belleville (Ill.) Record.*



FROM THE LAW DEPARTMENT



The Congressional Investigation of Railway Regulation

The Development of Railroad Regulation in the United States—Necessity for Unification of Regulations, Pertaining to Both Interstate Commerce and Intrastate Commerce, by One Central Federal Commission

By Edward W. McGrew, Attorney, Illinois Central Railroad Company, Chicago

(Continued from December Issue.)

THE HEPBURN ACT OF 1906

By this Act the number of Commissioners was increased from five to seven. It increased the jurisdiction of the Commission to include express, sleeping car companies, and pipe lines. It enumerated at great length the persons to whom free passes might be issued (the original Act named typical classes only), and made it a crime to issue or to use a pass contrary to the provisions of the Act. It gave the Commission visitorial powers, and supervision over accounts of carriers and method of keeping the same. It made penalties for violation of the Act more severe, and provided more carefully for the institution of prosecutions for violation of the Act.

The main provision of the Act authorized the Commission to fix *maximum* reasonable rates. This was intended to abolish unfair discriminations, and to secure the reduction of excessive rates. The "Sherman Anti-Trust Law," passed in 1890, which was later construed by the courts as applicable to railway combinations, and the anti-pooling provision of the original Interstate Commerce Act, both intended to prevent the railways from combin-

ing to raise rates, were left in effect.

But even these enlarged powers of the Commission are but fragmentary, as its power today over rates is merely the power to keep them from being made too high. *The Commission, as the law now exists, cannot keep rates from being made too low, even when this may be necessary to prevent unfair discrimination or to accomplish some other public purpose.*

The Mann Act of 1910 Suspends Advances in Rates for an Unreasonable Time

By the Mann-Elkins Act of 1910, a number of amendments of great importance were made to the Act, whereby the jurisdiction of the Commission was extended into new fields and its power over the companies subject to its jurisdiction was considerably strengthened. The "long-and-short-haul" clause of the original Act, in the Fourth Section, was changed by limiting the part concerning "under similar circumstances and conditions." The power of the Commission over rates and schedules was made more extensive. The power over through rates was made positive. There were other amendments of less importance, such as a

change in the requirements as to the annual reports, and further power over accounts consequent thereon.

In particular, the Commission was given power to suspend advances in rates for ten months pending investigation of the facts. Such power granted to the Commission works an unreasonable hardship on the carriers. These postponements in effect amount to a denial of justice to the carriers, for this power now possessed by the Interstate Commerce Commission since 1910 is nothing more or less—opposed to all equity—than inflicting heavy and irrevocable monetary penalties before the pending trial. This Newlands Committee can effectively suggest remedial legislation to cure such a palpable wrong.

Jurisdiction of Commission Over Physical Properties and Operations of Railways is Limited

The jurisdiction of the Interstate Commerce Commission is now more limited over the physical properties and operations of interstate railways than it is over the rates the carriers may charge, for the reason, among others, that the United States Supreme Court has recently enforced orders and recognized intrastate rates which, per se, discriminate against interstate shippers or localities in other States.¹ However, as to their regulation of the physical properties and operations, the same Court has repeatedly held State statutes constitutional on the theory that Congress has not exercised its paramount power and legislated on the specific subject, a corollary—the Interstate Commerce Commission only having such powers as are specifically delegated to it by Congress.

In briefly reviewing the important Federal legislation relating to the physical properties and operations of railroads, it will be observed that it has also been piecemeal and scattering, and does not propose to cover the entire field of transportation. Congress, by refusing to act, has either tacitly condemned the many freakish "regulatory" (?) laws of the States or has recog-

nized that the large experience and superior ability of the officers of railroads better qualify them to manage their important properties without legislative interference.

As early as 1893 Congress had begun the physical regulation of railways, by passing the "Safety Appliance Acts"², which related to power driving wheel brakes for locomotives, grabirons, automatic couplers, and height of drawbars. In 1898 another statute was passed, which was intended as a regulation of operation, known as the "Erdman Law"³, and which provided a scheme of arbitration and conciliation between railroads and their employees in train service. This law was later amended and strengthened, in 1913, by the "Newlands Act"⁴, but our recent experience indicates even this latter act is ineffective to compel investigations before we are menaced with strikes and lockouts, or for compulsory arbitration of labor disputes. In 1901 common carriers engaged in interstate commerce were required to make full reports of all accidents to passengers and employees⁵. In 1906 the "Hepburn Act"⁶ was passed, authorizing the Interstate Commerce Commission to require annual reports from all railroads engaged in interstate commerce, showing the number of employees, their salaries, etc. On June 30, 1906, a Joint Resolution was passed⁷, directing the Interstate Commerce Commission to investigate and report on the use of and necessity for block system signals, appliances, etc. On March 4, 1907, the "Hours of Service" Law⁸ was passed, whereby Congress manifested its intention to bring the subject of hours of labor of employees of interstate carriers under its control, and although the Act did not go into effect for a year after its passage, the various state laws on the same subject became inoperative at once on the enactment⁹. In 1908 the kind of ash pans to be used on locomotives was prescribed¹⁰. Also,

¹Shreveport Case, 234 U. S. 342, decided June 8, 1914.

²⁷Stat. at L., 531.

in 1908, the present "Employers' Liability Act" was enacted¹¹, applicable to employees engaged in work on instrumentalities of interstate commerce. In 1909 the transportation of explosives was dealt with¹². In 1910 the original Safety Appliance Act of 1893 was again amended and strengthened¹³. The "Boiler Inspection Act"¹⁴ was passed in 1911, which applied to the filing with the Interstate Commerce Commission of rules and instructions for inspection of locomotive boilers. The terms of this Act were a matter of mutual agreement between the railways and employees, and not only covered the matter of inspection of boilers, but also covered certain standards of construction and workmanship. On March 4, 1915, Congress passed an Act¹⁵ amending the Boiler Inspection Act of 1911, and made it applicable to all parts of a locomotive and tender, and gave the Interstate Commerce Commission affirmative power to prescribe rules and regulations for the inspection and testing of steam locomotives and tenders and all their parts and appurtenances. This Act is an advance step by Congress in limiting conflicting state control over locomotives and their parts, as the Act necessarily supersedes any legislation by the various states pertaining to electric headlights, etc., or other matters in connection with steam locomotives and tenders, or their parts and appurtenances, which are used in interstate commerce.¹⁶

Employers' Liability Acts

Congress, by the Act of 1908, assumed possession of the field of employers' liability to employees in interstate transportation by rail, and all state laws upon the same subject are necessarily superseded¹⁷.

The courts have held that it must affirmatively appear that the work upon which the employee is engaged has a direct bearing upon interstate commerce, before the Act can be applied.

The Interstate Commerce Commission Now Has Jurisdiction Over Railway Mail Pay

On July 28, 1916, Congress passed an Act authorizing the Interstate Commerce Commission, with the co-operation of the Postmaster-General, to fix compensation to railroad companies for carrying United States Mail. This, in effect, remedies a former palpable injustice to the carriers, and to the shippers, for the reason that, theretofore, the Post Office Department arbitrarily regulated these charges, while other shippers were deprived of this corresponding right.

The "Clayton Anti-Trust Act" Is Indefinite in Its Application

This Act, which was passed October 15, 1914¹⁸, supplemented existing laws against unlawful restraints and monopolies, and among other things, contemplated to prohibit interlocking directorates of railroads with banks, trust companies, supply houses, etc. It also provides for severe penalties, unless there is competitive bidding, in certain cases, if a common carrier engaged in interstate commerce deals in securities, supplies, or other articles of commerce to the amount of more than \$50,000.00 in any one year, with another corporation, when the common carrier has on its board of directors, as its president, manager, or purchasing agent, in the transaction any person "*who has a substantial interest in such corporation.*"

The statute does not provide any means by which the carrier may authoritatively inform itself of the fact of a "substantial interest." There are many other inherent defects in this Act indicating it is a rugged piece of legislation and indefinite in its application. The effective date of the Clayton Act was changed, by amendment, to April 15, 1917, and this Newlands Committee could appropriately assist in suggest-

¹⁷Second Employers' Liability Cases, 223 U. S., 1.

¹⁸38 Stat. L., 730.

¹¹30 Stat. 434.

¹²38 Stat. 103.

¹³31 Stat. 1446.

¹⁴34 Stat. 584.

¹⁵34 Stat. 838.

¹⁶34 Stat. 1415.

¹⁷Northern Pacific Ry. v. Washington, 222 U. S., 370.

¹⁸35 Stat. 476.

¹⁹35 Stat. 65.

²⁰35 Stat. 554.

²¹35 Stat. 298.

²²Public Acts, No. 383.

²³Public Act 318, H. R. 17894.

²⁴L. & N. v. Hughes, 201 Fed., 727.

ing remedial legislation to cure these and other defects.

The Powers of the Interstate Commerce Commission Over Rates and Wages are Not Correlative

The rates which railways must charge depend upon the expenses which they must incur. Wages are one of the largest items of the carrier's expense. While rates are regulated by Government bodies established for that purpose, wage disputes are arbitrated only at the option of the parties. No authority is now vested in the Interstate Commerce Commission, or other Government body, to make arbitration of wage disputes obligatory, or to compel investigation of the facts before a strike, as is the existing law in Canada. It is trite to say the importance of this subject has been brought home in the recent "wage" controversy between the railroads and certain of its employees—it is my personal belief that the public interest would best be served and the menace of threatened strikes averted if a plan could lawfully be devised *to standardize wages for all classes of employees engaged in interstate operations*; adjusted to the conditions under which the work must be done, and fixed by the same Government body that now fixes the rates charged for passengers and shippers. Under this plan wages and rates charged the public would be correlative and have a substantial relationship to each other.

Federal Regulation Has Been Sporadic and Piecemeal

In the foregoing categorical outline of Federal regulative acts, it will be observed there has been a gradual and piecemeal development of the laws appertaining to carriers, and that the Act to Regulate Commerce as it now exists is not a compact, symmetrical structure, and, with existing limitations on the powers of the Interstate Commerce Commission, it is inconsistent and hardly reconcilable. As was stated in a report of the House Committee on Interstate and Foreign Commerce upon the resolution authorizing this Commission of Inquiry:

"Since the approval of the Act to Regulate Commerce, in 1887, the system has had a gradual and irregular growth by various and sometimes sporadic amendments, some of them making decided, if not radical, changes in the original plans and policies, and some of them adding new and important activities. So that the entire law to regulate commerce now in force is not a uniform, compact, symmetrical structure easily understood, but is an incoherent growth, sometimes inconsistent, in some parts hardly reconcilable, and, to say the least of it, the diversities and incongruities should be carefully considered, and wherever possible unified and improved, to the end that the federal regulation of carriers may be successfully carried on with the best possible service to the public."

If legislation is piecemeal or haphazard, the danger is inevitable that legislators may be influenced by the clamor of interests without ascertaining the existence of conditions requiring special legislation, or by a misapprehension of those conditions due to a skillful presentation of one-sided and partial views. Systematic legislation means the whole range of the danger or evil is presented, and that the classes excepted, as well as those covered, are taken into consideration.

Regulation, if Reasonable, Should Reflect a Fair Return on the Investment

It should be formally recognized as the paramount duty of the governing bodies so to deal with rates and practices of carriers as to secure to them the opportunity to earn reasonable average profits and a fair return upon the money actually invested in the properties. Mr. Prouty, former member of the Interstate Commerce Commission, recently stated:

"The real test of regulation is whether or not the business regulated will continue to pay an attractive return to investors." Apropos of this remark it is interesting to note the comparatively small average rate of return earned by railroads in the

United States. In 1898 the net operating income on property investment was 3.64 per cent—in 1906, 5.39 per cent—in 1913, when total earnings were the largest in the history of the carriers, 4.87 per cent and in 1914 less than 4 per cent. In the report of the Interstate Commerce Commission for the year ending June 30, 1914, appears the fact that 34.78 per cent of the outstanding stock of our railroads paid no dividends and 11.94 per cent of the total funded debt paid no interest.

Both the carriers and the public have suffered because they have not really obtained *regulation* according to the meaning and intent of that much-used word. It is the faultiness and inadequacy of the law under which the Interstate Commerce Commission works and exercises its power, and the multiplicity of masters under whom the railroads have to serve, and whom they have to satisfy, that today constitutes the main burden of their grievances and cries for reform. The people must realize that *railway regulation must not be strangulation*, because their interests, at bottom, are one. The difficulty is not with regulation in itself; and the remedy is not public ownership with the inevitable result of "politicalizing" the railroads and other disastrous consequences too numerous to mention; nor is it a return to unregulated management or cut-throat competition. The trouble is with the *policy* of regulation that has been followed; and the remedy is to adopt a policy that will be consistent and fair; which will be predicated on the experience of the railroads since 1906, as well as before, and which will be attributable to any other tendency or changed conditions which may develop. It is of vital importance to our railroads that investors be reassured and encouraged as to the safety and attractiveness of railroad securities, particularly so in view of the worldwide competition for capital, which, sooner or later, after the close of the European war, is bound to occur.

A fact—an important fact—which is frequently lost sight of, was stated by

the United States Supreme Court in an early decision:¹

"It must be remembered that the *railways are the private property of their owners*; that while from the public character of the work in which they are engaged, the public has the power to prescribe rules for securing faithful and efficient service and equality to shippers and communities, *yet in no proper sense is the public a general manager*."

In the following I shall endeavor to point out how the legislatures, through the curtailment of surplus earnings, by a mass of conflicting, unreasonable, pernicious and aesthetic laws, supplemented by similar orders of Railroad Commissions, have practically assumed the responsibility of protecting the business interests of carriers.

Until Congress acts, States, under guise of their reserve Police Powers, have almost unlimited power to regulate.

The term "police power" is vague and ambiguous, and the courts have wisely refrained from prescribing the limits and boundaries to the exercise of such power by the States. Generally speaking, it is an attribute of sovereignty reserved to the States, and authorizes them to protect their citizens by enacting regulatory legislation relating to public health, public safety, public morals, and public welfare.

When railroads have ventured to test the constitutional validity of some of these regulatory laws of the States, enacted under the guise of their reserve police powers, the courts have approved or disapproved them as they have seemed reasonable or unreasonable to the court and notwithstanding such laws may be in direct conflict with a similar law of a neighboring state, and irrespective of the absolute and obvious fact that such laws, in the circumstances of their application, operate as a burden on or regulation of interstate commerce. Irrespective of the enormous expense involved in long and protracted litigation, let us pause and reflect if the conclusion is not irresistible that the public interest

¹U. C. C. v. C. G. W. Ry., 173 U. S. 684, 697.

would best be served if Congress would act and delegate to the Interstate Commerce Commission sole and exclusive jurisdiction over all the operations and instrumentalities of interstate commerce? It is elementary that Congress has the constitutional power to so legislate and in doing so the question of whether or not regulatory laws and rates are *per se* reasonable or unreasonable would not be settled by the hair splitting casuistry of the courts.

Pertinent illustrations (and there are many others) may be found in the following court decisions:

In Alabama a law was held valid requiring locomotive engineers to be examined and licensed by the state authorities touching their qualifications. In this case the plaintiff ran an engine between Mobile, Alabama, and Corinth, Mississippi.¹ Also, another law of Alabama was held valid requiring such engineers to be examined from time to time with respect to their ability to test colors, and notwithstanding the engineer might be engaged in interstate commerce.²

A New York statute was held valid regulating the heating of steam passenger cars, although the particular train involved was engaged in interstate commerce.³ Also, another statute of Kentucky, quite dissimilar to the New York act, regulated the heating of passenger cars, and this was also held valid, although such cars might be engaged in interstate commerce.⁴ Also, a statute of Minnesota was held valid requiring every railroad to stop all its regular passenger trains running in the state at all county seats, and notwithstanding the train carried interstate passengers as well as the mail.⁵

A statute of Arkansas, regulating the number of men in train crews operating trains in interstate commerce, was held valid.⁶ Georgia passed a law forbidding the running of freight trains on Sunday,

and this was sustained, although it necessarily affected interstate commerce.⁷

In passing, it will be of interest to note that the United States Supreme Court has recently recognized that there are at least a few operating matters which the railroad manager is qualified to pass upon without the interference of legislation or commission orders. Justice Lamar, speaking for the court, held a Texas statute unconstitutional which made it a misdemeanor for any person to act as a conductor on a railway train in that state without having previously served for two years as a freight conductor or brakeman, and said:

"In the nature of the case, promotion is a matter of private business management, and *should be left to the carrier company*, which, bound to serve the public, is held to the exercise of diligence in selecting competent men, and responsible in law for the acts of those who fill any of these positions."

Many political gymnasts, conscious of their almost unlimited and unrestrained powers, and apparently regardless of any conflict between state police power and the freedom of interstate commerce, or of the effect of their acts upon neighboring states or on the surplus income of the carriers, have been dancing in the public limelight and adopting any policy that, for the moment, may seem to be popular and will lead to political preferment. The past ten years have been an era of *ultra* state regulation, and the reports of every commission point with pride to this pseudo-preservation of public welfare. Observe the following few regulative absurdities, and the conflicting ideas on the same subject.

In one state we are told by the board of health that linen covers should be applied to the headrest of coach seats; in the next state we are told that they are unsanitary. One state wants dust boards in the coach windows; another state does not care for dust boards but wants fly screens. One commission wants the flagging done in a certain way; the next state does not agree, and demands that

¹Smith v. Alabama, 124 U. S., 465.

²Nashville Ry. v. Alabama, 128 U. S., 96.

³N. Y., N. H. & H. R. R. Co. v. New York, 165 N. Y., 628.

⁴L. & N. R. R. Co. v. Kentucky, 161 U. S., 677.

⁵Gibson v. Minnesota, 166 U. S., 427.

⁶Railway Co. v. Arkansas, 219 U. S., 453.

⁷Pennington v. Georgia, 163 U. S., 299.

a different method be employed; one state requires that the locomotive whistle be continuously blown while passing through towns and villages; another makes it a criminal offense to blow the whistle under such conditions. One community wants coal consumed on the locomotives, to help its mining interests; at the other end of the division they demand electrification to help those who furnish electricity and electrical supplies. Some states provide that clearances should be of a certain width; other states may say that they should be a different width, so that railway companies may be compelled to revise their structures over and over again by seesawing legislation in adjacent states.

Subsequent to 1906, there has been a plethora of restrictive laws introduced, many of them based on a multitude of subjects vitally affecting the surplus revenues of railroads. Between 1912 and 1915, upwards of 4,000 bills were introduced, and 442 became laws. In the year 1915, there were 43 legislatures in session, and there were introduced 1,097 bills of this character, of which 137 were passed and became laws. It can be affirmatively shown that it has cost the railroads millions of dollars of additional expense to meet these forced requirements.

Space will not permit pointing out the extent to which the revenues of the carriers are depleted by these absurd statutes and commission orders directing how the railroads shall be operated.

"Extra crew" laws of certain states are class legislation and special privilege.

A conspicuous instance of such noxious legislation is the "train crew" or "extra crew" laws which many of the states have passed, and which do not effectively contribute to the safe operation of the trains, but aim to increase the number of men employed thereon. Twenty states have adopted this law, while twenty-one states have refused to enact it, which clearly indicates that the railroads have some justification for their assertion that such a law does not tend to exercise safety or efficiency, but, on the contrary, imposes unnecessary bur-

dens which the operating manager is better qualified to adjust. Missouri adopted a "train crew" law, but on a referendum to the voters of the state the law was rejected by a vote of more than two to one.

Occasionally a public officer, with red blood in his veins, whose integrity and sincere opposition to class legislation prompt him, voices his opinion as Governor Cruse of Oklahoma did with respect to the "full crew" bill introduced in that state, namely:

"Another thing I have learned to believe is that those who have made a lifetime study of railroad operation are better judges of the proper method of operating them than I am, and I believe that this is equally true when applied to a majority of the members of any legislative body. The trouble in Oklahoma is, and has ever been, that in dealing with public service corporations we have assumed to know more about how properly to operate them than those who have given the matter careful study."

These laws, and a few of the many others which will be briefly referred to, add enormously to the expense of the carriers, and, in the last analysis, the public must pay for them. In the fiscal year 1914, 166 railroads, operating 204,610 miles, reported an expense of \$4,051,533.00 for forced requirements under "extra crew" legislation alone. Reflect what this sum means if capitalized at five per cent! It would be equivalent to an investment of over \$80,000,000.00, which money could more efficiently be used by the railroads in making a stronger permanent roadbed, or in steel cars, or automatic signals, or in other improvements which would have a real, and not fanciful, bearing on safety and service. When the railroads are forced to meet the requirements of these "extra crew" laws, it practically results in their being obliged to pay a premium to permit *extra* men to loaf in the caboose. Such money unnecessarily wasted must be contributed, not only by the citizens of that individual state, but also by the citizens of other states who must use that railway to transport their products

to market. There is no magical box from which unlimited wealth can be taken to pay for the rapidly increasing number of such unjust and freakish laws and requirements. There are many legislative enactments now on the statute books which are probably confiscatory and otherwise unconstitutional, but the railroads, fearful of "jumping from the frying pan into the fire" hesitate to test their constitutional validity for fear the governing bodies may retaliate by passing restrictive measures of even greater severity and hardship on the carriers.

State laws controlling security issues are conflicting and discriminatory in their application.

Nineteen states have now enacted legislation to control the stock and bond issues of railroads, and a situation is rapidly springing up whereby each state capital through which a railroad operates must be visited and authority of the public service commission obtained before a railroad can issue a share of stock, or a bond, to obtain income for necessary improvements, thus causing delay, inconvenience and unnecessary expense to the carrier. It is necessary to obtain such authority notwithstanding the fact that probably not a dollar of the money realized from the sale of these securities is to be expended for improvements in that individual state.

Railroads are crying for reform on this subject, and are appealing to Congress for unified national control of their security issues, rather than submit to the conflicting requirements of the various states. A few illustrations will suffice to show how these laws operate. For example, some states make the law retroactive; others do not. Some restrict the security issue to cover expenditures incurred within five years next prior to filing the application; others do not. Furthermore, the expense to the carrier is an item of considerable consequence. The Supreme Court of Missouri recently decided¹ that under the Missouri law a fee amounting to \$10,962.25 for issuing a certificate authoriz-

ing an issue of \$31,848,900.00 of bonds to reimburse the railroad for expenditures—only \$124,930.00 of which had been expended in Missouri—was valid and reasonable. The Illinois Central Railroad Company recently paid the State of Illinois a fee of nearly \$38,000.00 for the privilege of borrowing money to improve its railroads in the south and west. Every application to a commission causes a delay, frequently several months, and bankers being insistent that all state requirements are implicitly followed, it necessarily results that in the interim the market for securities, due to various causes, may have so fluctuated that it will occasion serious financial loss to the carriers. Is not the fact apparent that, by reason of the operation of such unjust laws, individual states shift to other states burdens of railway credit and expenses of state government which the latter ought not to assume? Even the most radical exponents of state control should concede this. They are in reality requiring railroad corporations to do what the Federal law prohibits them from doing, i. e., discriminating between persons and places, and in fact are violating the letter, if not the spirit, of Section 21, Article IV of the Constitution of the United States, which declares that "the citizens of each state shall be entitled to all privileges and immunities of citizens in the several states."

Semi-Monthly Pay Statutes

Many states have recently passed laws making it obligatory for railroads to pay their employees semi-monthly, and this has resulted in additional expense to the carriers of hundreds of thousands of dollars. One legislator of a southern state, which I will not identify, thought he would go his contemporaries one better, and had the effrontery to introduce an act compelling railroads to pay their employees in that state *daily*. Can you conceive the hardship and expense this would be to the carriers, operating over 5,000 miles of track in that state, if such a law had passed? Upon investigation it was learned that this particular legislator operated a small store at a terminal

¹U. P. R. R. Co. v. Public Service Commission (1916), 187 S. N. 827.

point, and that most of his patrons were railroad employees, and he conceived the bright idea that if the men were paid daily he would not be obliged to extend to them necessary credit. This is another conspicuous illustration of the viciousness, selfishness, shortsightedness, and personal motives actuating certain of the members of the legislatures in passing laws "regulating" railways, to the prejudice of neighboring states subjected to these enactments.

Other Conflicting State Regulation

Fifteen states, by prescribing a minimum daily movement for freight cars, or by imposing heavy penalties for delays, attempt to favor their own traffic; twenty states regulate hours of railroad service, the variations running from ten to sixteen hours; fourteen states have inharmonious Safety Appliance Acts; twenty-eight states specified headlight requirements without an approach to uniformity, but, fortunately, this subject of headlights, and other matters in connection with locomotives and their parts, is now, and has been since March 4, 1915, under the exclusive jurisdiction of Congress. Railroads are required to make hundreds of thousands of reports annually to the Railroad Commissions of the various states, and these are supplemented by frequent requests for statistical data costing millions of dollars to compile. Some states, Minnesota for example, have enacted legislation requiring railroads to keep their expense by state lines. In this latter connection it would be of interest to the carriers to have the Legislature of Minnesota definitely say how the salary of a general manager of the Great Northern Railroad Company, whose jurisdiction extends over the entire system, could be definitely allocated to Minnesota on a small shipment moving from St. Paul, Minn., to Spokane, Wash. Legislators and Railroad Commissioners are quick to act, but few, if any, of them having had practical railroad experience, they are incapable of appreciating the impossibility of a literal compliance, by the railroads, with many of these unjust laws.

Manifestly, the tendency of states to

regulate railway operation and equipment, and a multitude of other things, is increasing with such alarming rapidity, and with no harmonious standard or aim at uniformity, that the time is drawing near—if not already here—when it will be necessary for railroads to stop their trains at each state line and adjust their crews, equipment, etc., to conform to the specific and conflicting requirements of each individual state.

The Discriminatory State Rate Laws

Railroads are today national highways. Many of them operate in six to fourteen states. The Illinois Central Railroad Company operates in thirteen states. It is probably fair to state that at least three-fourths of the railroad business in the United States is interstate and foreign business. Every part of a railroad is a necessary aliquot and component part of the whole. If any particular part of a railway is burdened by the radical action of an individual state imposing restrictions tending to deplete its revenues, either by increased taxes, reduced rates, or other unnecessary restrictions on their efficient operation, it will necessarily affect the system as a whole. The United States Supreme Court, in the *Minnesota Rate Cases*, decided June 9, 1913,¹ recognized this

"interblending of operations in the conduct of interstate and local business by interstate carriers; * * * that the same right of way, terminals, rails, bridges, and stations are provided for both classes of traffic; that the proportion of each sort of business varies from year to year and indeed from day to day; that no division of the plant, no apportionment of it between interstate and local traffic, can be made today which will hold tomorrow; that terminals, facilities, and connections in one state aid the carrier's entire business, and are an element of value with respect to the whole property and the business in other states; that securities are issued against the entire line of the carrier and cannot be divided by states"; and Mr. Justice Hughes, speaking for the Court states further:

¹230 U. S., 352.

"If the situation has become such, by reason of the interblending of the interstate and intrastate operations of interstate carriers, that adequate regulation of their interstate rates cannot be maintained without imposing requirements with respect to their intrastate rates which substantially affect the former, *it is for Congress to determine*, within the limits of its constitutional authority over interstate commerce and its instruments, *the measure of regulation it should apply.*"

And it is also stated by Mr. Justice Hughes in the *Shreveport Rate Cases*, decided June 8, 1914,² that:

"It is manifest that the state cannot fix the relation of the carrier's interstate and intrastate charges without directly interfering with the former, unless it simply follows the standard set by Federal authority."

Unless "a uniform standard of rates" is established, covering the interwoven traffic, state and interstate, it would necessarily "result that violations of the 'Act to Regulate Commerce,' as to preferences and discriminations" would inevitably follow and, therefore, by the fixing or regulation of rates by State Commissions as well as by the Interstate Commerce Commission, the very purpose of the Interstate Commerce Act is impaired, and different standards of rates are established, measured by state lines, and when this condition is shown, should not Congress deal with the situation, as intimated by the court in the cases heretofore mentioned? As stated by Mr. Justice Bradley:¹

"We think that the power of Congress is supreme over the whole subject, unimpaired and unembarrassed by state lines or state laws; that in this matter the country is one and the work to be accomplished is national; and that state interests, state policies, and state prejudices do not require to be consulted. In matters of foreign and interstate commerce there are no states."

Almost innumerable illustrations might be given tending to point out how existing state rates actually discriminate

against interstate shippers or localities in other states. In 1907 and shortly thereafter, there was a rate-reducing crusade. Twenty-one states reduced railroad passenger rates; sixteen states adopted laws reducing freight rates, or established "*maximum*" freight charges. (It is interesting to note that no state, to the writer's knowledge, has ever established "*minimum*" rates for railroads.) The Interstate Commerce Commission, strengthened by various Supreme Court decisions, has recently declared in three important cases that state regulation of rates must give way to national regulation where the two come into conflict. It has ordered that the railways must put into force the rates which it has prescribed in freight cases in Texas and Nebraska, and passenger rates in Illinois. While this commendable course is in consonance with the spirit of fair dealing to the railroads, if Congress would exercise their paramount power and legislate specifically on the subject, it would avoid possible ambiguities in the existing powers of the Interstate Commerce Commission, and protracted and expensive litigation to determine the rights of the railroads and the shippers thereunder.

Railway Employees, Bankers and Others Favor Unified Federal Regulation

The "Locomotive Engineers' Journal," official organ of the 75,000 railroad engineers, said not long ago:

"The railroads are almost wholly interstate in character, and it requires little thought to realize how unsatisfactory and unbusinesslike it makes the conditions for the railroads with a commission in every state demanding all sorts of conditions from the roads.

"The great thoroughfares should have one boss, instead of forty-nine, and the rate-making should be done by one factor of the government, so that a survey of the whole territory may be before them, when all the varied conditions can be readily seen, and rates made that are just, both to the shipper and the railroads.

"No other kind of business could live

²234 U. S. 342.

¹32 Fed. 917.

under such unknown and unfixed conditions."

The Massachusetts Public Service Commission, in reporting not long ago on the New Haven Road, after an exhaustive investigation, made this statement:

"The whole legal question is so difficult, so entangled and confused by conflicting claims and rights, that it raises serious doubts as to the wisdom of the system from which it arose. No man can serve two masters. Is there public advantage in compelling a corporation to serve three or more? A system under which a single, undivided corporation is, at the same time, three separate corporations is wholly illogical and seems contrary to good order and reason."

A large part of the money invested in railroads comes from insurance companies, savings banks, universities, hospitals, and other institutions having trust funds to invest. The bankers realize the necessity for unified Federal regulation, and at their convention in Kansas City on September 27, 1916, adopted a resolution calling attention to the fact that less new mileage was built last year than in half a century, with more lines in bankruptcy than at any time in the history of the country. This was said to be due "in a large measure to the impairment of railroad growth, because of investment hesitancy which has arisen in consequence of the confusion, waste, and inefficiency of railroad supervision by Congress and at the same time by forty-eight states."

Industrial and commercial bodies all over the country have recognized, in similar resolutions, the great need for legislation by Congress on this subject.

Co-operation and a Helpful policy Needed

As the "Empire Builder," the late James J. Hill, said, in December, 1912, in his memorable address before the Railway Business Men's Association in New York:

"It is time for all of us to lay aside prepossessions, hostilities, differences in points of view, and work together for an object infinitely more essential than most of the great enterprises, being so national in their scope and benefits that they command not only the sympathy but the financial backing of the government itself. * * * The railways, anxious to be active in the upbuilding of the country and the introduction of a coming era in transportation, stand at attention. Will the country give the word of permission to remove the heavy cloud of doubt and depression which has steadily arrested the growth of the nation's commercial facilities?"

The railroad problem has become today the national problem—in the higher sense the nation's life depends upon the railroads, and its future hangs upon the right solution of the questions they present. THE SOLUTION OF THE RAILROAD PROBLEM IS NOT ADVANCED BY CONFLICTING REGULATION.

Recent Commerce Decisions

1. *Reconsignment, Commission's adoption:* "The commission has frequently held that where a reconsigning order is received within a reasonable time, where the contents of the car remain unchanged, and where no out of line haul is involved, reconsignment should be permitted on the basis of the through rate from point of origin to the new destination, plus a reasonable charge to cover additional expense occasioned by the reconsignment."—(Standard Lumber Com-

pany v. N. O. & N. E. R. R. Co., et al, 42 ICC 39.)

2. *Proper reshipping rate to be applied from Chicago, is the one in effect when grain originated at country shipping point:* "Following Through Routes and Through Rates, 12 ICC 163, Held, That the carriers having formed through routes from the points of origin of wheat milled at Minneapolis, Minn., the product of which was forwarded thence to destinations in Central Freight Associa-

tion and Trunk Line territories, the legal rates for the movement east of Chicago and other Illinois and Indiana junction points to such destinations were the re-shipping rates on grain products in effect at the time the shipments of wheat originated."—(Minneapolis Traffic Association v. Ann Arbor R. R. Co., et al, 42 ICC 76, opinion by Commissioner Clark.)

3. *Reparation—when complainant not stranger to shipping transactions:* In *Boldt v. B. & O. R. Co.*, 42 ICC 175, the Commission says: "The shipments were consigned by the Owens Bottle Machine Company to complainant's customers at Chattanooga. The complainant was not named in the bills of lading or freight bills, but the consignor was, in fact, merely the agent of complainant in making the shipment. Complainant sold the bottles f.o.b destination, and in remitting to it the invoice price thereof the consignee deducted the amount of the freight charges. While complainant was not in the ordinary and generally accepted sense either the consignor or consignee, it was in substance the true consignor and ultimately bore the freight charges. The case, therefore, does not come within the rule which prohibits an award of reparation to a stranger to the transportation record."—(Oden and Elliott v. S. A. L. Ry., 37 ICC 345.)

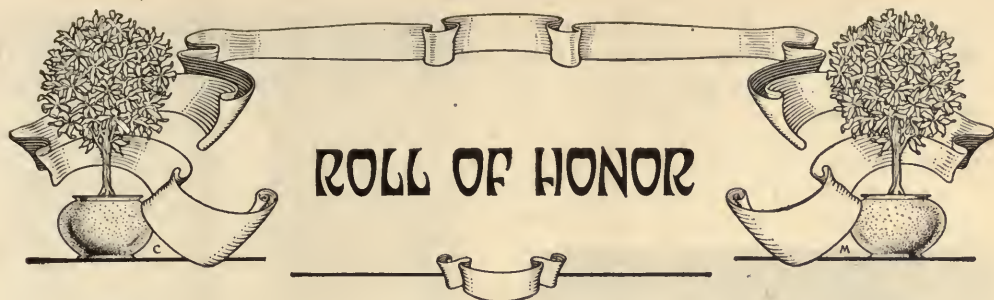
4. *Extra charge of \$2.50 per car for cleaning cars carrying live stock is reasonable:* It was held in *Hammond v. Michigan Central R. Co.*, 42 ICC 102, opinion by Commissioner McChord, that tariffs naming charges for cleaning and disinfecting cars carrying interstate shipments of live stock to Detroit, Mich., in accordance with regulations issued by the United States Department of Agriculture to prevent the spread of contagious, infectious, or communicable diseases, are lawful, and that the charges assessed in accordance therewith are reasonable. The opinion follows *New Orleans Live Stock Exchange Case*, 31 ICC 609, where it was held: "The carrier's tariff rates are presumed to provide reasonable charges for service ordinarily or normally required and per-

formed. If the shipper or receiver demands an additional service the carrier has a right to assess a reasonable charge therefor. If, because of the nature or condition of the shipper's freight, the federal government or the state finds it necessary or appropriate to require extra precautions in connection with such shipments, which precautions impose upon the carrier an additional service, it is entitled to a reasonable compensation for that extra service."

5. *Stopping hogs in transit for sorting and finishing loading discrimination:* In *Interstate Packing Company v. C. & N. W. R. Co.*, 42 ICC 189, opinion by Chairman Meyer, it was held that the carrier's practice in not maintaining at stations on its line on the route of shipments of live hogs in carloads to complainant at Winona a transit arrangement, whereby such shipments may be stopped for sorting or finishing loading, while at the same time maintaining such transit arrangement there for the benefit of complainant's competitors, who ship live hogs in carloads to points east or southeast of Winona, discriminates unjustly against the complainant's traffic so moving to Winona.

6. *Switching charges at South Omaha advanced:* In *Switching Charges at South Omaha No. 2*, 42 ICC 371, following 36 ICC 198, advances in charges from \$2 to \$3 per car for switching grain, coal, ice, salt, lumber and other commodities, have been found reasonable. "Distance is not the foremost factor to be considered in terminal switching movements. The length of the haul should receive substantial recognition but it should not in all cases multiply the charge."

7. *Export grain rates advanced:* Advances of an average of about 5 cents per 100 pounds in rates on wheat, oats, rye and flour from certain points in Wyoming and Colorado to Galveston, Tex. and other gulf ports for export have been sustained.—(Export Grain from Colorado, 42 ICC 114, opinion by Commissioner Daniels.)



Name	Occupation	Where		Date of
Carl M. Carlstrom.....	Laborer (steam hose man)	Employed Burnside	Service	Retirement
Ed. Anderson (col).....	Laborer	Milan	37 years	11/30/16
Fred Wiegman.....	Laborer	Freeport	17 years	4/30/16
John H. Whitlock.....	Assistant Accountant	Freeport	19 years	11/30/16
John Koschmieder.....	Engine Wiper	27th St.	28 years	12/31/16
S. R. Lentz.....	Agent and Operator.....	Arcola	32 years	12/31/16
Jesse E. Walter.....	Dispatcher (Y & M V).....	Wilson	38 years	12/31/16
			17 years	9/30/16

A LETTER OF THANKS FROM A PENSIONER.

Mr. Victor Powell, M. M.,

Freeport, Dec. 15, 1916.

Dear Sir:

I wish to thank the management and local officials of the Illinois Central railroad company for the many courtesies and the consideration I received while in active service as an employe of the Illinois Central railroad.

It is with sincere regret that I sever my active career with the company.

During my twenty-six years service with the I. C., my relations with the company have been most pleasant and it is very gratifying to me to know that my efforts have been appreciated. I sincerely regret that the time has arrived when I sever active relationship with said company, as the Illinois Central railroad company appeals to me more as a parent than a corporation.

While in the employ of the railroad my highest ambition was to work in the interest of the company, and I tried to do my duty. I realized the fact that a little saved in the interest of the company each day by the employes of the railroad amounted to quite an important sum of money in the aggregate.

I thank the railroad officials for the munificent pension which they have provided for me and I hope that my everyday walk in life will be such as to command the confidence and esteem of my employers in the future as it has been in the past.

I especially wish to thank the General Manager of the Illinois Central railroad company, Mr. T. J. Foley, for the splendid letter of congratulation which I received from him upon my retirement.

Wishing the officials a merry Christmas and Happy New Year, I remain,

Yours truly, W. O. Tenny.

Mr. Murphy is Satisfied With His Treatment by Illinois Central Officials.

Clinton, Illinois, January 1, 1917.

T. J. Foley, General Manager I. C. R. R.

I received your check sent me as a pension and I wish to thank Mr.

Foley, Mr. Beck, Mr. Clift and Mr. Hanley and all other officers for their kindness in this matter after my long service. I feel gratified to think that it was not all in vain and that my employers have seen fit to place me on the Pension Roll.

THOMAS F. MURPHY,
502 N. Jackson Ave., Clinton, Illinois.



D. S. BAILEY.

D. S. BAILEY

MR. D. S. BAILEY was born in Danville, Ill., November 5, 1846. His forefathers came to America in the 17th Century and were of Scotch-Irish and Welsh descent. Received his education in the common schools. Left a farm, which is now in Chicago and through which the Blue Island Line runs. Went to Ashley, Ill., in November, 1864, to learn telegraphy. Worked helping the agent without pay to January 1, 1865. Employed as station baggageman January 1, 1865. Went to Jonesboro (now Anna) as night operator March 1, 1865, and has been continuously in the service since, fifty-one years, ten

months and five days, as operator, dispatcher, assistant train master, assistant superintendent, superintendent, and for the past fourteen years as supervisor of trains and track. It has been his privilege to witness the development of the Illinois Central from 903 miles of unkempt railroad to its present high standard and its equipment from 15x32 inch engines and ten ton cars to the superheaters and fifty ton cars of the present. His health is good and he regrets the termination of his long service with the Illinois Central, and hopes that road may improve as much in the next 51 years as it has in the past.



WILLIAM F. WEATHERINGTON.



OSCAR E. ADAMS.

WILLIAM F. WEATHERINGTON

MR. WILLIAM F. WEATHERINGTON was born in Rome, Ga., March 24, 1852. In 1876 he was employed as section foreman on the L. & N. at Mason, Tenn., in which capacity he remained for 20 years, leaving the L. & N. in 1895, and entering the service of the Illinois Central Railroad Company as extra gang foreman at Clinton, Ky. In 1897 he was promoted to the position of section foreman at Milan, Tenn., where he has been continuously in the service until his death, December 11, 1916. He gained the reputation of having the best track with less men than any foreman on the division.

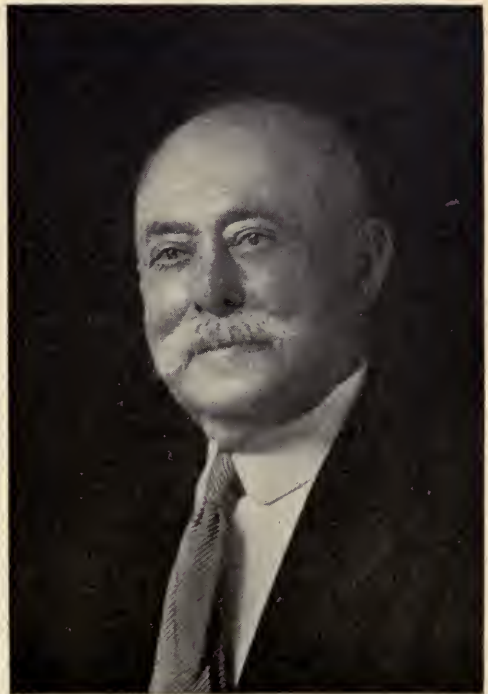
OSCAR E. ADAMS.

MR. OSCAR E. ADAMS entered the employ of the Illinois Central Railroad Company March 13, 1880, as switchman in Fort Dodge yard under the direction of S. E. Roper, night yard master. August, 1882, began firing,

running between Waterloo and Sioux City, until October, 1885, at which time he was transferred to the yard on switch engine. Promoted to engineer October, 1885, and assigned to yard service, continuing in this capacity until June 1, 1916, at which time he was retired on a pension, after 36 years of loyal service.

N. E. JACOBS

MR. N. E. JACOBS was born in Cincinnati, Ohio, September 20, 1846. Entered the service of the Illinois Central Railroad as operator in 1874, later on being promoted to train dispatcher at Jackson, Tenn. Was transferred to the New Orleans division where he accepted agency work. In 1894 went to work for the Y. & M. V., with which company he remained until Sept. 30, 1916, at which time he was retired on a pension, the last eleven years in the service being spent at Lamont, Miss., as agent.

**N. E. JACOBS.**

Meritorious Service

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

Illinois Division

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

Bertha Johnson.

Stasia Donahue.

Anna Smith.

Thos. White.

Suburban Conductor C. M. White on train No. 208 Nov. 15th lifted 60 ride monthly commutation ticket account having expired and collected cash fare.

Suburban Flagman R. Hook on train No. 110 Nov. 24th lifted 60 ride monthly commutation ticket account being in improper hands and collected cash fare.

Conductor D. S. Weigel on train No. 9 Nov. 14th lifted employee's trip pass account being previously used for passage and collected cash fare.

On train No. 24 Nov. 5th he lifted employee's trip pass account having expired and collected cash fare.

On train No. 34 Nov. 29th he declined to honor going portion of card ticket account returning portion being missing and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks on train No. 2 Nov. 13th declined to honor card ticket account having expired and collected cash fare.

On train No. 24 Nov. 18th he declined to honor card ticket account date of sale having been altered and collected cash fare.

Conductor F. A. Hitz on train No. 18 Nov. 18th lifted employee's term pass account passenger not being provided with identification slip Form 1572 and collected cash fare.

St. Louis Division

Conductor W. C. Walkup on train No. 201 Nov. 4th lifted trip pass account having expired and collected cash fare.

On train No. 208 Nov. 16th he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Wisconsin Division

Conductor B. Lichtenberger on train No. 123 Nov. 3rd and No. 124 Nov. 17th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on ticket.

Conductor J. H. Quinlan on train No. 12 Nov. 12th declined to honor card ticket account having expired and collected cash fare.

Conductor J. P. Reece on train No. 120 Nov. 29th lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Minnesota Division

Conductor J. J. Wheelan on train No. 38 Nov. 11th lifted trip pass account being in improper hands and collected cash fare.

Kentucky Division

Conductor F. P. Coburn on train No. 122 Nov. 2nd lifted employee's trip pass account having been altered and collected cash fare.

Conductor W. Y. Hansbrough on train No. 103 Nov. 11th lifted mileage book account being in improper hands. Passenger presented other transportation to cover trip.

Tennessee Division

Conductor S. E. Matthews on train No. 6 Nov. 1st lifted mileage book account being in improper hands and collected cash fare.

Conductor J. W. Robertson on train No. 131 Nov. 13th declined to honor trip pass account having expired and collected cash fare.

On train No. 122 Nov. 23rd he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. L. Newton on train No. 203 Nov. 16th lifted annual pass account passenger not being provided with letter of identification. Passenger refused to pay fare and was required to leave the train.

Mississippi Division

Conductor M. H. Ranson on train No. 23 Nov. 1st lifted expired card ticket from passenger who admitted having previously secured transportation on same, and collected cash fare.

Conductor S. R. Cain on train No. 1 Nov. 8th declined to honor mileage book account having expired. Passenger presented another mileage book to cover trip.

On train No. 1 Nov. 28th he lifted trip pass account date of issue and limit having been altered and collected cash fare.

Conductor F. J. Hines on train No. 23 Nov. 12th and No. 24 Nov. 13th declined to honor mileage books account having expired and collected cash fares.

Louisiana Division

Conductor R. E. McInturff on train No. 24 Nov. 1st lifted 46 ride monthly school ticket account having expired and collected cash fare.

On train No. 35 Nov. 20th and 26th he declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor Wm. Trafton on train No. 314 Nov. 6th declined to honor mileage book account having expired and collected cash fare.

Conductor J. Ashton on train No. 31 Nov. 9th lifted 30 trip family ticket account having expired and collected cash fare.

Conductor E. S. Sharp on train No. 34 Nov. 24th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Memphis Division

Conductor F. B. Bell on train No. 114 Nov. 3rd declined to honor mileage book account having expired and collected cash fare.

Conductor J. S. Lee on train No. 402 Nov. 28th lifted employe's term pass account identification slip having expired and collected cash fare.

Conductor G. T. Reeves on train No. 313 Nov. 30th declined to honor card ticket account having expired and collected cash fare.

Vicksburg Division

Conductor R. C. Buck on train No. 35 Nov. 7th declined to honor mileage book account having expired and collected cash fare.

New Orleans Division

Conductor A. L. Williams on train No. 33 Nov. 30th declined to honor going portion of card ticket account having expired and returning portion being missing and collected cash fare.

Illinois Division.

Conductor J. J. Monohan has been commended for discovering and reporting I. C. 89179 and R. I. 76295 improperly stenciled. Arrangements were made to have the cars restenciled.

Conductor William Neville has been commended for discovering and reporting I. C. 140195 and I. C. 142902 improperly stenciled. Arrangements were made to have the cars restenciled.

Agent W. F. Peine, Kenney, has been commended for discovering and reporting I. C. 32620 improperly stenciled. Arrangements were made to have the car properly restenciled.



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 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Flagman F. Priley has been commended for discovering and reporting I. C. 115257, loaded with coal for Chicago, truck under one end frame of which was sprung in such a manner that journal stood out so far that end of same was barely supported on inside frame of journal box, which put the car in a very dangerous position. This action prevented possible accident.

Section Foreman C. Curtis has been commended for discovering and reporting brake beam down in train No. 71, December 6. Train was stopped and crew removed brake beam, thereby preventing possible accident.

Agent B. C. Madison, Manteno, has been commended for discovering brake beam down on car passing his station in Extra 1634, December 3. Train was stopped and brake beam removed, thereby eliminating the possibility of an accident.

Station Helper D. C. Trimble has been commended for discovering and reporting broken arch bar strap dragging under car passing Clifton in Extra 1630 north, December 17. Train was stopped and arch bar strap removed, thereby preventing possible accident.

Joe Sweeney, Fordham, has been commended for recovering box of merchandise taken from T. R. E. 32676, December 7.

W. C. Campbell, Towerman, Harvey, has

been commended for discovering and reporting piece of lumber protruding from side of car in Extra 1641 north, December 18. Towerman at Riverdale was notified and train was stopped. Lading of the car was adjusted, thereby preventing possible accident.

William Stevens, Hayes, has been commended for action taken in stopping train 74, December 18, account of blazing hot box on I. C. 200631 and notifying trainmen.

Operator C. E. Richards has been commended for discovering and reporting brake beam dragging under car in Extra 1641 north. Train was stopped and crew removed brake beam, thereby preventing possible accident.

Flagman P. F. Ruter has been commended for discovering and reporting I. C. 48668 with all wheels sliding while being handled by engine 940, December 12. Train crew was notified and necessary action was taken to eliminate defect.

Towerman George Templin has been commended for discovering and reporting brake beam dragging on car in extra 1645 north, December 12. Train was stopped and crew removed defective beam, thereby preventing possible accident.

SPRINGFIELD.

Fireman J. W. Cumming has been commended for attending to duties of Head Brakeman Hennis on train 53, November 25, Moweaqua to Centralia, when Mr. Hennis was unable to work.

Division News

Minnesota Division Notes.

Agent Sievers, at Dubuque, and his force are looking forward to the opening of the new freight office. The warehouse is about completed and the canopy over the south platform is under construction.

The Minnesota Division Fellowship Club will hold its first meeting and banquet at the Hotel Julien, Dubuque, some time during January. Its name typifies its object, which is to promote good fellowship among the employes of the division. The permanent organization will be announced later.

The extension to the Waterloo shops is nearly finished. The new mechanical coal chute will be in operation about January 10th.

The Coal Committee for the Minnesota Division for the year 1917, will consist of:

- H. G. Duckwitz, Chairman.
- W. L. Ickes, Traveling Engineer.
- L. Christofferson, Roundhouse Foreman.
- John Snyder, Engineer.
- C. E. Edwards, Engineer.
- A. Olson, Engineer.
- Wm. Toomey, Engineer.
- W. C. Buddulph, Engineer.

George Wheeler, Engineer.

C. A. Mills, Engineer.

Joseph Kelly, Fireman.

Martin Tollefson, Fireman.

H. P. Hansen, Fireman.

Martin T. Meehan, Fireman.

F. C. Hussey, Coal Chute Foreman.

F. A. Bradford, Conductor.

The Minnesota Division broke another record. There were no employes or passengers killed on the division during the year 1916.

The First Iowa Infantry is now at Fort Des Moines waiting to be mustered out. This will bring back a number of familiar faces to our ranks. From what has been seen of the boys home on furloughs for the holidays, it rather agreed with them to go after Mr. Villa.

Springfield Division

B. F. Allen, H. F. Westermeyer and M. Florey have entered the service as firemen.

Mr. Shell Samuels has accepted the position of Clerk to General Foreman J. H. Rosenbaum.

Mr. J. H. Rosenbaum, General Foreman, has returned to work after spending a very pleasant vacation at New Orleans, La.

Mr. Hal Hoover, Machinist, will visit in Terre Haute, Ind.

Mr. Guy Putnum, former Roundhouse Clerk, has returned to work as Fireman, after spending his Honeymoon in Bellefontaine, Ohio.

Mr. Sam Lovett, Car Repairer, and wife are visiting in Rocheport, Mo.

Mr. Clifton Ziegler, better known as "Zeke," has accepted position as Roundhouse Clerk.

Mr. Charles Green, Wood Machine Man, has returned to work, after an absence of 60 days. Charlie was candidate for the office of Circuit Clerk and was beaten by 13 votes. Better luck next time.

Mr. Cody Diveley, Car Inspector at Decatur, Ill., wife and sons will visit in Kansas City, Mo.

Mr. Ernie Sterling, Chief Accountant, is wearing a broad smile, occasioned by the arrival of a 10-pound boy.

Mr. D. Koelling, Machinist Apprentice, is planning on a 10-day vacation this month to be spent in Lowell, Fla.

Mr. James West and family will visit relatives in Cincinnati, Ohio.

Mr. C. H. Walton, Handyman, will spend his annual vacation in Bowling Green, Ky., during the present month.

Mr. F. D. West, Machine Shop Foreman, will visit his old home, Hornell, N. Y.

Indiana Division

Indiana Division now possesses a No. 116-E Buda motor inspection car, for the use of Officers of the Division.

Mr. F. W. Taylor, who was formerly Master Mechanic at Mattoon Shops, now with the I. & G. N. Railway as Superinten-

dent Motive Power, paid us a short visit this month. Mr. Taylor seems to be climbing the ladder of success rapidly, having accepted a position with the M. K. & T. Railway similar to the one he now holds with the I. & G. N. He will assume his new duties January 1, 1917. Our very best wishes for his success in new fields!

Miss Victoria Gustafson of the Dispatchers' Office, has returned to work after a week's vacation.

N. Hickelberry, Chairman in the Road Department, has resigned. He is succeeded by Gordon Boa.

A. C. Wilcox, Chief Accountant, and E. M. Brown, Accountant, of the Superintendent's Office, and C. R. Plummer, Shop Accountant, and J. N. Hardwick, Store Department Accountant, attended the December Accountants' meeting in Chicago, December 21st.

Winston Darnell of the Accounting Department, has returned to his duties after an absence of several days account illness.

R. E. Laden, Chief Clerk to Road Master, spent a couple of the holidays visiting relatives in Rockford, Ill.

The Neal Gravel Pit at Palestine has been closed for the winter.

Couch & Son, elevator people of West Salem, Ill., coopered three stock cars for ear corn loading this month, earning \$1,048.13 hauling grain, Stewartsville to West Salem, which makes an average of \$11.62 per car per day—higher than the average stock car earning.

Several theatrical companies have been handled on the Division during December. In the last few weeks the following have been showing at points along the line: "Fair and Warmer," "The Fraternity Boys and Girls," "Experience," and "Peg 'O My Heart."

C. W. Heiner, Boiler Foreman, Mattoon Shops, and wife visited in Springfield, Ill.

E. F. Riley, Pipe Fitter, and wife have returned from Waterloo, Ia.

Vicksburg Division.

We are pleased to learn that Mr. Cleve Brickel has joined the ranks of the Benedicts. Mr. Brickel was married to Miss Eva Cooke of Memphis on October 22nd. We wish Mr. and Mrs. Brickel many years of happiness.

Mr. F. R. Bishop, our popular and efficient track supervisor at Rolling Fork, Miss., has taken unto himself a wife and his many friends wish him success and happiness.

Mr. W. W. Sparks, who has been agent at Erwin, Miss., for several years, has been appointed agent at Lamont, succeeding Mr. N. E. Jacobs, who has retired on a pension, having reached the age limit.

Mr. Louis King, popular engineer on the north riverside local, has returned to work after having spent several weeks at the company hospital at New Orleans. Mr. King reports having received excellent treatment

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while in the hospital and we trust that he will continue in his present good health.

Mr. D. F. Calloway, after an absence of several weeks, has resumed his duties as agent at Grace, Miss.

The home of Mr. M. P. Massey has been brightened by the arrival of a young lady.

Mr. G. R. Jacobs has been installed as agent at Erwin, Miss., vice Mr. W. W. Sparks, transferred to Lamont, Miss.

Mr. T. L. Dubbs has returned from Washington, D. C., where he went in the interest of the Rivers & Harbors Bill.

Mr. J. E. Bourne is now agent at Hillhouse, Miss., vice Mr. G. R. Jacobs, transferred to Erwin.

After an absence of several months spent at local stations on the division, Mr. L. A. Campbell has returned to Greenville and is now operator in the chief dispatcher's office.

Mr. A. R. Triche of New Orleans relieved Mr. Claud Campbell, second trick dispatcher, for several days while Mr. Campbell went hunting. We are not advised what luck Mr. Campbell had.

Mr. N. T. Buck, time keeper in the superintendent's office, spent Christmas with his relatives at Rayville, La.

Mr. L. W. Olin and Miss Bettie Brown were married December 22nd. Mr. Olin is our efficient tonnage clerk in the superintendent's office, and his many friends wish him success in his married life.

Mr. J. W. Bolding has been appointed agent at Redwood, Miss., vice Mr. E. B. Butler, who is now relieving Mr. G. A. Williams at Louise, Miss.

Mr. W. C. Price, who has been agent at Valley Park and Boyle, Miss., for several years, has resigned to engage in other business. Mr. L. L. Davis relieved him at Boyle, Miss.

Mr. R. M. Moffatt has been appointed agent at Winterville, Miss., vice Mr. E. H. Winn, resigned to engage in other business.

Mr. Roy Chapman has been appointed agent at Green Grove, Miss., vice Mrs. M. S. Scarbrough, resigned.

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Mr. P. R. Henderson of the Land & Tax Commissioner's office, Chicago, spent Sunday in Greenville recently. We understand that there is a reason for Mr. Henderson's numerous visits to Greenville, but we are unable to confirm the persistent rumors.

Mr. E. C. Slater has been appointed general foreman at Cleveland, Miss., vice Mr. J. McClendon, transferred to Vicksburg.

A water station has been installed at Boyle, Miss., in the place of the water station at Dockery, Miss.

General Manager Foley and party paid us a visit at Greenville on December 7th in connection with the proposed increase in facilities needed to take care of the heavy business.

On December 9th three excursion trains were operated over the division, one from Memphis to Natchez via the main line, one Coahoma to Natchez via the Riverside and one Greenville to Natchez via the main line. Several thousand passengers were handled without accident.

On December 7th the party of New York capitalists were handled on a special train from Vicksburg to Scott.

It has been necessary to put on a steam train on 31 and 32 in place of the motor car to take care of the heavy traffic.

Mr. J. W. Kirkwood, of the engineering department, has resigned to accept a position with the Morgan Engineering Co. of Memphis.

Miss Motelle Moring, who has been clerk at Wayside for several months, has been appointed agent at Dickerson, Miss., vice Mrs. E. W. Compton, resigned.

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Illinois Central Magazine

1917



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Vol. 5

February

No. 8

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E. K. BRYAN
Assistant General Freight Agent
Illinois Central Railroad (Southern Lines)
The Yazoo & Mississippi Valley Railroad
Memphis, Tenn.

MR. BRYAN was born in Eastern North Carolina. He began his railroad career as Time-keeper in the shops of the Atlantic & North Carolina Railroad at Newbern, N. C., June 1st, 1882. Subsequently was employed by Seaboard Air Line and the Richmond & Danville Railroad. Was appointed Joint Agent of the Associated Railways of Virginia and the Carolinas in 1889, which position he held until the fall of 1892, when he entered the service of the Central of Georgia Railroad, General Freight Office, Savannah. Was General Freight & Passenger Agent of the Wrightsville & Tennille Railroad for about four years, resigning to accept a similar position with the Georgia, Florida & Alabama Railroad. Since 1903 he has been employed in the Freight Traffic Department of the Illinois Central and Yazoo & Mississippi Valley Railroads and has been Assistant General Freight Agent since May 1st, 1908.

ILLINOIS CENTRAL Magazine

Vol. 5

FEBRUARY, 1917

No. 8

Diary of Lieut. Anthony B. Burton, Commanding 5th Ohio Independent Battery, from May 18 to July 4, 1863, Inclusive

(Continued from January)

Tuesday, May 26.

Got an order about 11 o'clock last night to be ready for action at any moment. Got the boys up and had the horses harnessed, after which we laid down and had a poor night's rest. The alarm was caused by a very heavy firing of our pickets and it was supposed the enemy were about to come out from their fortifications and attack us. The 46th Illinois, which had been placed on picket just before dark, behaved in the most careless and unaccountable manner. Some of them, right under the guns of the enemy, proceeded to make fires and cook coffee, etc., and the consequence was that the enemy came out and "gobbled" two entire companies—70 men. The Iowa brigade of the 6th division came past us this morning; I saw and had a talk with our old Jeff. City acquaintances, Chris Mellinger and Capt. Shrope. Jackson, I understand, has been court-martialed for disobedience of orders and dismissed. I was given to understand last night by the Adjutant of the first brigade, that we should move up into position this morning; but after waiting all day with the harness on the horses, no orders came, and Charlie and I went up on the hill to division headquarters to find out the cause. In company with Bradley and Col. Nail we went out upon

the line of sharpshooters. B. took the precaution to dismount and walk out, but the rest of us rode and in passing some exposed points we were saluted with a pretty lively whistling of secesh bullets. Coming back we thought it advisable to pass those places at as lively a gait as our horses could make it convenient to go. We returned to camp and just before dark Col. Pugh came along and said the brigade would move up onto the hill at once. The brigade is camped in a very bad place, but it is the best ground that can be found. It is on a ridge road which has a very dense undergrowth of canebrake, etc., on each side of it. A forage train which was sent out this morning got back at dark with some corn, having gone about 14 miles for it.

Wednesday, May 27.

Mann's battery of the 6th division while it was here, had a Confederate three-inch rifle gun playing on the forts, from a little work thrown up on the brow of a hill out of the line of skirmishes. This gun they left when they moved yesterday and I asked Gen. Lauman if we might not use it, and he readily gave his consent; so I made out requisitions for 100 rounds of shell for it this morning, and sent Johnny with a wagon down to Warrenton for them. Gen. L. says there is to be a 13-inch gun brought up

here from Warrenton and put in position, and I told him that as we could not use our smoothbores and howitzers yet, we would man it if he wished. We took the Excelsior rifle gun out to the line this morning and opened on the forts in front of us. Never having before an opportunity to fully try the range of these guns, our first shell or two went clear over breastwork, parapet and everything else, but we soon did better and the enemy opened on us with three guns. Their practice was pretty good, and shot struck our little parapet a number of times. After dinner I took out the other rifle and relieved the first. Before going back to camp I told Charlie he might take the Excelsior on the summit of a hill on our right and fire a couple of rounds at a house which had been pointed out to us by deserters and contrabands as Gen. Green's headquarters, which he did, but without making a hit, as the distance was too great. Owing to wind or something else, the other rifle did not shoot as true as the Excelsior; however, we made several good shots, and withdrew to camp about dusk. During the afternoon the enemy did not reply to us at all.

Thursday, May 28.

About 10 o'clock last night I received an order which stated that Gen. Grant had received information from a deserter that the Confederates would attack our position on the line that night and attempt to escape thereby, and for me to be on the alert all night. I had the horses harnessed and then Johnny and I went down to Pugh's headquarters to see him about the propriety of taking out a section to near the line of pickets to guard the road. He agreed and sent two companies of the 3d Iowa as support. I took the center section and with Johnny went out. We stopped in a field just back of where we had been firing during the day, but all was quiet during the night and at sunrise we returned. After breakfast we took the three-inch rifle (J. got back with the ammunition last night), and went out to the same place we were yesterday and opened. Vic. Burnham's detachment handled the

piece. The firing was not so good as with our James rifles and only a few of our shells exploded. The Confederates were building a heavy breastwork in front of their main fortification, and at first at least 100 men could be seen at once, but our persistent cannonading drove them off. Charlie was very anxious to try a howitzer and after dinner I let him take his out, but as I expected, the range was too great for him and after three or four rounds he sent in for a James rifle. Johnny took the three-inch gun up on top the hill to our right and fired four and then limbered up and retired. This soon brought a 64-pounder shell over at us, a fragment of which fell near our limber team. About 4 p. m. we got orders to be ready at once to move up to the right, so we returned to camp and got ready. Gen. Grant had passed near us during the morning with a single orderly and I suppose the order to move was the result of a conference between him and Lauman. We got off about 6 and moved about two miles to the right and are camped now in a corn field.

Friday, May 29.

Capt. Bradley, picket officer on Gen. Lauman's staff, was instantly killed last night about 10 o'clock while going the rounds. He was shot close to where we were firing yesterday. Poor George! but last night I was talking to him. We stayed in camp all day today. The weather was extremely warm and shade absolutely necessary to comfort. Nothing new as to the siege. Mail arrived today.

Saturday, May 30.

Got orders this morning to be prepared to move at once. Started after dinner and fell in behind the 41st Illinois. After some delay as to where the batteries were to be camped, of which Col. Pugh and all his aides seemed to be in ignorance, we stopped in a beautiful wide ravine, covered with clover, having come about a mile by the road, but not over half a mile in a straight line. There are wooded hills on both sides the hollow, which is about 100 yards wide, and in wet weather a little creek runs

through it in which there is still sufficient water for washing purposes, though it is not fit to drink.

Sunday, May 31.

There was very heavy firing on our right this morning about two o'clock, and we received orders to harness and keep so, "prepared for any emergency." We received no further orders and towards evening I sent to Col. Pugh to ask permission to take the harness off the horses, which was granted, the Col. saying he thought he had sent word to that effect in the morning. There appears to be some delay about getting the pioneer corps at work, and until some little protection is made for us we cannot get into position with our battery.

Monday, June 1.

Today Burt Goodloe, who is acting orderly, or clerk or something, to Gumbart, (Gumbart arrived here yesterday), came to us and said he was ordered to show me where to place three pieces in position—a rifle and a howitzer in one place, and a howitzer in another. We got ready and soon afterwards three companies of the 3d Iowa reported to us to act as support. We went out with Charlie's section and two companies of infantry first, and following up the ravine for about three-fourths of a mile, came to a road made around up the side of a hill in such a way that the hill makes a protection and makes the road to all intents a covered way. We dismounted the drivers and had them lead their horses, and arrived at the top of the hill; found two small embrasures made for the pieces by digging into the hill, thus making the parapet consist of the solid earth of the hill—a very good plan. Having waited till a round was fired, I returned with Burt to take Kates' howitzer out. We went around the ravine past headquarters and went up another ravine until we came to the foot of the hill on which we were to operate. Leaving the piece there, Kates, Burt and I went up to reconnoiter. On top of the hill are several small buildings and Burt said he was told to tell me to take the piece to a point on the Hall's Ferry road, about 200 yards beyond, and endeavor to

drive the Confederate pickets from the road, where they had an intrenchment and stockade. They had just been shelling the hill on which we stood from three batteries, and had made our pickets retire into the ravines and hollows; and on the spot where our gun was to go, beyond, our pickets dare not show their heads, their sharpshooters being less than 200 yards distant. Under these circumstances I did not see how it was possible to follow out the order so as to effect any good at all, without any earthwork or protection whatever; and, with the advice of all present, determined to go down and state the case at headquarters, and if they still said to go ahead the responsibility would be off of me—the absurdity of expecting men to stand up and work a gun on an open field where pickets could not show their heads is apparent, and is, I suppose, one of Gumbart's wise suggestions. So soon as I stated the case, I was ordered to bring the piece back, which I did. I now went out to Charlie and remained there till about 9 p. m. The pioneer corps came out and went to work on a place for two more pieces on the highest part of the hill. Tired out, I returned to camp and had just got to sleep when Charlie Utz came and told me that the two pieces had been attacked and some of the horses killed. I started out some fresh horses, and hearing firing, which I supposed came from our pieces, I had the caisson limbers of the left section hitched up and started out so they would not run out of ammunition, and had the pieces of the same section to hitch up and await further orders. I then went out myself; the line was tolerably quiet, the 3d Iowa having advanced over the hill, and I learned the following particulars of the raid: The Confederates, estimated at about 200, came up over the hill suddenly and fired a volley at not over 30 feet distance; Charlie pulled back his pieces a little and gave them a round of canister; but owing to the side hill and the hurried aim, with no other result than to check them—the two companies of infantry, which had been taken by surprise, began to fire a little and the Con-

federates fell back, but returned almost immediately. Another round of canister from our pieces, a company of our infantry going around the front of our embrasures and taking the Confederates by a reverse fire and the rallying of the rest, had the effect of repulsing them and they fell back. Two regiments soon came up and lay behind the hill the rest of the night, excepting a portion of the 3d Iowa, which was deployed over the hill in front, as before stated. During the melee the horses attached to one of the limbers got frightened and fell into a pile in a deep ravine cut by rain water, and the harness had to be cut up very badly in order to extricate them. Fortunately none of the horses were injured. The most extraordinary part of the whole business is that no one was hurt on our side, except a member of the 33d Wisconsin, who dislocated his shoulder by falling into a gully, and no one on the Confederate side so far as we know.

Tuesday, June 2.

Seeing all was quiet and no probability of any further trouble out at the fort, last night, or rather this morning, I returned to camp to get a few minutes' sleep, and had the left section out by daylight to go into the place on top of the hill, made for us last night. We opened at once and soon got a reply from a gun a little on our left. Our rifle was the only one that could be brought to bear on it, and a lively duel was kept up for about half an hour, each firing alternately, but our boys doing much the best shooting. McCormick made three or four beautiful shots, striking very near their embrasures each time. Their fire on us was shrapnell and shell; most of it went over us. They began to slacken their fire, and we, finding we were using our ammunition very fast, did the same. I went to camp and had the center section go out to relieve the right section. I then made out requisitions for shell for rifles and howitzers and sent Trotter with two wagons to Warrenton to get it. He returned about 5 o'clock this evening without it; the boat which has the ordnance stores on was on the Louisiana shore, and the acting ordnance of-

ficer was not sure that he had any of that kind of ammunition. The boat would not be back till tomorrow, so Trotter returned. I started Grigg with two other wagons up to Chickasaw Bluffs on the Yazoo immediately. By traveling after night he can get there tonight and can be back by tomorrow night. Johnny fired slowly all day. We find the Bourmann fuses very unreliable, and the difference in the size of the cartridges is the chief cause of the variation in firing. Our howitzers do not do what we expected of them; their range is extremely limited, and even as close as we are to the enemy forts (500 or 600 yards), we cannot rely on them to reach. The sharpshooters of the Confederates are very active, and being within easy range of them, we have to be very careful and keep covered.

Wednesday, June 3.

I slept with Johnny close to our guns last night. The pioneer corps built another place for two pieces with a short rifle pit running each way from it, and the 53d Illinois dug some rifle pits on a lower crest in front of our pieces already in position. All was quiet during the night except the usual skirmishing. The sight of the shells from the gunboats and mortars bursting in the air during the night is very fine. A battery of Hovey's division is about 1,000 yards to our right and did some very good firing last night. Beyond them, we can see both lines for nearly five miles, and can see the flash and puff of guns and shells much farther than we can hear any report. The right section came up today and went into position in the place built by the pioneers last night. The stock of the carriage of the howitzer was broken Monday night during the enemy raid, in firing canister up hill, and I had the piece mounted on the carriage of the three-inch rifle while Bristley was making a new stock, but today I had the three-inch put on its carriage again and brought up, so that Charlie's section consists of a Jame and a three-inch rifle at present. Where his section is, the three-inch rifle is more effective than a howitzer would be anyhow.

Thursday, June 4.

The enemy are constantly very busy in enlarging and strengthening their works in front of us, and have been working in sight all day. We have annoyed them a good deal by our firing, which has not been very much replied to by their artillery. We can see a heavy gun in an embrasure right in front of us, but they have not seen fit as yet to fire it. Our position on this hill has been in advance of our picket line on the left of us, and within easy rifle range on our left is a ridge which comes down at right angles with our hill, which ridge has been in possession of the enemy sharpshooters, thus giving them a chance to bring a reverse fire to bear on us. The necessity of advancing our picket line and taking possession of the said ridge has been apparent to me ever since we came here, but the attention of others has never been directed to it particularly till today. Col. Brown and Major Crossley of the 3d Iowa, which regiment is on picket there today, went down to headquarters to speak about it and were ordered to advance their lines this evening. It was evident that it could not be done without more or less of a fight, and one howitzer from battery Schwartz. (E. 2d Ill. Light) was ordered out on a hill commanding the desired ridge from its rear, while we were to bring two of our pieces to bear from our position. Everything being in readiness Major Crossley had four companies of the 3d Iowa drawn up in the ravine between us and the next hill, while some of the 33d Wisconsin took part farther to the left. Just at dusk they deployed and moved forward in a beautiful line of skirmishers loading and firing as they went. The Confederates replied briskly as they fell back, and sometimes the parties were not over 50 feet apart. Meantime the enemy opened with four field pieces from as many different places in their forts, while we fired with our two—all we could bring to bear. In about 20 minutes it was all over, our boys had possession of the field and held it. They had three slightly wounded and took one prisoner, an individual who had been

down in a hollow for water and did not know that anything more than usual was going on till, returning to where he had left his comrades, he found himself among our boys. A portion of this skirmish was on Hall's Ferry road, where the Confederates had some rifle pits which our boys took possession of, afterwards throwing the dirt from one side to the other of the trench. Grigg got back from Chickashaw Bluffs on the afternoon of Wednesday, but succeeded in getting nothing but 150 Hotchkiss shell for James rifles, paper fuses; we have tried them and like them pretty well.

Friday, June 5.

We have been firing slowly today; do not get much reply from the enemy. Lieut. Ross, of Rodgers' battery, has been appointed division ordnance officer; gave him today a list of what ammunition we want. Got an order about noon to be prepared to move at a moment's notice "with camp and garrison equipment." Order was afterwards countermanded so far as we are concerned, and I found that the move was simply with a view to getting the camps up nearer the lines. The regiments of the first brigade all moved a little in this way. It seems to me sometimes that if certain A. A. G.'s would make their orders a little less grand-eloquent and a little more explicit and to the point, they would be better understood and would occasionally save much trouble. I omitted to mention at the proper date that Lorenzo Stevens was wounded on Tuesday by the fragments of a shell in three places—on the left wrist, the right arm and the left breast. The wounds are not thought serious. On Wednesday morning John Kennedy and Dr. Schooley were wounded by a bullet. They were standing to the left of our left piece with a number of others, watching our shells as they struck the enemy works, when a sharpshooter, hid in the ridge that we took possession of last night in the skirmish, hit them both with one ball. Dr. S. was struck in the back part of the knee joint, side ways, the ball passing clear through, but it is hoped not

cutting the cords. The ball then entered Kennedy's foot and lodged, and it was found necessary to amputate the same evening.

Saturday, June 6.

Lieut. Ross got us nothing but 150 three-inch Hotchkiss shells, and even this turned out to be useless as it was too large for our three-inch rifle. Under these circumstances we have had to al-

most entirely cease firing today for want of ammunition. Lieut. R. started to the Bluffs again this evening and it is to be hoped will return with a full supply. A new work was commenced last night, for two guns, about 100 yards in front of us on a line with the rifle pits. Deserters say that in the skirmish Thursday night we dismounted one of their guns and killed a cannoneer.

(To be continued)

Gen. N. P. Banks, Who Defended Capital, Born 101 Years Ago

ONE of the conspicuous generals in the civil war was Nathaniel Prentiss Banks, who was born on January 30, 1816, at Waltham, Mass., where he received a common school education and learned the trade of machinist. Later he edited a newspaper, studied law and gained admission to the bar, served several terms in the Massachusetts legislature and was chairman of the Massachusetts constitutional convention.

In 1853 Banks was elected to Congress by a coalition of Democrats and Free Soilers, but soon joined the "Know Nothings," and later identified himself with the newly organized Republican party. During his second term he was elected Speaker of the House. From 1857 to 1859 he was governor of Massachusetts, and then became president of the Illinois Central railroad, which position he resigned on the outbreak of the civil war in order to enter the Federal military service.

Commanded on Upper Potomac

On May 16, 1861, he was commissioned general of volunteers; commanded the Fifth army corps along the upper Potomac and in the Shenandoah valley in 1861-62 and on March 23, 1862, a part of his army, under Shields, defeated Jackson at Winchester.

In April, 1862, Gen. Banks was assigned the task of protecting the Shen-

andoah, while McClellan proceeded against Richmond, but weakened by the withdrawal of one of his divisions, he was defeated by Jackson at Port Royal on May 26 and forced back upon the Potomac. Soon afterward he joined Pope, then commanding the army of Virginia, and was defeated in the battle of Cedar Mountain.

Defended Washington for a Time

He commanded the defenses of Washington for a time, and in December, 1862, was sent to New Orleans, where he succeeded Gen. B. F. Butler as commander of the department of the gulf. In 1863 he conducted the successful campaign against Fort Fisher, and early in 1864, led an expedition up the Red River, but was defeated and forced to withdraw to the Mississippi.

In May, 1864, Banks was relieved of his command, and, resigning his commission, was elected to Congress where he served, with the exception of one term, until 1877, and was long the chairman of the committee on foreign relations. He was again elected to Congress in 1888, but in 1890 suffered from a mental disorder and withdrew from public life. In 1891 Congress voted him an annual pension of \$1,200. He died on September 1, 1894, at Waltham.—*Washington Post*, Jan. 30, 1917.

PUBLIC OPINION



What the

World thinks

RAILWAY TRAFFIC BAROMETER FOR NATION'S TRADE

Prosperity of All Branches of Industry
Closely Linked with That of
Transportation

CHICAGO IS GREATEST CENTER

Most Advantageous Point for Jobbers
of Materials Used on These
Steel Lines

CHICAGO is the great central market for railway supplies and equipment. Having developed into the greatest railroad center, this city naturally and logically has become the most advantageous point for manufacturers and jobbers specializing in the products required by transportation companies. This focusing of interests has fed itself and multiplied until the magnitude of business, the extent of the industry and the investment represented are far beyond the conception of those not identified with this field of activity. It does not seem to be fully understood, especially in some circles, that the railroad business of this country ranks next to agriculture in size and importance. No other country owes so much to railway development as the United States.

The railway sows as well as reaps. Reaching out with arms, that stretch from sea to sea, from the great lakes to the gulf, it collects from fields and mines the raw material, scatters it like

so much seed among the millions who work in shop and factory, and then waits to harvest the finished product. This in turn it distributes again among the millions of consumers.

Rail Prosperity Helps All

The railroad binds the man who has with the man who has not. Thus there is scarcely a line of business or a section of the country that is not affected in some way by the prosperity or adversity of the great railway interests.

At the present time the United States appears to be suffering from lack of railway facilities. Though all records were broken in earnings and volume of business in 1916, this maximum was preceded by a decade of almost unbroken lean years, during which the carriers bought only enough equipment and motive power and added only enough trackage to keep pace with the traffic, which was below normal. Because of restrictive legislation, confidence was shaken and railway managements adopted a policy of retrenchment, buying supplies only to replace worn-out material or equipment that was indispensable.

Briefly, this explains the situation which the railway supply industry and trade have faced for some years. When the transportation companies come into the market for liberal purchases of supplies and equipment, all the closely allied industries flourish in like ratio, and far-reaching results are felt in the general prosperity.

The need for an enlargement of railway facilities is so obvious that nobody disputes it. It is equally obvious that increase in net earnings is necessary to secure increase of facilities.

Can't Establish Credit

For the period 1908 to 1915, according to one railway president, the general experience of most of the roads was that they had not sufficient business or earnings to furnish a credit basis to make proper additions to their property and equipment, nor was there sufficient prospect of any increased traffic to justify proceeding with any great expenditure program. During this period short-term financing had to be resorted to because of the impossibility of selling capital stock on any basis, or mortgage bonds except on onerous conditions.

Developments of the last fifteen months have disclosed the enormous productive capacity of the industries of this country, and also have shown that when this capacity is fully utilized the facilities of the railroads are not adequate to the demands made upon them. Students of economic conditions believe there will be a painful period of readjustment after the war ends, to be followed by another period of industrial expansion. But they do not believe there will be any long-continued prosperity if transportation facilities are not greatly increased.

Prominent manufacturers of railway supplies and equipment, with headquarters in Chicago, are optimistic over the outlook for their business in 1917, feeling that conditions will change for the better as to enlargement of railway facilities, which of course would mean a heavier demand for all products in their line. This is not entirely selfish, as they also believe that railway prosperity would be reflected in general prosperity—that large railway purchasing power is the fundamental factor in the general business of the country.

Legislation Needed

But they realize that substantial expansion of the railways can not be attained without more favorable action

by legislative bodies and a satisfactory adjustment of the differences between the transportation companies and their employees.

Such is the view of the heads of representative concerns engaged in the manufacture of special track work, frogs, crossings, switches, switch stands, guard rail clamps, compromise joints, tie bars, rail braces, etc.; trucks and various metal parts for freight cars, wheels, bolsters, brake beams, springs, draft arms and couplers; steel and malleable castings, side bearings, conveying machinery, shop machinery, axles, pneumatic tools, air compressors, pulleys, cables, wire and many other products. One of these companies operates plants at Indiana Harbor, Hammond, East St. Louis, Granite City, Alliance, Ohio, Pittsburgh, Sharon, Franklin and Chester, Pa. Others have large plants in Chicago, Philadelphia, Indianapolis, Cleveland, Detroit and Erie. Some have orders booked to keep them busy at capacity this year. Not all of their products, however, are designed for railway use.

Commodities used by railroads have advanced 50 to 100 per cent, while the carriers have been granted a 5 per cent increase in freight rates. It is therefore clear, according to many traffic and business men, that both freight and passenger rates should be increased to give the railroads sufficient funds to provide better transportation facilities.

At the eighth annual dinner of the Railway Business association, held at the Waldorf-Astoria hotel, New York, Jan. 16, this was the principal subject discussed.

Recommends Higher Rates

This association which has a membership of 320, is composed of the most prominent men in the country identified with the railway supply industry. Surveying the railway situation with reference to proposed legislation, the general executive committee has made this statement concerning rates:

"It is now possible to focus the national thought upon the heart of the problem—the rule which is given by

congress to its regulatory arm, the commission. The present law declares that each rate shall be just, reasonable and nondiscriminatory. It is our purpose to recommend that two additional elements be embodied in the statutory rule:

"1. That in regulating rates total revenues shall be permitted sufficient for total legitimate purposes.

"2. That legitimate purposes shall embrace the attraction of investment for improvements and extensions.

"We yield to none in favoring effective federal supervision under conditions advantageous to the whole public, while insuring that the states may retain such jurisdiction as local self government requires; but at the same time we emphasize this aspect:

"If total revenues are not made adequate for total expenses no question will long remain as between federal and state authority, because sooner or later the federal government under those conditions must take over the roads. In that case the states would lose all voice whatever, and federal regulation, if any, would present the grotesque spectacle of one political officer supervising another whose tenure proceeds from the same source of power as his own.

Essential Ingredient Left Out

"Whoever omits from his prescriptive statutory obligation upon the commission to permit rates adequate to carry the national business and develop the country leaves out the essential ingredient without which the whole compound is futile.

"Every substantial increase in tonnage brings car-shortage. Only 933 linear miles of road were constructed in the calendar year 1915, and apparently the record for 1916 will barely exceed that figure, although the volume of industrial activity, and hence railway earnings, is considerably greater than in any previous year. Those who deal with investors continue, as for several years past, to report indifference of their clients toward railway securities except for refunding and for

mortgage bonds, now rarely feasible, upon unencumbered property.

"We approve abstention by legislative bodies from dealing with rates. We see no exception even in so costly an item as the eight-hour law. The new legislation, which we urge, is that if at any time in any place rate advances should become necessary in the public interest authority and obligation to sanction them will explicitly reside by statute in a specified branch of the government."

Use Pier as Argument

The Railway Master Mechanics and the Railway Master Car Builders will hold their annual conventions at Atlantic City in June, as they have been doing every year since 1906. An effort was made to select Chicago as the place for these conventions this year, but without success. It was argued that the new municipal pier would afford an ideal meeting place, which is true, and this may lead to more favorable consideration in the future. In connection with these conventions the railway supply manufacturers and jobbers make a comprehensive exhibit of their products. The occasion furnishes a splendid opportunity for all interested, directly or indirectly, to study railroad efficiency and progress; to compare experiences, report results, exchange judgments, analyze conditions and gauge future tendencies and requirements.

Men prominently identified with these interests attach much importance to an address delivered by E. B. Leigh of Chicago before the Central States conference on rail and water transportation, at Evansville, Ind., Dec. 15. This address has created much favorable comment among railway supply manufacturers and allied interests. Mr. Leigh, who is one of the vice presidents of the Railway Business association, represented George A. Post, the president, who was unavoidably absent, and spoke on the subject of "The shippers; their true relation to the railway problem." He said in part:

"What is the interest of the shipper in the railway problem? This question,

when asked, may elicit many answers, the most common of which would doubtless be: "low freight rates." This is the most popular conception of the primary interest of the shipper in the railways of the country; yet upon analysis it is found that every industry, every commercial enterprise, and every individual is interested not only in the railways as such, but in their effective and profitable operation as well.

"This universal dependence varies, however, in directness, in form, and in the consciousness of the individual.

All Depends on Transportation

"The products of the farm would be of relatively small value, minus the facilities of transportation to markets of sale and consumption. The production of of the infinite variety of commodities, essential to the maintenance of our present day civilization, is made possible by the railways. The daily necessities and luxuries of life come to us, as individuals, so almost automatically as to warrant the expression, 'as free as the air we breathe'; yet we have to look back but a little to see that the railway is the handmaiden of us all.

"How often have we heard our great manufacturers speak of the two fundamental divisions of industry as consisting of making and selling goods; and of further likening them to the two sound legs upon which every healthy man must stand. The analogy is apt, so far as it goes, that is, if the man has merely to stand. Just so with the great furnace, the great mill, or warehouse—if their functions are complete with the goods piled before their doors. But the strong man's limbs will surely atrophy if he has no road to travel; just as all manufacture will stagnate without the means of highly diversified distribution of its products.

"Thus there is a third fundamental element in all industry and commerce, appearing at the threshold of any producing enterprise, and again when the product has been sold, and is ready for distribution—transportation; a third partner—not within our corporate organization, but one vitally essential to it. How shall we treat him?

Why Overlook One Factor

"Now, if all industry and commerce rest upon the triangular base of making, selling and distributing, why should we jealously guard the sustaining power of two legs of the tripod, and imperil the equilibrium of the entire structure by a gross indifference to the third?

"In an economic sense, the railways are selling, and the shippers are buying a commodity—transportation. And right here arises the anomaly of the transaction. As individuals, when you sell and I buy, we are each of us wholly untrammelled by any dictation as to price other than your knowledge on your part of your cost of production, and for my own part, my knowledge as to the figure at which I can secure the commodity elsewhere. Each party is a free agent, with discretion to act, and only limited by economic considerations.

"On the other hand, how different when we, as shippers, buy from the railways; for here there are not two independent parties, with power to act. The function of negotiation, in this instance, between these two elements (seller and buyer) is vested by law in the interstate commerce commission.

Commission Sits as Court

"Sitting as a court of arbitration, so to speak, the commission fixes the price of transportation. Following the testimony of all parties at interest (and which merely comprises the two—the selling railway and the buying shipper) the 'reasonableness' of a proposed rate is then determined by the commission. What does this rate, when it emerges from this process really mean?

"Apparently, it means nothing definite; for the railways are not securing an adequate price for their commodity—transportation, and the shipper without knowing whether the price is fair or not, on general principles objects to it—on the assumption that it must be high because he does not know to the contrary—so inherent is this instinct.

"Of necessity these rates (while before the commission) are discussed by representatives of large groups or classes of shippers, and who in most instances make the unhappy error of assuming that when,

as a group, they bear down the rate for all hands round, that is for all shippers, they are benefiting themselves, in somewhat the same manner as that of one individual as against another in an open-competition. They completely overlook the fact that stability of transportation rates, like stability of commodity prices, is of vastly more importance to them as shippers than the level of rates themselves.

"These rates can not remain stable unless they are equitable; for stability and equity are manifestly inseparable in any form of continued activity, and particularly where the activity comprises three such fundamental contributory elements as production, sale and distribution.

First Sign of Reviving Business

"One branch of the speaker's business has been in the railway equipment line. For many years it was noted that the first significant sign of a revival of general business was railway buying—and its cessation one of the first signs of impending general recession.

"This became such a settled conviction that a means of testing and demonstrating its accuracy was sought. A few years ago I had the curiosity to procure data from the well-known Brookmire Economic service of St. Louis. On one occasion I said to Mr. Brookmire that I had the idea that if a chart could be constructed indicating the curve up and down through the years of railway purchases on one line, and the volume of general business on the other line, it would be found that an upward turn on the railway purchase line was pretty regularly followed by an upward turn, of corresponding magnitude, upon the general business line; and that when railway purchases went down, general business followed soon afterward.

"Mr. Brookmire proved to have a unit, measuring general business, based upon an average of a large number of commodities. To compare railway purchases with this unit, we arbitrarily agreed that a representative figure would be "car orders," experience having shown that when car orders rise or fall, this is

accompanied by a closely corresponding fluctuation in the purchases of locomotives, and of the various products which are used in building and maintaining track and structures.—*Chicago Journal*, Jan. 22, 1917.

THE CROSSING ORDINANCE

It is gratifying to see the decided activity being manifested by municipal officials throughout the State in preventing crossing accidents, especially collisions between trains and automobiles whose drivers fail to stop, look and listen.

The Jackson ordinance, adopted a short time ago, is being used as the model for similar enactments by municipal boards throughout the State. The officials at Clarksdale recently asked for a copy of the measure, and it will probably be adopted for that community in the near future. Commenting on the subject, the *Clarksdale Daily Register* says:

This would seem at first glance to be a drastic law, and it may be one which the State Legislature would have to enact to make it valid, but at the same time the idea is a good one, and the governing powers in municipalities, at least, could put it into good use by making it a city regulation—especially in Clarksdale—and imposing a severe penalty on anyone caught violating it.

It is stated that in the sections of the state referred to the officials have imposed such a drastic penalty that it is rarely that anyone, whether they are watched knowingly or not, will cross a railroad without stopping dead still and looking both ways.

Some people must have the fear of the law hovering ever near them for their own protection and for the protection of those who may from time to time be in their care, and for such persons a law of this nature, State-wide, would be of untold benefit in preventing loss of life and limb, and a few heavy sentences imposed on violators would soon serve the need of the "Safety First" campaign in regard to

automobile accidents at railroad crossings.

There is nothing drastic about the measure. A manifestation of common sense is never drastic, and the automobile driver who fails to stop, look and listen before going over a grade crossing is merely failing to exercise common sense. When the individual is too reckless to protect himself, it becomes the duty of the law to at least step in and at least see that he does not put in peril the lives of other persons who may be riding in his car.—*Jackson (Miss.) News*.

EMBARGOES HURT TRADE

Acute Car Situation Reflected in Steel and Other Industries—Cancel Big Contracts.

How closely the railroads and general business are interlinked is strikingly illustrated by developments in the present car situation. Announcements have been forthcoming of late that conclusively prove the truth of the statements that the "railroads are the arteries of our national business life." Because of the lack of sufficient freight cars to move the unprecedented amount of traffic offered, industry is almost paralyzed in certain sections of the country.

For instance, the steel trade. Embargoes effective in the East, issued as protective measures by the railroads, intended to prevent an accumulation of commodities awaiting disposal, have had a serious effect on the steel trade, and men in the industry say they are hard hit by the inability of the railroads to relieve the situation. This applies both to the obtaining of the raw product and the moving of the finished product.

The export trade too is hit. Now it is learned that some of the carriers refuse absolutely to accept certain goods consigned to the Atlantic coast, even tho the shipment is assured ocean vessel space upon arrival.

It has been stated that recently

some domestic manufacturers have canceled contracts because deliveries have not been made in the time specified. The live stock industry, one of the greatest in the world, has been paralyzed, in so far as the middle West is concerned. The trade is unable to make sales because of the restricted transportation facilities.

All of which is an object lesson. If so much depends upon the railroads, if they are so necessary to our daily business, why not help them in the conduct of their affairs?

They have declared that they would be materially benefited if but one body had supervisory powers as regards their operations. The removal of the conflicting orders laid down by the various regulatory bodies would mean the doing away with many of the deterrent factors in the railroad prosperity.—*Chicago Post*, Jan. 24, 17.

ARE THE RAILROADS A MENACE

Are the railroads a menace to the State of Mississippi? The Herald asks this question because of the hundreds of damage suits that are being filed against the roads throughout the State. If the roads were compelled to pay these damages they would be bankrupt and Mississippi become the last place where immigrants would seek homes or capital investment.

Two-thirds of the time of the Circuit Courts is consumed in trying these suits, which increases thousands of dollars the expense of the courts. These expenses must be paid by the taxpayers, and the money taken from the railroads by the unjust damage suits comes out of the people in the way of increased rates and poorer train and traffic service.

The Herald is not here to say that all of the suits brought against the railroads are unjust: but it believes that at least 50 per cent of them are. This continuous warfare upon the roads will practically prevent any further development of these arteries of commerce in the State, for people will not put

their money in investments that mean a continual harassing and heavy losses thereafter.

It is time for the people of the State to take this matter in charge and instead of trying to bankrupt what railroads we now have, exert their efforts to put a stop to these unnecessary and expensive suits, that are injuring Mississippi far more than anything else at present.

The railroads should not be regarded as a menace, but as an absolute necessity to the development of the State, a State that is so rich in natural undeveloped resources.

The railroads are entitled to a square deal. They should be made to comply with just and equitable laws and use every precaution to protect the lives of their employees and the public generally. But they should not be compelled to do extraordinary things and pay for unjust accidents. Let them be treated as friends, and not as foes, and let some means be adopted that will put an end to having the time of our courts consumed in trying cases against them that have no merit in them whatever.—*Yazoo City (Miss.) Herald*.

R. R. CROSSING ACCIDENTS

A couple of weeks ago we noted the visit of Train Master Harry Brown in St. Ansgar, his particular business being in connection with the agitation which the officials of the Illinois Central are conducting against the carelessness of auto drivers at railroad crossings. This is a big subject and it is one of especial importance to the people of Iowa where there is one auto to every twelve people. Any one who has ever ridden on the street cars in the cities knows that every time the street car comes to a railroad that the car stops and the conductor goes out ahead before the car is permitted to cross the track. But how many people driving autoes take even one tenth of this precaution? Of course the autoists are not entirely to blame in this matter. The roads are often built up so high at the crossings that it is almost impossible to get started again if the

car is brought to a full stop. But even where this is not true, no one ever thinks of stopping, and far too many, never even think to look.

It is plain to everyone that this condition of things cannot be permitted to go on. It is also plain that the railroad companies cannot stop their trains every time they come to a highway. Then it is up to the autoist. He will have to change his ways. The only solution that we can see for this is to require every grade crossing to be made level back from the track for a long enough distance for an auto to stop and then require every auto to stop before crossing at every place where there is an obstructed crossing. This would not be necessary at unobstructed crossings, but something must be done to make people look before they go onto a track. Just how to accomplish that is difficult to say.—*St. Ansgar (Ia.) Enterprise*.

WARNING TO ALL AUTOMOBILE OWNERS, THEIR DRIVERS ETC.

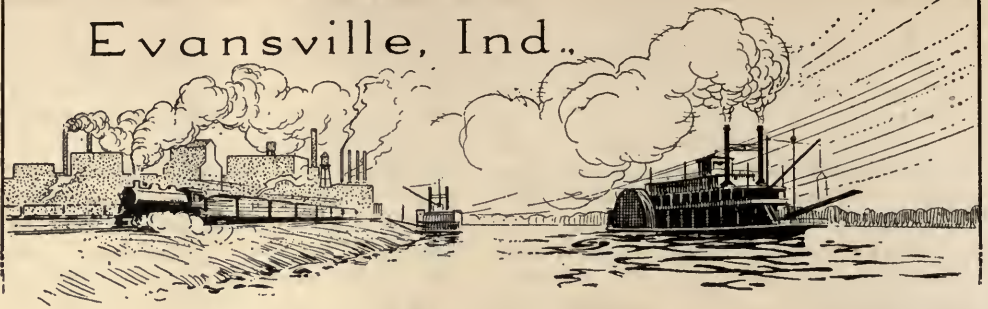
By order of the mayor and board of aldermen, of the city of Kosciusko, Miss., all automobile owners, as well as other motor vehicle owners, are hereby given fair warning that the law known as the "Automobile Law," and all provisions therein made concerning the operation, speeding, equipment and management, etc., of any vehicle propelled by motor power, will be executed strictly, and the violators of any of the provisions of said law will be dealt with as the said law directs. This notice is published in fairness to everybody and this law, as well as all other laws, will be enforced strictly.

WALTER DAVIS, Marshal.

This January 12th, 1917.
—*Kosciusko Herald, Jan. 1, 1917.*

Brookhaven has an ordinance requiring every auto driver when approaching a railroad crossing to stop ten feet from the nearest rail and look and listen. A very good ordinance and worthy of adoption here.—*Crystal Springs (Miss.) Meteor*.

Evansville, Ind..



PRIDE OF CITY

WHEN you, dear reader, in your wanderings, chance to meet a man who is ashamed to put the name of his city after his signature on the hotel register, put him down as one unworthy of the name "friend!"

PRIDE of city is natural to all men who are worth while and although it may be true, as one noted city expert has said, "That jealousy between cities should die," we always have a sort of warm spot for the fellow who thinks that his city can whip any other city of its size in the country, even if the referee is suspected of being partial.

PRIDE of city is strong in Evansville. Not only do the citizens of this thriving community believe in their town and that it is the coming city of Indiana and the Ohio River, but they get out and do things to make good their boast. Not only does this sentiment beat strong in the breasts of those born within its limits, but it grips all who come here to make their home and to enjoy the benefits of a municipality that is making good.

LOCATED in the southernmost part of Indiana on the Ohio River, Evansville enjoys a unique position. Not only is it admirably located from an industrial and commercial standpoint but it combines the hospitality of the Southland with the industrial zeal of

Hoosierdom. Being just across the line from the land of jim-crow cars, broad rimmed hats, mint juleps and chivalry, Evansville has absorbed much of the social atmosphere of Dixie. People know each other here. We are just a community of "folks" and while it has been said that cities have no songs because they have no souls, we feel that if Evansville has no soul it has a good working substitute.



HON. BENJAMIN BOSSE,
Mayor.

IF YOU should happen to run across printed matter in regard to Evansville you will notice that Evansville is the second largest city in Indiana and is located on the Ohio River; that it has a population of 100,000 (actual estimate by outside parties shows 96,470) and has an area of 10½ square miles; is in center of rich mining and agricultural district; is largest winter

wheat market and second largest hardwood lumber market in the world, etc., etc. But we are not to deal with statistics. We are to take more time and show you things one by one so that the impression will sink deep.

We Are Sociable Here

THE citizen of Evansville insists on making strangers feel at home and he is not going to hurry in telling about his city. Five minutes after you have been introduced and he has learned that you belong to the same lodge, you are an old friend. He will find

out during the next five minutes what you think of the business prospects after the war, how the children were when you left home, whether you prefer a dry state or one where it is shipped by express and will know by your tone of voice when you speak of California, whether you voted for Wilson or Hughes. Having become thoroughly acquainted he takes you to the office of the Chamber of Commerce and

this cresent lies the city. To the West, seemingly across the river, you see factories and lumber mills, while on one point, higher than the surrounding territory, you get a glimpse of modern homes where a new residence section has been platted. You are also informed that on this hill the city has arranged to build a new junior high school to take care of students in the western part of the city.



EVANSVILLE, INDIANA

you are then ready for a personally conducted tour of Evansville.

AS the Chamber of Commerce occupies the entire top floor of one of the city's skyscrapers, the stranger gets an excellent bird's eye view of the city from the windows. The city is spread out before him in a great panorama and one realizes for the first time the size of the municipality. Looking toward the South one sees the Ohio sweeping in from the Southeast, forming a giant horseshoe and running on to the South. On the high banks of

FOLLOWING along the river in a Southeasterly direction you will observe the various activities along the river front. Three or four steamboats will be noticed at the levee, loading or unloading freight, while in the foreground one takes in the numerous buildings and stores, the hotels and wholesale houses. Just beyond the intersection of Main street and the river the scene changes from business to pleasure. This marks the beginning of Sunset Park, which extends along the river front for more than a mile, with beau-



RESIDENTIAL SECTION, EVANSVILLE, INDIANA

tiful residences and wide, paved streets as a background.

TURNING away from the river and looking in any other direction one notices an outlying tier of factory buildings, while the "close-up" view shows homes, churches and schools. The hundreds of shade trees scattered over the city gives one the impression that Evansville has been located in a great grove. The streets may seem to wind and twist in various ways but that is true only of the thoroughfares in the

that gradually fades into a beautiful residence district.

ON THE way out you are secretly skeptical of the beauty of the park and the size of the stadium. You are waiting for a good chance to spring something about the size and beauty of your ball park at home but when the auto enters the park and you get a glimpse of the great structure of concrete and steel, extending in a giant semicircle around the playing field you decide to keep still. Once inside the

Churches, Evansville, Ind.



older part of the city. When the city was first founded the streets were laid out to conform to the river but in all new additions the streets have been platted according to the points of the compass.

A Tour of The City

HAVING given the city a sort of aerial once over we descend to the street, and as this is the age of gasoline, take an automobile for a ride about the city. As every city has one or two attractions in which everyone takes particular pride, you have already been told something of "Bosse Field," our big municipal stadium. This stadium is located in one corner of Garvin Park and is about a mile from the center of the business district. In going to the park you pass through a business section

stadium you realize that we have reason to boast. The stadium, equipped with modern seats, rest rooms, dressing rooms, shower baths and other conveniences, seats 8,000 people, while the playing field is so large that a quarter mile cinder running track has been placed inside the concrete wall that surrounds the entire field. Here school athletic contests of all kinds are staged and during the baseball season the stadium is the home of the Evansville Central League Ball Club. The stadium is lighted with high power electric lamps and is admirably fitted for big outdoor pageants or meetings of all kinds.

LEAVING the stadium we continue through the park and you are at once charmed with the beautiful wind-

ing roadways, the vistas, fountains and the artificial lake, which winds in and out of ravines in a way that looks as if Nature had placed it there. Across the entrance way from the stadium you observe tennis courts and playgrounds for children, with a rest house and wading pool in the foreground. Near the entrance you see the bath house and big municipal swimming pool where 40,000 children were enabled to enjoy themselves during the hot months of 1916. The pool, which is fifty feet wide and one hundred feet long, was crowded every day during the summer season and competent instructors were on hand all the time to teach beginners and keep an eye on the youngsters who were a little too daring.

350 Acres of Parkland

AS SPACE may not permit a visit to all the parks it might be well to explain that Evansville has more than 350 acres of park land and that the present city administration is working hard to beautify all of it. In Mesker Park, which contains 110 acres of natural woodland, the city is building a municipal golf course, while Sunset Park on the river front with its tennis courts, rest pavillion and rustic benches is a regular Mecca for citizens from all walks of life during seven or eight months of the year. In addition to the parks Evansville maintains seven municipal playgrounds, equipped with various forms of playground apparatus and wading pools for the little ones. These playgrounds are under the supervision of a playground superintendent, who has assistants to watch over the youngsters all the time.

NOW that we have seen how the city provides free recreation for its citizens, we are ready to take up the industrial side. Evansville is primarily a manufacturing city but the business men and manufacturers early realized the need of proper recreation facilities if they wished to keep their employees happy and satisfied.

LEAVING the park your attention is called to a large factory to your left, whose product is shipped to all parts of the world, and three blocks away on the right is a large packing plant. A few blocks beyond the packing plant you see the buildings that house the second largest locomotive headlight factory in the world. About a year and a half ago, when Russia started the big offensive along the Eastern battle front, headlights, made in Evansville, lighted the way for the troop and supply trains.

YOUR attention is next called to two large flour mills and it is again impressed upon you that Evansville is the largest winter wheat market in the country. Eight Evansville mills have a capacity of approximately 10,000 barrels a day and Evansville flour is sold in all parts of the world. It is used by the people of Europe and is packed over the Andes mountains in South America on the backs of burros.

WE NOW take time to visit one of the largest single industries in the city and the largest exclusive buggy manufacturing plant in the world. After walking for more than an hour through the various buildings and being informed that 75,000 vehicles are made there in a year, you become inquisitive.

"But I thought the auto had taken the place of buggies. Where do you dispose of all these buggies?"

THAT is the question that can only be answered by the sales department of the factory and is a trade secret. You are then introduced to another part of the same factory where 36,000 gasoline engines are turned out every twelve months. Here you recognize a trademark that you have seen on engines, used by farmers in Wisconsin or perhaps in Alabama, to pump water for their stock.

NOW we pass large potteries where bath and toilet articles of all kinds are made, and great lumber yards which brings to mind the statement that Evansville is the second largest

hardwood lumber market in the United States. The raw material comes mainly from the Green River section of Ken-

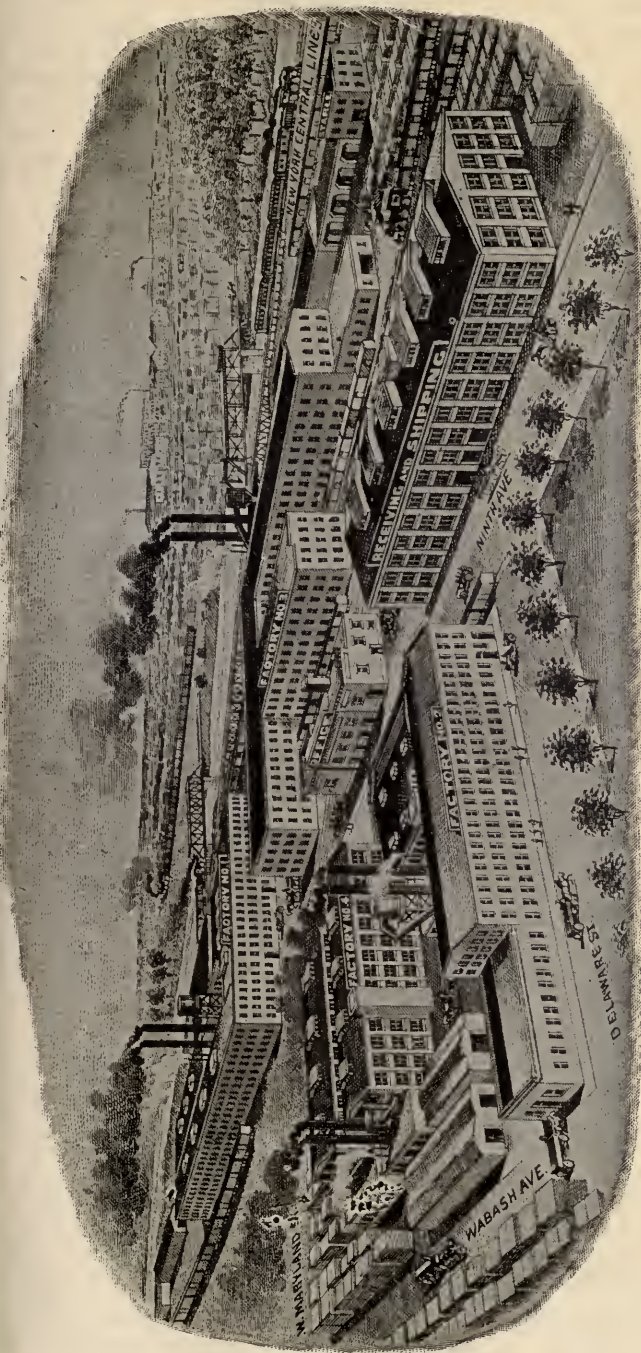
tucky, being floated down in great rafts in the spring, and in many instances the logs are shipped in from nearby states.

DRIVING to another section of the city we strike the region of furniture factories, where everything from chairs to kitchen cabinets are manufactured. Evansville ranks next to Grand Rapids in the manufacture of furniture and thousands of men are employed in the seventeen wood-working plants of the city. Proof of the fact that Evansville is a real manufacturing center is shown by the rapid increase in the size and output of these factories. Practically every furniture factory in the city has shown an increase of fifty per cent during the last six to eight years.

City Heats the South.

ANOTHER line of industry in which you will be interested is stoves. The stove foundries of Evansville supply a great portion of the South with stoves of all kinds and sizes. One plant recently started manufacturing gas stoves and ranges and has added to its trade territory in that manner. An example of the wide area

EVANSVILLE, INDIANA



reached by the representatives of the local stove factories was demonstrated recently by a stranger who travels all through the south.

I NEVER knew that Evansville manufactured stoves until a month or so ago," said the stranger. "I was in Greenville, Texas, and the hotel had stoves in every room. The first thing I noticed was the Evansville trademark."

NOT only do Evansville factories heat the homes in the South and Southwest, but Evansville plows are almost supreme among the farmers. One can hardly find a general store in any city in the South which does not have a sign announcing that Vulcan or Blount plows are for sale.

IT IS impossible to give a careful description of all the manufactured products of the city without becoming tiresome, but it is well for you to know that Evansville has the largest independent cigar factory in the country and that the Charles Denby cigar, known all over the United States, is manufactured here. More than 400,000 cigars are turned out in this one plant every day. Steam shovels, which are used all over this country and in Europe, Asia and Australia, are also manufactured here, and the same plant has been working for several months on a big munitions contract. Another industry that takes front rank in this country is the manufacture of iron store fronts, and stores all over the United States have artistic fronts designed and made in Evansville.

HAVING learned how the city plays and why it is an industrial center, we will now look over the civic affairs. In riding to the various parks and manufacturing plants you have already observed that we have good streets. Evansville has more than sixty-five miles of improved streets. The main roads leading into the city are in good condition and the good roads movement is a hobby with many of the most influential men in the city.

THE community spirit is strong among us and for that reason it is easy to accomplish things. When it was decided to build a new Y. M. C. A., at a cost of about \$200,000, the business men banded together and secured the money. The same spirit was manifested in securing funds for a \$250,000 coliseum and a Chamber of Commerce, with 1,300 members, was organized in a six-day campaign a little more than a year ago.

To Have Municipal Market.

AS Evansville already has a municipal athletic field, a municipal water works plant and an excellent school system, plans have been completed for a big municipal market house. This building is to be erected this year at a cost of \$85,000. The city has already achieved publicity in all parts of the country through the activity of our mayor in fighting the high cost of living and the municipal market is to go even farther in solving the high cost of foodstuffs.

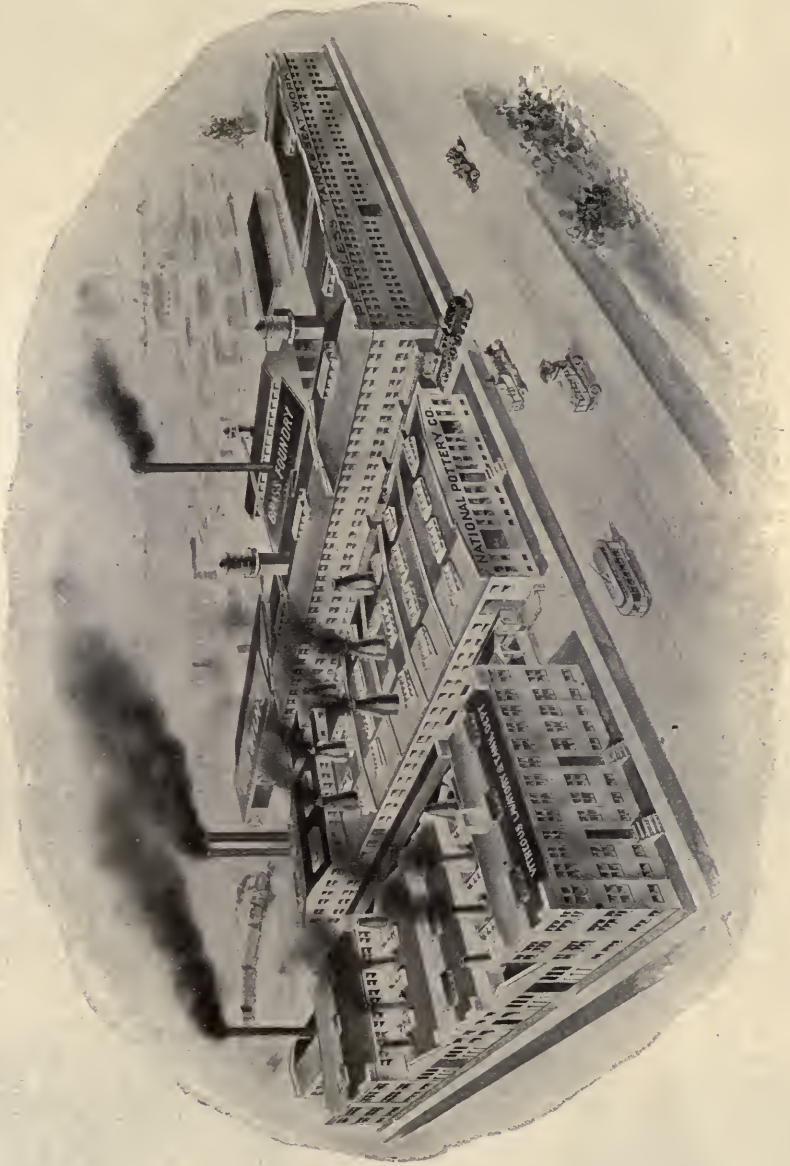
AS WAS mentioned at the beginning of this article, we are sociable in Evansville. This fact is impressed upon the stranger by the number of clubs noticed. There are eight social and fraternal organizations in the city with beautiful club houses, and three of the seventeen German societies in the city have beautiful homes. We believe in getting together, and regardless of one's religion or nationality he can soon find congenial company.

Early History of Evansville

EVANSVILLE will celebrate its one-hundredth anniversary in July, 1917, and arrangements have already been made for an elaborate pageant during the centennial. It was in the Autumn of 1811 that Hugh McGary, one of the pioneers in the Great Northwest Territory, and a friend of Daniel Boone, came down the Ohio River and tied his canoe to an elm tree on the site of the present city. The next year he purchased several hundred acres of land, built a cabin and soon had friends

around him. On July 27, 1817, McGary, aided by other pioneers, platted the original city of Evansville, the village being named in honor of General Robert M. Evans.

skyline and other earmarks of a metropolis. Railroads have been added until the city now has five trunk lines, and there are six interurban lines connecting us with the surrounding towns



THUS was Evansville founded and its growth since that time has been steady. During the last ten years the growth has been very rapid and the city has begun to acquire the ragged

in Indiana and Kentucky.

DURING the last two or three years this city has become known as a convention center and its fame as a hostess has spread to all corners of the

Union. Being blessed with a strategic location, Evansville offers a splendid opportunity for the North, South, East and West to meet, with the percentage of mileage so evenly divided as to put all on an equal footing. This city is only sixty miles from the center of population of the United States and this has been a big factor in attracting national associations where mileage is paid out of the national treasury.

ONE conference in particular which attracted nation-wide attention was the Central States Conference on Rail and Water Transportation, held here on December 14th, 15th and 16th of last year. Not only were the railroads represented by their biggest men, but the brotherhoods, the railway investors and the people had a chance to express their side of the case. The Evansville Plan has been taken up by many other cities of the country and was highly recommended by President Wilson as a means of securing a solution of transportation problems.

IN order that other cities may not feel their disappointment too keenly, we want to state now that we confidently expect to land the Government Armor Plate Plant. Members of the Naval Board will visit the city within the next few days to look over our advantages and advance notices show that we are leading the field. Anyone who doubts any of our statements regarding any claims of the city can get the statements verified by writing to the secretary of the Chamber of Commerce.

IN conclusion, we want to again impress the fact that Evansville is rich in history; is a city of homes, churches, parks and well paved and well lighted streets; has thriving and varied industries; is in the center of one of the richest mining and agricultural districts in the country, and its citizens stand ready at all times to welcome the stranger.

YOU will want to come back to Evansville and if you come back often you will decide to stay.



City Hall



Court House



Coliseum



Willard Library



Police Station



Y.M.C.A.



Masonic Temple



Elks' Club



Eagles' Club

EVANSVILLE, INDIANA

Conductor W. E. Winslow Through Courteous Treatment of a Passenger Makes a Friend for the Company

Marshalltown, Iowa, January 16, 1917.
Station Master,

I. C. R. R. Station,
Chicago, Ill.

Dear Sir:

I was a passenger with very sick wife on train that left New Orleans at 8:20 p. m., January 3, and arrived in Chicago at 9:10 p. m., January 4, 1917. The conductor that brought the train in told me not to hurry out, as there would be a wheeled chair at the car door for my wife, and a taxi at the gate that would transfer us to the C. & N. W. Station and I found it just as he told me.

A medium sized colored man wheeled my wife to the gate and through my concern for my sick wife, I failed to reward him for his kindness, and I now would like for you to locate him and give him this

slight remuneration and beg his pardon for me and thank him.

If all your conductors and trainmen are like the one that brought this train in, you have a fine lot of men and it certainly is a pleasure to travel over your road, and I wish you would thank him for me. I owe it to the kind and courteous treatment of this man that I was able to get my wife home alive; she passed on four days after arriving home.

I wish to thank you in advance, as I am sure you will get the right man, as my wife was the first one to be wheeled to the gate. I inclose self-addressed envelope and anxiously await your reply.

I think the conductor will remember the circumstances, and help you to locate the man that wheeled the chair.

Yours very respectfully,

H. H. Beaman.



RESIDENCES, EVANSVILLE, INDIANA

**QUICK THINKING OF AGENT GILLILAND AND PORTER IKE MOORE
SAVES THE LIFE OF A WOMAN AND TWO CHILDREN.**

Mr. T. L. Dubbs, Greenville, Miss.

Anguilla, Miss., Nov. 23, 1916.

Dear Sir:—

This evening as No. 36 was pulling out of here and had gotten under a good headway, a negro woman and two small children who were on the train decided that they would get off. As the train was passing by station I saw them coming down steps and ran to stop them, but before I could get there the two children were off and the woman was coming down to the bottom of steps. I grabbed the two children and dragged them out from under train but had my hands full with them and saw the woman leap from train and when she struck the ground she rolled between curbing and track and immediately made an effort to rise which would have proven fatal had it not been for Ike Moore, colored, who is now stock watchman here. He ran and held her right to the ground until train had passed, which no doubt saved her life.

Yours very truly,

(Signed) H. C. Gilliland.



How to Live



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

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

Colds

How Contracted—And How Prevented

DURING the changeable months of Fall and Winter, much indisposition is produced by carelessness in the habits and dress, with the result that certain abnormal or inflammatory conditions of the respiratory tract are produced. These are commonly known as "colds." While many conditions arise in the human body that take their name from the most prominent symptom—in the common cold, we have one which is generally known by the name of its supposed cause. Yet, even with this basis, "cold" is hardly a proper name for the simple reason that the effects of cold or any other external influence alone are powerless to produce this condition.

There is usually present besides cold a condition of dampness. A person's feet may be cold but that alone is not likely to cause the individual to take cold if the feet do not also become wet. In other words, cold and dampness are perhaps the principal combination which brings about the taking of a cold.

From a medical standpoint, it is quite well agreed that this condition known as taking cold is due to an infection by a specific germ. We find in the latitude where the degree of cold is so great there is no germ life, that individuals do not suffer from colds. The process, therefore, is the same as in other diseases; i. e., the resistance of the individual being lowered, the germ is able to gain a foot-hold in the system, in this case, the nose or throat, and the disease is begun.

Exposure to a dry cold does not so much reduce the resistance of the body. It is when dampness is also present that the resistance is reduced. Exposure to a cold draught when the body is heated and possibly perspiring, is a favorable condition towards taking cold. Any abnormal condition of the health in which there is a general weakened state is conducive to lowering the resistance and a consequently greater danger of some infection developing. So is this true of local conditions such as catarrhal affections of the nose and throat, adenoids and disease of the sinuses. We find that individuals with abnormal conditions in the nose or throat take cold very readily. This is due to the lowered resistance of the mucous membrane in the nose or throat.

When the resisting power is diminished, the individual is not able to overcome the bacteria which are present in his or her nose and throat. However, we have another type of condition in which a person apparently healthy, is exposed to a more virulent or a more active germ. This is usually brought about by a proximity to another person suffering from some germ infection such as a severe cold. In this case, the individual is totally unprepared to resist the strong and more virulent strain of bacteria which comes from the other person. Consequently, any individual who has an acute cold should be extremely careful in coughing or sneezing that a handkerchief or some other pro-

tective is held over the nose and mouth in order to prevent the germs from being expelled in the air to infect other persons.

When a person suffering from a cold coughs or sneezes, a fine spray is thrown off which is filled with bacteria. These germs dry in the air and are then carried to other persons. Thus, in offices, schoolrooms, theatres, street and railway cars, we find that one is very apt to contract a cold from a person already affected. It is extremely important, therefore, that the general health of each person should be kept up to the highest point. We often see that some

infection extends to neighboring families, being spread more rapidly and being more general than other conditions because more highly contagious.

The prevention of a cold is important. Avoid cold and wet feet. Avoid sitting in draughts at any time, but especially when the body is overheated. In the changeable Fall months, wear suitable clothing but care should be taken not to dress too warmly. The individuals who dress too warmly are perhaps more apt to take cold than those who wear insufficient clothing. This is emphasized by the low-neck dresses and light waists that are worn by many women. These



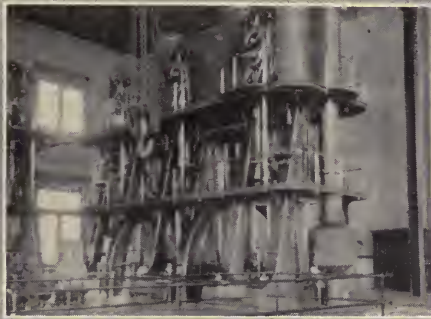
PUBLIC SCHOOLS, EVANSVILLE, INDIANA

members of a family will contract a cold and will take it home to the others, so that one after another, the entire family will be affected. It has been noted, too, that in families where none of the members are regularly employed and where it is not necessary for them to go about in the more thickly populated districts, that such families are less susceptible to colds. Frequently, the

become accustomed to exposure and consequently there are no bad effects from it. It is important that the shoes should be well built and sound as to the soles. If the bottom of the shoes is porous or permit moisture to come between the layers of the sole, it is best to wear rubber over-shoes. However, once begun, it is necessary to continue to wear them.

It is also advisable to carry a light wrap or over-coat in the Fall months when the changes are sudden. Viewed in the light of their infectious nature, the prevention of colds becomes not only practical but highly desirable. According to the Boston Chamber of Commerce, the loss in money due to "colds" exclusive of that expended for medical treatment, amounts to \$21.00 per year for each person. That means that each individual or organization loses from an economic standpoint, \$21.00 per year because of disability from colds. For the employees of this company alone,

be the beginning of a serious illness. A cold, if neglected, frequently runs into pneumonia. This is particularly true if the health of the individual is not up to standard. Consequently, it is extremely important that we should not only attempt to avoid taking cold, but we should give prompt attention to the treatment of this condition after it has developed. If taken early, say within a few hours after the onset of the first symptom, the cold can be "broken up" and no after effects follow. This is one of the great benefits of the hospital department, in that early and active treat-



MUNICIPAL WATER PLANT, EVANSVILLE, INDIANA

that means to the employees and to the company, a loss of more than one million dollars per year from a disability that is considered trivial. When we consider the number of employees of any large company who are disabled and absent from work during the course of a year because of illness we find ourselves confronted with an economic question of great magnitude.

Although the contracting of a cold rarely proves fatal in itself, yet it may

ment is encouraged which does so much to prevent later and more serious disability.

The treatment of a cold is most important. As soon as the process begins and the bacteria invades the body, it is a contest between the germs and the normal resisting forces. Early and persistent medical treatment should be taken under the direction of a physician. If this treatment is taken promptly, the disease can be overcome in a short time. The medicinal treatment consists in the

defense of the body against invasion by the germs.

In addition to medical treatment, a very light diet should be taken, the food consisting principally of liquids. Fluids are an advantage taken in the form of hot lemonade, hot soups, and other liquids as this re-inforces the blood-stream. The circulation should be equalized by having the skin properly protected. If the infection becomes general, as shown by headache, pains in the back, sore throat and fever, the patient should be confined to bed. It is also extremely important in this condition that the liver and alimentary tract be stimulated by a brisk laxative. This helps to reduce the congestion which takes place all over the body during

the onset of any diseased condition.

To sum up, it is very important that each of us in so far as practicable should keep the general health up to the highest standard. This can only be done by daily physical exercise, preferably in the outdoor air, by wearing suitable clothing, by avoiding exposure and fatigue, and especially by avoiding over-eating and indulgence in alcoholics. The individual who takes alcohol regularly is one whose resistance is impaired. He not only develops a disease more readily, but he has much less chance to recover because of his lowered resistance. Pneumonia has been called the "friend of the drunkard," because the alcoholic is so prone to develop that disease and dies so quickly from it.

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

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago.

Mattoon, Ill., June 27, 1916.

Dear Doctor:

I wish to thank you and members of your Staff of the Illinois Central Hospital for the innumerable benefits which I derived while undergoing treatment for inflammation of my right eye.

By request of Local Oculist at Mattoon, I went to Chicago Hospital, May 16th at which time I was almost totally blind in my right eye. I had only been there two weeks when I began gaining my sight back. Now, after being away from my work 47 days, I can see as well as before and am able to perform all my duties without any assistance.

I am most assured that I could not have received better attention. Everything possible was done for my comfort while a patient in the hospital and I appreciate it very much and I would like to say to all my fellow-employees that I consider the Hospital Department of the Illinois Central Railroad Company the best investment I have ever made.

Speaking of the Hospital itself, it is the best and most up-to-date Hospital I have ever known of, having in connection with it, a club room in which the patients who are not in bed can go around and enjoy themselves; and the location, too, is splendid, being just across the street from Jackson Park and within two blocks of Lake Michigan.

Again thanking you for the kind and courteous treatment accorded me while under the care of the Hospital Department, I am

Very truly yours,

(Signed) James L. Warren, Piecework Clerk.
Chicago, August 9, 1916.

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago, Ill.

Dear Sir:

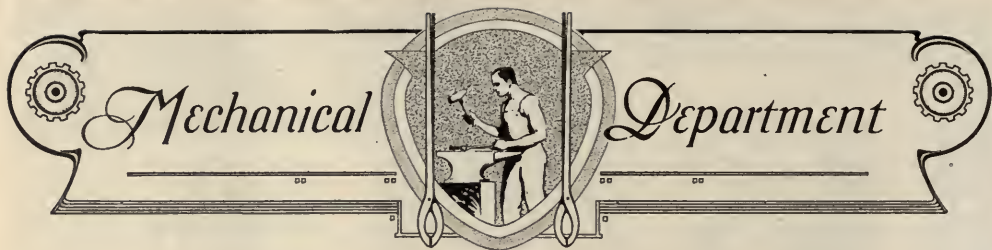
I desire to express my deepest gratitude to the Hospital Department for the kindly treatment and excellent care which I received during my recent operation at the Illinois Central Hospital.

Sincerely yours,

(Signed) Adele M. Georgette.



INDUSTRIES, EVANSVILLE, INDIANA



Organization

By J. H. Wickman, Electrical Department

TO economize a railroad or any corporate body must first organize, that is, if an enterprise is to be launched, the head or potent factor must first know the business, then surround himself with competent help that are familiar, loyal and expert in their professions. Upon the proper organization will depend the successful completion of the enterprise at a minimum expense and at the same time each part of the organization will exert its maximum efforts, this as a whole meaning economy, because results has not been attained and waste has resulted.

In the collective organization there is working strength, the executive ability of any person, no matter how great, is no stronger than those who support him and execute his orders, therefore the executive should ever keep the good will and confidence of his organization by his upright and open dealings with his men and at the same time act with firmness that he may be respected.

Slandorous and idle talk has brought more good organizations to disruption than any other thing; if you don't know your subject, then don't try to talk to some one else that does and try to tell them all about it, as it belittles you in their estimation and no doubt the other person will be one who is a good listener. There are too many talkers and not enough listeners at present. I am reminded of a small advertising card found at Memphis but a few days ago which said as a title and in part, "Find

Out," "If a man says he has something new and good, find out." If there is something new and pertaining to your work it is your business and duty to "FIND OUT" and learn it as you owe it to your organization.

After getting a good organization together it requires ability to keep it together; new men joining it, as a rule, come to work with all good intentions of giving their fullest support to their superiors and do so as long as they are fully encouraged, trusted and upheld when right, and it is only when some form of discouragement is devised for personal benefits that a man's integrity drops and he becomes disloyal and a knocker. An unknown author has made the comparison of a knocker and a booster as follows:

"When the Creator had made all things good, there was still some dirty work to do, so He made the beasts and reptiles and the poisonous insects, and when He had finished, He had some scraps that were too bad to put into the rattlesnake, the hyena, the scorpion, and the skunk, so He put all of these together, covered it with suspicion, wrapped it with jealousy, marked it with a yellow streak and called it a KNOCKER."

"This product was so fearful to contemplate that he had to make something to counteract it, so He took a sunbeam and put it in the heart of a child, the brain of a man, wrapped these with civic pride, covered it with

brotherly love, gave it a mask of velvet, and a grasp of steel and called it a BOOSTER; made him lover of fields and flowers and manly sports, a believer in equality and justice, and ever since these two were, mortal man has had the privilege of choosing his associates."

Every organization is composed of, figuratively speaking, both of these classes of men; at times the percentage of KNOCKERS outnumbers the BOOSTERS, in which case there is usually a just cause or condition cre-

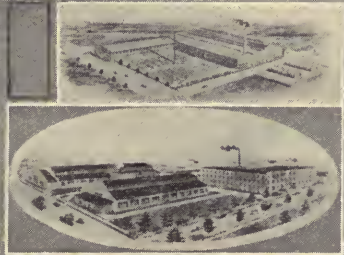
Wherever he chances to stray;
He gets the glad hand in the populous town,

Or out where the farmers make hay.
He's greeted with pleasure on deserts of sand

And deep in the aisles of the woods,
Wherever he goes there's a welcome hand—

He's The Man Who Delivers The Goods."

"One man is afraid he'll labor too hard—



INDUSTRIES, EVANSVILLE, INDIANA

ated to make the percentage high, and such men can only be classed as temporary KNOCKERS, as they have been and will be BOOSTERS if conservatively handled by the leader or potent factor of the organization, who should always strive to be, quoting Walt Mason, "The Welcome Man":

"There's a man in the world who is never turned down,

The world isn't yearning for such;
And one is always alert, on his guard,
Lest he put in a minute too much;
And one has a grouch or a temper that's bad,

And one is a creature of moods;
So it's hey for the joyous and rollicking lad—

For the Man Who Delivers the Goods."

BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage
Agent—Chicago, Ill., Feb. 1, 1917

INFORMATION AND INSTRUCTION BULLETIN NO. 9

Use of Door Lights in New Baggage Cars

46.—The new baggage and express cars, and combination baggage and mail cars, also the combination cars running in the Panama Limited, are provided with an electric light just inside and at the top of each door.

These lights are for use in throwing light on to trucks from which baggage, mail and express is being loaded into the cars. As soon as this work is finished, and the door closed, the baggageman should turn off the light, and under no circumstances should the shade on these lights be reversed so as to throw the light into the baggage car instead of outside on to the truck.

Proper Method of Protecting Charges on C. O. D. Baggage

47.—Two instances have come to our notice from which it would appear that some of our baggagemen are not thoroughly conversant with the proper method of handling baggage under C. O. D. charges.

In the first instance, several pieces of show baggage were checked between stations on our line. The baggage carried excess weight and a C. O. D. check was attached to protect \$8.60 excess weight charges which the owners for some reason did not pay at the checking station. The baggageman,

instead of selecting the most valuable piece of baggage and attaching the C. O. D. check thereto, attached it to a bundle of poles. The owners no doubt were aware of this fact and at destination presented all of their checks with the exception of the one covering the bundle of poles, and received all of the baggage except the poles, without paying a single penny. Result, the bundle of poles was not claimed and later were sent to the unclaimed baggage room, and, as they were worthless, they were thrown away, and the Company was out \$8.60.

In the second instance, a lot of baggage was checked from a point on the Southern Pacific Railway to a station on our line. One of the pieces bore a C. O. D. check calling for a collection of \$19.60 for 190 pounds excess weight. In this case, also, the baggageman at the receiving end failed to use good judgment and delivered all of the baggage except that bearing the C. O. D. check without collecting the charges due. This trunk is still on hand, uncalled for, and, no doubt, never will be claimed, and we lose \$19.60.

There is no question but that in both instances owners would have paid the charges if all of the baggage had been held until the C. O. D. charges were paid.

Under no circumstances should any part of a lot of baggage covered by a C. O. D. check be delivered, or any of the contents be removed, until the C. O. D. charges are paid.

Change in Form of C. O. D. Checks

48.—This Company, as well as a number of other railroad lines throughout the country, have discontinued the use of advice or forwarding sheets with C. O. D. checks, and also duplicate C. O. D. checks. Agents should examine all C. O. D. checks that are received on baggage without advice, with a view to ascertaining the kind and number of check that the owner holds, so that proper delivery of baggage will

very often gets his baggage over the road without paying a cent for excess weight or excess size. There is no doubt but that the Company is losing a large amount of revenue in exactly the way described by this salesman. We cannot too strongly urge upon agents the necessity of obtaining the correct weight of baggage and collecting any excess charges which are due. Train baggagemen also could prevent such fraud as this to a large extent by properly using C. O. D. tags, form GBO 13. It should not be a difficult matter for any train baggageman handling sample baggage weighing 350 pounds to know that it is in excess



BUSINESS SECTION, EVANSVILLE, INDIANA

be made when the duplicate check is presented.

Failure To Weigh Baggage Carrying Excess Weight

49.—A traveling salesman recently made the statement that he was averaging a saving of several dollars a week through the failure of our agents to weigh his baggage, or, as he expressed it, "because our agents are too lazy to weigh his trunks." Although he admits carrying 200 pounds excess weight and one of his trunks is five inches excess size, he boasted that he

of the proper free allowance and he should issue a C. O. D. tag to cover it.

Train Baggagemen's Mail Report G. B. O. 90

50.—In a great many cases train baggagemen are not properly making Special Report of U. S. Mail, Form GBO 90. In some cases we are not receiving this report from certain trains, although we know that they handle U. S. mail in the baggage cars. We receive a good many reports showing mail taken on and none put off, or mail put off and none taken on; for

example, I have just noticed a report showing a number of bags put off of train 13 at Lula, Coahoma, Clarksdale and Vicksburg, but none taken on. In other cases we receive reports showing a number of bags taken on at one or more stations, but none put off. Such reports obviously are very unsatisfactory and are apt to result in the loss of mail pay. Train baggagemen should invariably show where mail is taken on and the number of bags taken on at each point, as well as the number of bags put off at all stations. Where mail is received by them in taking the run at an intermediate point, it should

be shown as being received at that point in the baggage car, and where they leave mail in the baggage car on a through run they should show the number of bags left in the car, as well as the number of bags taken on and put off at all stations on their run. Where one or more round trips are shown on the same report the trains must be distinctly separated so that we will know what amount of mail is handled on each train. It should be borne in mind that on any report the number of bags taken on should balance with the number of bags put off.



EVANSVILLE, INDIANA

A Compliment to Conductor O'Rourke

North Dixon, Ill., January 10, 1917.
Mr. Charles G. Albright,
Agent, North Dixon, Ill.

My Dear Charley:

I took my first trip on the Illinois Central forty-five years ago.

Apparently to show a courtesy to a patron at that time would disqualify one for a position on the road.

I recently rode the length of the state with an emigrant car, starting on the Gulf Coast. While on the last division of the I. C., commencing at Clinton, Ill., I had

an alarming attack of Cholera Morbus. But for the marked courtesy and extremely generous and kind treatment of Conductor O'Rourke, it is doubtful if I would have reached my home station alive. Such men are laying up treasures here if not hereafter aside from their salary.

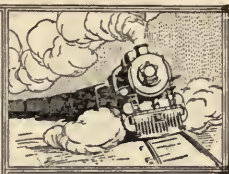
I take pleasure in extending to him my high appreciation of the kindness received from him.

Yours truly,

J. L. Hartwell.



TRANSPORTATION DEPARTMENT



Freight Yards for Hump Switching

By H. B. Dezonias, Trainmaster

YARDS and terminal facilities are provided to promote rapid and economical handling, and for the classification and grouping of cars necessary to avoid delay en transit and secure economy in cost of operation.

In designing yards or classification, it is important that full consideration should be given to every point that will result in saving time, whether on the road or at division points or at terminals.

In the transportation of freight, time is an element of ever increasing importance. In recognition of this, we have built larger and better cars; and heavier, and more powerful locomotives. We have installed an expensive system of signals, and have improved and extended our tracks, and have largely increased our facilities to secure prompt and efficient handling at terminals.

Continuous movement at moderate speed is desirable, rather than high speed between frequent stops, and long delays in transit must be avoided. We should, therefore, classify for delivery as well as for character of freight in order that the cars may be grouped to move the greatest distance possible without reclassification and consequent delays.

The number of groupings that can be made to advantage is generally large; it follows, therefore, that a large number of comparatively short tracks in a classification yard will be more satisfactory as to result than a smaller number of longer tracks that will hold full trains.

By increasing the number of classification tracks to the limit of available room, or to the greatest number that may be

thought desirable or necessary, the cost of operation of the yard will not be greatly increased, but the cost of subsequent movement will be diminished by the better grouping that permits continuous movement and prompt delivery at destination.

The use of gravity in assorting cars has been long recognized as a rapid, economical, and efficient method. It has been suggested that 1,200 cars to be classified in 24 hours should be the minimum limit, and that with this amount of traffic, the cars can be handled through a yard of this type faster and at less cost than through any other class of yard. It is possible, however, to set a definite number as generally applicable. Various conditions will enter into consideration at any yard, and gravity switching is employed at yards having a similar number of cars to be weighed than that given above.

Where the local condition as to grades are unfavorable for gravity switching, it has been found desirable to introduce humps, or elevation, with steep grades extending therefrom over which cars may be run to the tracks provided for the classification or groupings desired.

On the general proposition as to the desirability of this method of separating and assembling cars, there is little difference of opinion, but as to details, height of hump, ratio of grades, location of scales, and velocity that should be given to cars, we find widely divergent views. The grade approaching the hump should not be greater than that of the main track over which the trains to

be classified have been hauled by one engine; and at the hump there should be only sufficient excess grade to bunch the cars at the head end, thus making it possible to promptly uncouple each cut as desired.

The principal subject for consideration then are the humps, and the appurtenances thereto. The grades and lengths of the classification tracks, the distance from the summit from the hump to the lower end of the ladder tracks and the desired velocity of the cars, are the factors that determine the height of the hump; the condition in each case must, therefore, be known before a proper study can be made, and grades established that will produce the desired result.

If the classification tracks are long, and cars are classified in both directions, it will sometimes be considered too expensive to establish ideal grades through the classification yards. We may assume that such ideal grades 0.4 per cent. to 0.5 per cent. after leaving the ladder tracks. It is also possible that various local conditions (such as location of engine houses, coaling stations, or repairs shops, etc.) may govern distances available for the accelerating and ladder grades. Therefore, it will not often be possible to so harmonize all factors as to secure ideal conditions throughout.

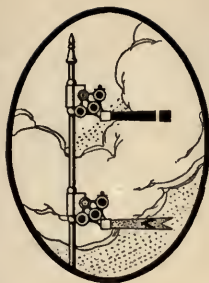
To so construct a hump that the greatest number of cuts of cars may be classified over it, the steepest part of the grade must be reached in the least available distance after passing the summit of the hump. In this way, the cuts or groups of cars for different tracks may gain speed, and separate quickly, thus making the necessary interval of time between cuts for the operation of the switches without unnecessary delay to the movement.

It appears that to insure free movement of all cars to the lower ends of classification tracks, it has been found necessary in some cases to build high humps and run the cars through ladder tracks and turn-outs at a somewhat higher velocity than is desirable. To avoid this excessive speed with the consequent damage, danger, and increase in cost of maintenance, it is thought better to make the grade of a classification yard as nearly ideal as possible by raising the grade at the receiving end, thus distributing the grade or fall and avoiding the necessity for the high speed that is otherwise obtained if cars are given sufficient momentum by the hump grade to carry them to their destination on practically level tracks.

It is not possible, however, to make plans or recommendations as to details that will have universal application. To overcome adverse conditions and secure satisfactory working in cold weather, it has been found desirable to increase the height of humps sufficiently to give the cars a velocity about 20 per cent. in excess of that required for satisfactory working in warm weather.

Where the conditions of traffic and the change in temperature warrant the expense, a marked advantage in expediting movements may be obtained by providing the hump with two parallel tracks, one having the required grades for summer work and the other having the grades for winter work. In some cases it may be found desirable to put in an extra hump for the winter service, and this could also be used in summer in case high wind prevented the cars from running freely on the regular hump. Either of these plans would avoid the necessity for raising the hump for winter use and lowering it again for summer use.





SAFETY FIRST



Comparative Statement of Fatal and Serious Non-Fatal Injuries, Occurring During the Years 1916 and 1915

	Employees		Trespassers		Others	
	K.	I.	K.	I.	K.	I.
January .....1916	4	17	12	8	1	7
January .....1915	5	10	16	4	..	4
February .....1916	2	13	5	4	1	..
February .....1915	4	5	7	3	..	9
March .....1916	2	20	10	10	2	5
March .....1915	3	28	11	4	..	2
April .....1916	2	9	10	10	..	5
April .....1915	2	14	12	11	3	1
May .....1916	2	9	11	10	1	2
May .....1915	4	16	16	12	..	3
June .....1916	1	18	14	12	1	..
June .....1915	5	10	8	9	1	2
July .....1916	2	12	8	18	2	4
July .....1915	3	19	17	9	1	4
August .....1916	4	7	13	13	9	5
August .....1915	4	27	19	12	..	1
September .....1916	6	10	22	23	..	..
September .....1915	4	23	16	17	2	..
October .....1916	3	18	9	14	11	15
October .....1915	6	16	18	8	3	1
November .....1916	1	12	16	8	4	6
November .....1915	2	18	6	7	2	4
December .....1916	7	21	16	4	6	1
December .....1915	3	19	9	3	2	5
Total .....1916	36	166	146	134	38	50
Total .....1915	45	205	155	99	14	36
1916 over 1915.....	D-9	D-39	D-9	I-35	I-24	I-14

Note—D, Decrease; I, Increase.

Illinois Central Railroad Company

Mississippi Division

General Safety Meeting Held in Superintendent's Office, Water Valley, Miss.,
January 22, 1917.

PRESENT:

Messrs:

A. D. CAULFIELD, Superintendent.

J. W. TARVER, Chief Clerk to Superintendent.

N. W. SPANGLER, Train Master.

B. A. PORTER, Train Master.

L. S. HOUSTON, Chief Dispatcher.

S. R. MAULDIN, Master Mechanic.

S. E. SIEBER, Traveling Engineer.

E. A. CLEVELAND, Chief Clerk to Road Master.

G. M. HUBBARD, Supervisor B. & B.

J. F. WATTS, Supervisor.

G. H. PEACOCK, Supervisor.

W. E. McCUNE, Supervisor.

G. R. WILKINSON, Supervisor.

J. T. WESTBROOK, Assistant Engineer.

W. F. ADAMS, Yard Master, Water Valley.

J. L. SCOTT, Claim Agent.

F. F. MUNSON, Claim Agent.

J. E. LUFKIN, Signal Supervisor.

C. T. YEAGER, Signal Foreman.

R. L. BELL, Carpenter Foreman.

W. H. CHERRY, Bridge Foreman.

W. H. KNIGHT, Section Foreman.

P. B. McWHORTER, Section Foreman.

R. C. MOORE, Section Foreman.

C. W. MILLS, Section Foreman.

M. L. HAYES, Agent, Water Valley.

E. M. SHERWOOD, Agent, Grenada.

W. E. HOYT, Division Storekeeper.

Personal Injuries.

STATEMENTS read of fatal and non-serious personal injuries occurring on different divisions in December, 1916. Also comparative statements, July to November, 1916-1915.

Attention directed to recent case at Durant; car occupied by members of Carnival Company, a number of whom alleged personal injury and rough handling in coupling up. Train Masters and Traveling Engineers asked to make a campaign on matter of exercising greatest care in picking up extra passenger cars.

Supervisor requested to renew campaign on section men jumping on and off trains and to take action with any men observed doing this.

To date this month 14 cases of personal injuries, all Departments, Mississippi Division. Reports on each of these cases read and discussed. None of them of fatal or serious nature.

Claim Agents request that \$1.00 releases be taken as quickly as possible and to avoid any unnecessary delay on this we have authorized Supervisors to issue them to trackmen injured and suggest this be made uniform practice.

Stock Killed.

Section Foremen present discussed the conditions on their respective sections. Quite a number of hogs killed recently, which our standard wire fence will not turn. Have one mile of hog-proof wire fence in the vicinity of Eskridge, which we consider a very satisfactory kind of fence for this purpose.

The work of fencing, authorized on Aberdeen District, progressing satisfactorily; fence between Starkville and Longview to be completed soon, after which gang will be started out of Aberdeen and fence south of that point.

Supervisors instructed to write letters to property owners, who have gates which are not kept closed; sending copies of such letters to Claim Agents. Believe this will have good effect in settling cattle claims in or out of court.

Wish to call attention to suggestion made in Staff Meeting some time ago that solid board wing fences be dispensed with and wire substituted, so as to give Engineers better view of stock which the solid board fence obstructs the view of.

Statement read of stock killed on each District to date this month, and discussion of each case with Supervisors.

A Letter from Engineer Walraven Which Contains Some Good Matter

Centralia, January 16, 1917.

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

Dear Sir:

I promised to write in regard to "Safety First" from an engineer's viewpoint.

The company is pursuing the right course. The public needs a campaign of instruction. It needs to be warned over and over again. I know that anything tending to an abatement of the crossing negligence, and to more care while on track or around cars by the employes and especially by the public will be highly appreciated by the engineers. Hardly a day passes but we see evidence of forgetfulness and often gross carelessness. The Broadway crossing at Centralia and the north depot crossing at Carbondale are the two crossings where I perceive the greatest amount of chance taken. Time and again, notwithstanding all the warning and observance of rules, have I seen autos dash across, just clearing pilot. Several times in the past few months, while on No. 22 standing waiting at Carbondale for signal to proceed, after receiving signal, would start bell, switch on arc light and start easily, when an auto would dash across, not clearing pilot by three feet. The same negligence or foolish daring takes place at Broadway in Centralia. DuQuoin shows less of the chance taking. The greatest danger is crossing just after one train has cleared a crossing without first being sure there is not a train on other track, and it may be coming in either direction. There cannot be too much care taken in this, even by old employees, who are perfectly familiar with the conditions. No one should allow his attention to be engrossed by one train and forget where he is, or neglect before stepping on the opposite track to "Stop, Look and Listen," in *both* directions.

Personally, I have seen many cases of such forgetfulness and I shall relate one that occurred near Normal school at Carbondale about two years ago. I do not care to pass through such a nerve-racking incident again. We were on train

No. 22 a little late and running very fast. The engine had a splendid headlight, a fine bell-ringer in perfect order, and an excellent whistle. As we were approaching Normal crossing a freight train was on opposite track going south. Every engineer knows how dangerous it is when a train clears a crossing just as his engine approaches it. I blew a long loud crossing signal. Not satisfied, I blew a second long loud perfect crossing signal. The headlight shown up the track brilliantly, the bell-ringer working perfectly. Just as I finished the second signal my heart stood still. There on the track about two hundred feet in front of the engine was congregated a number of young ladies and gentlemen. They were enjoying themselves and in absolute ignorance of our train approaching. I straightened up, grabbed the whistle lever and blew a succession of short quick blasts. Fortunately they heard it and jumped from the track. We swept through that crowd like a boat through the water. The shock was so severe I did not recover my nerves for some time. All that prevented the most horrible accident in the history of the St. Louis division was the perfect condition of the engine and the observance of company rules. The fraction of a second is all that intervened in saving an awful accident. Failure of headlight or whistle, the attention of the engineer being momentarily diverted, and probably a dozen persons would have been killed or maimed for life. How would the engineer have felt? Are not such experiences enough to make gray hairs come, and can the enginemen be other than in sympathy with all movements to abate such nerve-racking incidents? This crowd of young people I thought were students from Normal at Carbondale. Probably there are some there yet who remember the circumstance.

If anything is of value in this communication, Mr. Williams, you are at liberty to use it. If I ever should visit Normal University at chapel time, I would be pleased to tell them in my own way.

Very respectfully,

J. E. WALRAVEN,
Engineer.

Those Who Trespass Against Us

By Howard Elliott

We poke fun at the Arkansas traveler who 'lowed as how he'd like to see the funeral procession, but regretted that his chair faced the wrong way, yet it is equally difficult to arouse the American public to the point where it will rise to act in matters of paramount importance, unless, perchance, the issues are surrounded with features sensational or spectacular.

No sooner had the last mute form been drawn from the dying embers of the Iroquois theater than every state, city and hamlet in the country began to pass laws and ordinances compelling the use of asbestos curtains and increasing the number of exits. Almost before the survivors of the Titanic had reached New York, laws

were being framed to require all vessels to be equipped with sufficient lifeboats to take care of their full sailing lists. Hardly had the news of the sinking of the Lusitania been translated from dots and dashes into words before the American people were up in arms clamoring for the punishment of the offenders.

Yet the entire number of lives lost in those three disasters is 2000 less than the number killed every year while trespassing on the railways of the United States, and that same public which shows its teeth and acts with deadly precision when five hundred are killed at one time says nothing and does nothing when five thousand are lost one by one. Is it any wonder that

we, as a people, stand accused of grasping at the shadow of things, and overlooking the substance?

Contrary to popular notions, these five thousand trespassers are not all tramps or hoboes. Less than half of them are, and even among the so-called tramp class may be found many wage earners and men of families who beat their way to save their fare. But close analysis of the records shows that a large number of those killed while walking on railway tracks are prominent or well-respected citizens of the communities, and a pitifully large number are boys and girls of school age, the pride of their parents and of the nation, who use the track as a short cut home, to school or to work, and find it, unhappily, a short cut to eternity.

The distance between the two rails of a railway track is only four feet eight and one-half inches, and one writer makes the pertinent statement that, with all the rest of the world to walk or stand upon, five thousand persons every year find it necessary to end their existence in this small portion of the earth's surface.

The solution of the problem is two-fold. Educate the people to the dangers of track-walking, and pass laws compelling them to keep off. Railways are very safe to ride upon. * * * But railways are very unsafe to walk upon.

A trespasser is one who has no right to be on the railway right-of-way. He should be distinguished from the driver of a vehicle across the railway at grade. The latter is known as a "traveler on the highway," and while he has the right, he usually has

no business to be on the track at the time he is injured.

To prevent the terrible loss of life to trespassers, laws should be passed in every state in the Union prohibiting the use of railway tracks as thoroughfares, and then the laws should be rigidly enforced. More lives will be saved by the enforcement of such laws than providing steel cars, installing block signals, and abolishing grade crossings, which, if required at one time would bankrupt every railway in America. The anti-track-walking law will cost nothing, and will afford immediate relief, leaving the other remedies to be provided as the needs of the communities and the financial ability of the interested parties may determine. One life is as precious in the sight of the Almighty as another. Why throw all the safeguards around the passenger and none around the trespasser? The way to protect the passenger is to transport him safely; the trespasser, to keep him from becoming one. The railways have some control over the passenger; they have practically no control over the trespasser, and the strong arm of the law must be invoked to forbid, in the name of society, the virtual suicide of five thousand of its members annually.

The Graphic nurses the hope that the American public, which prizes life so highly, which enjoys constitutional guarantee of life, liberty and the pursuit of happiness, will at once be brought to a stern realization of the urgent need of a campaign of education, and of the enactment of laws to put an end to the deadly peril of railway trespassing.—*Los Angeles Graphic, November 12th.*

Quick and Efficient Work in the "Safety First" Campaign

ON January 3rd, Master Mechanic Branton, while walking through "E" Yard, Centralia, noticed a piece of flange which had evidently been

broken from a wheel of one of the cars in train 71.

Mr. Branton immediately notified Chief Dispatcher Dickey, who in turn

got in touch with Agent Mulcaster, at Makanda, and quickly the defective wheel was discovered to be under I. C. Car 140936, loaded with corn, for New Orleans. Car was set out, repairs made, and a very possible serious accident prevented.

An observing eye co-ordinating with quick brains is a combination that is bound to bear fruit in the "Safety First" Campaign.

This occurrence is detailed here for two reasons.

First, to convey to the gentlemen involved that their action is appreciated.

Second, in the hope that other employees having their attention brought in concrete form to the almost certain accident that was averted will be spurred to renewed determination to keep their eyes open and their brains alert.



PROMINENT BUILDINGS, EVANSVILLE, INDIANA

A Conductor Can, if He Will, Become One of the Very Best Passenger Solicitors of the Railroad Company

Illinois Central Railway Magazine,
Chicago, Ill.

Paducah, Ky., Sept. 10, 1916.

Just to show my appreciation of the kindness and attention paid me by your employes on a recent trip from Evansville, Ind., to Paducah, Ky., I feel like mentioning same to your Company.

I purchased a ticket of your agent in Evansville, Ind., for Paducah, Ky., and gave him a \$10.00 note and in my anxiety to catch my train I left before getting my change and thought no more of it until sometime afterward. After notifying the conductor on train leaving Evansville at 1 p. m. for Princeton, Ky., on Sept. 7, 1916, about the matter he at once wired back and soon had word that my change was there for me and I received same all O. K.

I think such favors deserve mention and are fully appreciated by the public.

MRS. KATE CRAIG,

Prop. Craig Hotel, Paducah, Ky.

Passenger Traffic Department



Little Talks with the Rambler

Service Notes of Interest

A Symphony Concert

SAY,' said Tyro to the Rambler as they met one noon on the street, "do you know, I have been so good lately that the powers that be are going to give me an evening off and furnish me gratis a box to the symphony concert next Saturday. I am in the dark as to how much you know or enjoy music, but I would be glad to have you join our party, bringing some one individual with you whom you may select. Incidentally," he added, "I might say that so far the party is made up of my wife, the Trunk Lady and Miss Ouri, who is here on a visit, and myself." "Well," remarked the Rambler, who, it will be recalled, was a bachelor, "in that case the person whom I will bring with me does not need to be a lady?" "Certainly not," said Tyro. "If matters are to be properly balanced I should say you ought to bring a bachelor friend."

Hence it happened that I was fortunately the Rambler's choice, and when the evening came our party of six was properly paired off in the matter of sex. The concert was an enjoyable one, and at its close we all repaired to a nearby cafe for a little supper. We took Snapshot Bill along with us, for on leaving the concert Hall we had run across him in the lobby; he having been to the concert on his own account. He somewhat mischievously remarked, on learning that we had been in a box, that the music always sounded much better in the more distant balcony where he had been seated.

The cafe was a scene of lively animation, and all of our party being in excellent spirits we chatted merrily on various matters for a while, until the topic of conversation naturally drifted to the music that we had just heard. "A beautiful concert," remarked Tyro, who had a natural taste and a good ear for music with a laymen's knowledge of it. "I didn't particularly care for the soloist," remarked Miss Ouri, "although she had a sweet voice and undoubtedly is an artist. But somehow she failed to thrill or inspire. Possibly it was the selection that failed to appeal to me rather than her work." "I admit that the orchestration of her numbers on the program appealed to me the most," I observed; possibly rather for the sake of saying something on the subject under discussion than for any deep knowledge of music that I had; although I am very fond of it, and think I possess the ability to appreciate, from a non-technical point of view, at least about eighty per cent of the high classical music such as we had been hearing. "There was something in every number that appealed to me," remarked Mrs. Tyro, "and taken as a whole, I do not know when I have enjoyed a symphony concert as I did the one this evening. Didn't you think that Concerto No. 3 of Bach's was most spirited and beautiful in its arrangement and its harmonies?" she added, addressing the Trunk Lady. "I certainly did," was the response," and I liked very much those 'Impressions' by Schelling, and en-

joyed trying to follow out those nineteen little movements, each one of which was supposed to represent some impression of an artist's life, supposedly portraying in music some little characteristic of his friends, or some impressions of places, or happenings. That is," she continued in response to the Rambler's look of inquiry, "the thought was the presentation in music of some little thing that would characterize or fit the individual attributes of his various artist friends, or describe some place or happening in the writer's experience."

"There, you have it!" remarked Snap-Shot Bill with animation. "You have the true idea, to my mind, of music. You go further than to enjoy only the pleasing effect on the ear of musical sound. You know in addition, that when properly understood it includes the mind and the imagination, as well as the ear, to realize its full beauties, power and influence. Take for instance one of the movements for the full orchestra in that same number that the Trunk Lady has just mentioned. The program says of it:

"Over a barren hillside at dusk legions are marching, marching on irresistibly, inexorably, nothing stopping them, not those that fall by the way, not those whose fate is written in fiery stormy skies; on they march to victory or disaster with, in either case, desolation, suffering, death. War! Without glamour."

"Couldn't you see all that?" he exclaimed enthusiastically as he laid down the program from which he had just read this description as given by the composer. "I could seem to follow that idea all through its rendering. The music seemed to picture in my mind what has been described and it certainly added to my enjoyment of the beautiful composition; although even without the knowledge of the composer's thought it would have been pleasing to my ear."

"Might have known that Snap-Shot Bill would have gotten a picture out of it somewhere," remarked the Rambler, sotto voice, to Mrs. Tyro who was nodding appreciation of Bill's remarks.

"He'd get a picture out of a bare fence post holding up a barbed wire if

nothing better came to hand and he felt in the mood," I remarked laughingly; for, notwithstanding I sometimes made a bit of fun of Bill, I appreciated the fact that he had the true artistic instinct in him, and that he made wonderful pictures with his kodak. This instinct, it now appeared from his remarks, was broader than evidenced by his mere photography. In fact, I thought I began to understand how the latter exerted a broadening influence over him which made his tastes and knowledge extend beyond the mere mechanical apparatus by which he produced at times such wonderful results in the printed picture line.

"I could make a dandy composition out of that fence post with the barbed wire," was Bill's good natured retort, "if I could only have a fresh layer of fluffy snow piled on it. But just think of this," he resumed, again referring to the program of the evening's concert. "You remember Tschaikowsky's *Fantasia*, 'Francesca da Rimini,' and that it illustrated in music the story of a beautiful lady who was given away in marriage by her father to an unsuited husband, and who in consequence fell in love with her husband's handsome brother with the result that the husband, in his attempt to slay the brother, also slayed the wife and then finished the brother, so that the next morning the two lovers were buried together in one grave?" A laugh went around the circle at Bill's condensed story of "Francesca da Rimini," Tyro remarking that Bill should have been a newspaper reporter, with such powers of condensation. "Anyway," continued Bill not at all abashed, "that is the long and short of the story the program tells. But let's get down to the musical part," and he again read from the program as follows:

"The piece begins (*Andante lugubre*, C major, 4-4 time) with a tonal description of the awesome scene which met the eyes of Dante and of Virgil as they entered the second circle, or the real entrance of Hell, at the portal of which sits Minos, the infernal judge, and crowding before him the souls of sinning

spirits awaiting the word which shall dispose of their fate.'

"I suppose," he remarked in an aside as he glanced from the page, "that there is some connection between the two lovers being buried together in one grave and Dante and Virgil entering Hell. O, yes, here it is," and he further read:

"Dante, coming into the second circle of Hell, witnesses the punishment of carnal sinners, who are tossed about ceaselessly in the dark air by the most furious winds. Amongst these he meets with Francesca of Rimini, who relates her story.'

"But couldn't you hear, as it was being played," Bill went on, "what the program says is the 'Delineation of the fierce winds by which the souls are driven about incessantly, the poignant wailing of the damned, the unutterable terror of the place?' I could."

"Well, I don't know," said Tyro musingly, "whether I would have felt any better had I appreciated that phase of the matter. I remember the number as a whole and enjoyed it as what, to me, is music. It is questionable whether it would have added to my pleasure had I been carrying in mind at the same time the thought that it represented what Bill has read to us here. However, I recognize the connection of that phase from an artistic point of view."

"By the way, Mr. Rambler," said the Trunk Lady, "we have not heard you make any comment upon the concert this evening. I hope you enjoyed it. Are you musical?" "Not particularly." was the response. "That is, not from the high standard of this evening's entertainment. Still I think I like music in a general way, although I neither sing nor do I play any musical instrument. I am afraid that my musical tastes are on rather a low plane. For instance, there is a hand organ that comes around under my office window about twice a week and plays some tunes that I like very much." "O, I know that cranked music box," broke in Snap-Shot Bill, "I hear it myself. It plays 'Good-Bye Everybody, 'Long Have I Sighed to Rest' from *Il Trovatore*, 'Perfect Day,' and

others." "Nevertheless," said the Trunk Lady at Bill's off-hand manner of speech, "if he likes two of those mentioned his ear for music is not so bad. But tell us what, if anything, Rambler, impressed you particularly at this evening's concert."

"She evidently wants," said Miss Ouri in a somewhat merry mood, "to see if you have in you any germs capable of development and carrying you up to heights of classic music." "Yes," added, Mrs. Tyro, "you know I claim to be musical myself, and my husband here tells me that I play on the violin remarkably well." This last was said in such a naive sort of way that her hearers could take the allusion to her violin playing as a matter of modesty on her part, or as a good natured little dig at her husband's questionable knowledge of the fine points of music. "Be that as it may, however," she continued, "I could have added to this conversation much in the way of learned phrases as to motive, tempo, movements, tonal values, fugues, expression and the like, but purposely refrained; in mercy to the rest of you," she concluded, smilingly. "However, from my point of view I would really like to know what one thing most impressed Mr. Rambler as avowedly inexperienced in matters musical, and who has this evening, as he has informed us, heard a full symphony orchestra concert for the first time."

"Bet he got something out of it even if he does pretend to be so innocent," remarked Snap-Shot Bill in an undertone to Tyro as he lighted a cigarette.

"Why, I certainly enjoyed very much of it," was the Rambler's reply. "From the point of view of pleasing the ear, I remember many passages that really enthused me, but I presume that as a whole it was over my head, and confess to being uninterested in much that I heard. This last, of course, through lack of a proper knowledge as to why those parts that appeared dull to me might have been really most wonderful. But I was intensely interested, on the other hand, from beginning to end

in a certain phase of the matter which it may be absurd for me to confess, but with which the rest of you well versed musicians are so familiar that it probably seemed to you a matter of course. I refer to the wonderful unity and harmony of action in everything that was rendered by the performers. I think it was impressive the way those ninety men, I counted them, each performed his part; first one, then the other—in groups or as soloists, each coming in at the right time with his or their little part, and so blending one part into the other that you could not tell where one began or finished. Further, the effect made by a few notes on some one instrument or group of instruments to be taken up by other combinations just at the right moment and carried on into a perfect whole was most interesting to me. For instance, when the few little effective notes from the oboe ceased and were taken up and carried on by the flutes, had my eyes been shut I would not have known where one ended and the other began. Again I was interested in watching the bass drummer (here Bill gave a somewhat irrelevant laugh) as he sat in his place all through a long number for the sole purpose of executing exactly three strokes on his drum; the absence of which strokes, however, I could see would have made a difference in the effect at that particular movement, passage, or whatever you would call it. The way, too, in which the general whole was made up of parts, so to speak, appealed to me. That is, there seemed to be no one instrument or group of instruments that played continuously, as one uninitiated in such matters might suppose. First it was one and then another combination blending, as I have said, together; no one of them making apparently anything continuous in the music. Of course, there were some instruments, as in the case of the violins, that were generally more active than the others, and at times all the instruments seemed to get together in one continuous outburst. But a little shake

of the tambourine, a few strokes here and there on the triangle seemed to be like adding salt to butter; and so on through the work of all the instruments of high and low degree of that aggregation. And yet, what a wonderfully complete and efficient whole they all made. I really think," he added laughingly and half apologetically, "that was the phase of my first symphony concert that interested me the most."

Smiles and comments were exchanged on the Rambler's impressions, followed by a short silence which was broken by Tyro, who had assumed an air of thoughtfulness on hearing the Rambler's dissertation. Finally Tyro said, "Analyzed closely, Rambler, the chief effect of that concert on your mind seems to have been to excite an interest in what might be termed its wonderful team-work. The close attention to each detail properly applied at the right moment on the part of the musicians excited your admiration. It is a pity that all affairs of the business world could not emulate the example of those musicians."

"That's just what I was thinking," the Rambler beamed, "as applied to a railroad system."

"I knew it," broke in Snap-Shot Bill with a dry chuckle, "now listen to him apply this innocent diversion to prosaic business. Bet he gets in something about passenger traffic before he is through." "Let him alone," came in unison from the rest of those present. "Let's see how he will apply it." "He's a bit of a philosopher, is this Rambler," added the Trunk Lady, "and it surely is interesting to see him twist and turn things in the direction of his own beloved profession."

"O, well," laughed the Rambler, good naturedly, "if you will have it, I don't mind admitting that a bit of shop entered my mind in this connection, but I had fully determined to avoid talking it this evening. However, this was my thought. As I understand it, the instruments those men used are broadly divided into what are called the strings, the woodwinds, the brasses

and the percussions. Why cannot we imagine them to represent the different departments of a railroad, each with their special function, in proper time and under necessary conditions blending into a harmonious activity one with the other. Then to go still further, suppose we consider in each of those groups the detailed instruments; such as the horns, the tuba, the trombones and others in the brasses; the first and second violins, the violas, the cellos, the bass viols and the harp in the strings; the oboe, the clarinets, bassoons, flutes, piccolos, and others in the woodwinds; the kettle, snare and bass drums, the cymbals and other numerous traps in the percussions. Do not these in turn represent the varied organization of the different departments?"

"I would make the office boy the sand papers," broke in the irrepressible

Bill. "Keep still," said Tyro, "he has a good thought. Let him alone."

"Now if each department, and the divisions of each department worked with the same harmony and the same accuracy, each to its or his special task, that those musicians give to their different instruments, each doing the right thing at the right time, why could not the various ramifications of a great railroad system achieve as great a perfection in its province as this orchestra has done in the musical line?"

"No reason on earth why it could not be done," remarked Bill as he looked at his watch, "but just why it isn't always done is for the same reason I suppose that there are orchestras and orchestras." With a merry laugh and banter at Bill, the party broke up, as it was growing late.

Service Notes of Interest

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

Organization, Location and Date

Race Meet, New Orleans, Louisiana, January 1-February 20, 1917, (inclusive).

American Association of Creamery Butter Manufacturers, Chicago, February, 1917.

Retail Commercial Union, Chicago, February, 1917.

American Association of Engineers, Chicago, February, 1917.

Eighth Merchandise Exhibition Manufacturers' and Importers' Association, Chicago, February 12-17, 1917.

Western Roentgen Society, Chicago, February 16-17, 1917.

Western Cigar Box Manufacturers' Association, Chicago, February, 1917.

Cement Show, Chicago, February 7-15, 1917.

Inland Daily Press Association, Chicago, February, 1917.

American Association of Garage Owners, Chicago, February, 1917.

International Motor Contest Association, Chicago, February, 1917.

Health and Accident Underwriters Conference, Chicago, February, 1917.

National Association of Real Estate Boards, Savannah, Ga., February 18-19, 1917.

National Council Teachers of English, Kansas City, Mo., February 26-March 3, 1917.

Outdoor Advertising Association, Jacksonville, Fla., February 27, 1917.

Illinois Retail Clothiers' Association, Chicago, February, 1917.

Illinois Lumber and Builders Supply Dealers Association, Chicago, February, 1917.

Illinois State Probation Officers Association, Chicago, February, 1917.

American Dental Society of Illinois, Chicago, February, 1917.

Illinois Humane Society, Chicago, February, 1917.

National Association Builders Exchanges, Atlanta, Ga., February, 1917.

Eighth Annual Automobile and Accessory Show, Sioux City, Iowa, February 13-19, 1917.

National Mattress Manufacturers Association, Chicago, March, 1917.

National Association of Ornamental & Bronze Manufacturers, Chicago, March, 1917.

Prepared Roofing and Shingle Manufacturers Association, March, 1917.

Western Cannery Association, Chicago, March, 1917.

Illinois Ice Dealers Association, Milwaukee, Wis., March, 1917.

Illinois Gas Association, Chicago, March, 1917.

Laundrymen's Association of Illinois, Chicago, March, 1917.

American Iron, Steel and Heavy Hardware Association, New Orleans, March, 1917.

Western Oil Jobbers' Association, St. Louis, Mo., March, 1917.

Come with us to the San Pete country, in central Utah. We want to show you 16 mules.

From San Pete and Sevier comes much of the rock salt used on sheep ranges between the Rockies and the Sierra Nevada. To haul the salt from the diggings to the railroad they use mules. Four mules pull a wagon.

It's a mighty hard job for the four mules, especially when the wagon dips down into one of the dry water courses called "washes." Sometimes they have to add another team of mules to pull the salt wagon out of the rut.

Some San Pete genius conceived the idea of linking four wagons together and hauling his whole outfit with 16 mules. He found that only one wagon at a time was likely to get into the shallow "wash" and that the mules pulled the whole string through, with pulling power to spare.

And he found that sixteen could pull five wagons through roads where four mules could not pull one!

Teamwork increased the efficiency of the mules 25 per cent.

Teamwork will increase the efficiency of the human family, just as it increases that of mules.

What four human beings can't do in righting one evil, sixteen human beings can do in righting four evils—or five evils.—*Cleveland Press.*

The following item from the Monthly Bulletin of the North Western is of interest, especially to those lines which, like the Illinois Central, did their share in the recent transportation of troops to the border.

In transporting the first 100,000 soldiers of the National Guard, 350 trains were required, which if combined would have made a train nearly 90 miles long, over 3,000 passenger cars, including Pullman standard and tourist sleepers and coaches, and in addition 400 baggage cars, most of which were equipped with kitchen cars for serving meals en route.

For equipment and material of the troops, 1,300 box cars, 2,000 stock cars and 800 flat cars were used. Counting locomotives used on each run, the service required 4,900 engines and crews, exclusive of switching engines, etc.

The long haul distances between starting point and destination must also be considered in endeavoring to realize the great amount of this special transportation work performed by the railroads while continuing the regular schedules for usual passengers and freight.

Most of the buildings of the now closed Panama California International Exposition at San Diego, says the S. P. Bulletin, among them the ornate and graceful California State Buildings, the beautiful Fine Arts Building and the Southern California Building, which are permanent structures, will be maintained as exhibit palaces and become part of the City Park, being available also for local displays and general conventions. Commanding a sweeping view over the city and bay, the blue Pacific and the mountains of Mexico in the distance, San Diego's park, with its grounds graced by green plazas and wealth of semi-tropical plants, should achieve the ideal of the landscape gardener's art. Added to by buildings chiefly of Spanish Colonial architecture, in entire harmony with these pleasant surroundings, its beauty will become a further attraction for the visitor and tourist and may be remembered to good advantage by all interested in directing travel to Pacific Coast points.

Announcement has been made that the transportation business of the Pacific Coast Steamship Co., and of the Pacific Alaska Navigation Co., has been reorganized.

Hereafter the combined fleet of passenger and freight-carrying steamships, the largest carrying the American flag on the Pacific Ocean, will be operated by the Pacific Steamship Co. Under new schedules steamships will sail as follows:

Between San Francisco and Los Angeles six days a week; to and from San Diego three days a week, and between San Francisco and Seattle-Tacoma, four times a week. There is a sailing between San Francisco and Eureka every fourth day. From Seattle to Southeastern Alaska a steamer sails every fifth day, and to ports in Southwestern Alaska, Cordova, Valdez and Seward, every tenth day. Once a month a steamer from Seattle proceeds as far west as Port Graham, Saldovia and Kodiak.

Although agents interested in ticketing passengers on the Panama Limited have been advised, by circular No. 4569, as to the restrictions of sleeping car reservations in trains 7 and 8, it can be no harm to emphasize the following extract from that circular:

All drawing-rooms and compartments must be paid for upon application. Requests by wire from railroad agents or others should give Pullman ticket numbers,

or advice of collection or remittance, if possible, as accommodations will be held only a reasonable length of time to obtain such information.

Lower berths should also be paid for in advance, but may be held, if necessary, until noon of day before departure. All requests inconsistent with above, and where there is not time and facilities for explanation, will be assigned upper berths.

In an article in a recent number of the Chicago Herald, by Jack Lait on the death of Admiral Dewey, the following paragraph occurs which is admirably adapted to those interested in railroad careers.

"In strict analysis his life was perhaps a more striking exemplification of the possibilities of a career based upon the exact and intelligent performance of every routine duty which molds a man on inflexible lines of efficiency and honor than of the happy and lucky beneficiary of a timely opportunity."

It has been officially announced that the sleeping car formerly operated between Chicago and Hot Springs, Ark., via the Wabash between Chicago and St. Louis in connection with the Missouri Pacific and St. Louis, Iron Mountain and Southern Railways has been discontinued.

"No matter how hard or close the times are," said the cheerful passenger, "my business is always growing."

"Sounds good!" said the doubting man in the next seat.

"Fact, I assure you!" the cheerful pas-

senger declared. "I'm a gardener."—*Browning's Magazine.*

First Tramp—I wish I could git off dese fast freights for a ride in a first-class coach.

Second Tramp—Every cloud has its silver lining. In de passenger coach dere is an ax and saw to remind you of a wood pile.

Politeness is like an air cushion. There may be nothing in it, but it eases the jolts wonderfully.—*The Right Way Magazine.*

Some men loaf around the Hotel of Life expecting Prosperity to page them.—*Judge.*

MATCHING HIM

"The world is getting too blamed hurried," said the thin man. "The other day I had occasion to write on business to the proprietor of this cafe and rubber-stamped my letter, 'Dictated, but not read.'"

"Well," asked the fat man, "go on."

"At dinner last night my soup came in with a card on the side: 'Cooked, but not tasted.'"

SOME ONE DID

Charged with being drunk and disorderly, a man was brought into the Municipal Court a few days ago.

"What is your name?" asked the Judge.

"Sandy MacPherson."

"Who bought you the liquor?"

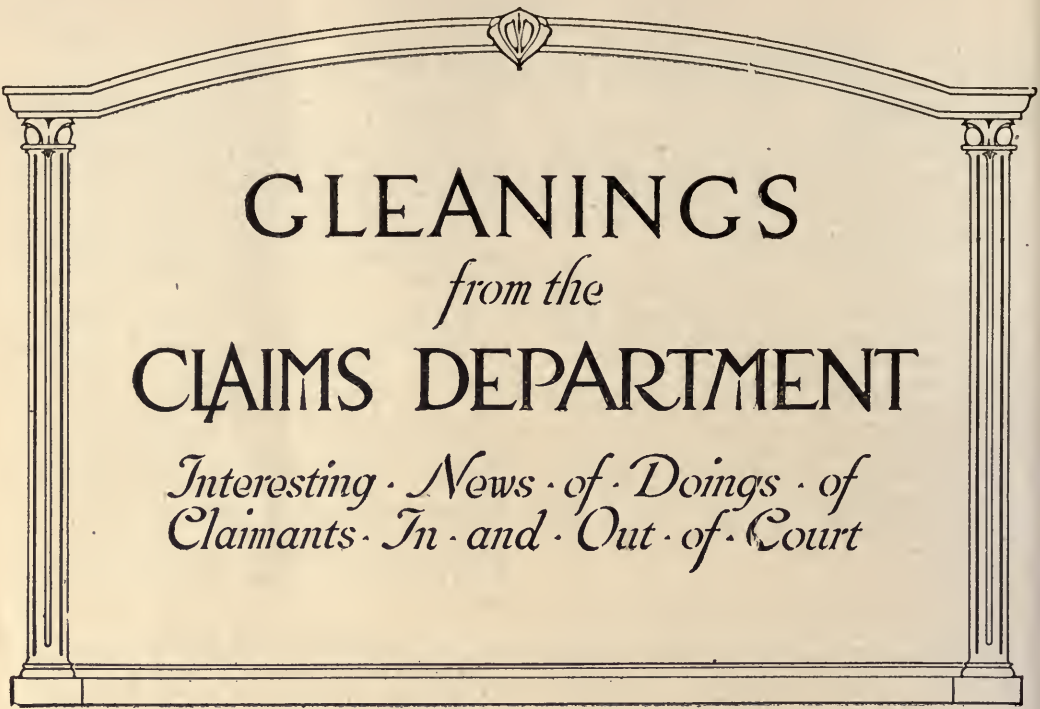
SAFETY FIRST

Knicker—Folks are queer.

Bocker—Yes; the ones who stop, look and listen at a keyhole won't do it at a railroad crossing.—*New York Sun.*



COTTON TRANSPORTATION ON THE Y. & M. V. RAILROAD.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

A HOPE OF RELIEF

At last it seems to be within the range of possibility, if not probability, that the federal government will do something towards the regulation of the trespass problem. Approximately 10,000 people are killed and maimed each year on account of trespassing upon the railroads. Great progress has been made by the railroads in reducing personal injury accidents to employes and passengers, but the railroads had to pass up the trespass question, as it presented a problem beyond their control. The net result has been that while personal injuries of employes and passengers are decreasing, the killing and injuring of trespassers is actually on the increase.

The Interstate Commerce Commission, in its report for the year 1916, which has just been issued, devotes considerable space to the trespass problem and has recommended to Congress the passage of regulatory legislation. We quote as follows from the report of the Commission:

"We desire to call the attention of the Congress to the matter of trespass

on the trains and rights of way of carriers. Figures compiled from the monthly reports of accidents resulting from the operation of steam railways in the United States are shown in the table below. From them it appears that more than 5,000 trespassers were killed in such accidents during the year ended June 30, 1916. This number is more than 56 per cent of the total number of persons killed in railway accidents of all classes resulting from the operation of trains, locomotives and cars during the year, and it represents a loss of life for which laxity in the enforcement of the law seems to be largely responsible. Of the trespassers killed only 23 per cent were on trains. Of the 77 per cent not on trains a large proportion were trespassing on the right of way, 989 being struck or run over by locomotives or cars at stations or in yards, 88 at highway grade crossings, and 2,581 at other places along the tracks. Our investigations of accidents disclose instances in which it is morally certain that serious accidents to trains have been caused by malicious acts of

trespassers. While 13 states have legislated upon the subject of trespassing, it appears to be difficult to secure the enforcement of such laws, and carriers thus fail to obtain the protection in this regard which the public welfare demands. Entirely aside from considerations of humanity and the general

of enacting a Federal statute prohibiting, under appropriate penalty, trespasses on the trains of interstate carriers, and on the tracks of such carriers at places where there are two or more tracks, or within the limits of incorporated towns, or at places where the carrier by appropriate sign or



welfare of the community, the fact of these trespassers and the necessity of being on the lookout for them amounts to an appreciable burden on interstate commerce. We believe that the matter is of sufficient importance to warrant a consideration of the advisability

warning gives notice that trespassing on its tracks is prohibited. Any such statute should, however, provide that nothing therein is intended to make lawful any trespass which would be unlawful under state laws. It might be that Congress could confer concur-



rent jurisdiction upon federal and state courts for the enforcement of any statute which might be enacted upon this subject."

As an example of what trespassing on the railroad means, we direct attention to the accompanying pictures, one of which shows school children returning from school, near Wesson, Miss., and using the railroad tracks as a walkway. Picture No. 1 shows the children on the track, with no train in sight. Picture No. 2 shows the northbound Panama Limited, the fastest train on the Illinois Central, passing these children. This time the children are all in the clear of the northbound train, but suppose a train should be approaching on the southbound track, and the children should become confused, think what might happen! The thing which might have happened is really happening every day. The federal legislation recommended by the Interstate Commerce Commission, it is believed, would immediately bring the trespass problem under control and protect the people who seem disinclined to protect themselves.

TAXPAYERS "KICK"

A newspaper dispatch from O'Neill, Holt County, Nebraska, says: "The people of Holt county are considerably worked up because of the extra expense which is brought about by the trial of what is termed "foreign" law suits.

This is a practice of bringing foreign corporations and, especially railroad companies, to Holt county for the trial of cases, the cause of which originated outside Holt county and a great many of them outside of the state of Nebraska. And one case was brought in from outside of the United States. This was against the Canadian Pacific railroad asking for \$40,425 damage for a cause alleged to have occurred in Canada.

The method of bringing these foreign

companies to Holt county for trial is usually by attachment, as many of the companies which have been compelled to come to O'Neill to defend in damage cases do not own property in the state. But a car or other property belonging to such company, that might pass into Holt county, on either of the railroads, is attached. The owner is compelled to file its answer and so is brought into court in Holt county.

Case From Arkansas

The latest case of this kind, and probably one that cost the taxpayers of Holt county more money than any other kindred case and also more notoriety, was brought against the St. Louis, Iron Mountain & Southern Railroad Co. for \$70,000 for an accident that is alleged to have occurred at Golden, Ark. This case was tried last July, when the jury, after listening to testimony and arguments of attorneys for three days, deliberated for nearly thirty hours and was finally dismissed without reaching an agreement. The case was brought on again last week for a second hearing. The trial lasted four days, during which time twenty-two witnesses testified. These witnesses all live in Arkansas and were brought here for trial. There were also some depositions read in court that were taken in Arkansas. These witnesses were all here on the first trial, and this trial, like the former one, after being turned over to the jury, that body staying out thirty hours, was again dismissed because it failed to agree and the case still stands as it was at the beginning with the county's share of the costs amounting to about \$1,000.

Holt is the only county in the state where this practice is generally indulged in and it is said that there is just one other state, other than Nebraska, where there is a law that permits of such a practice. But here in Holt county the practice is meeting resentment."

IT IS THE HABIT WHICH COUNTS

Claim Agent J. K. Johnson, of the Kentucky Division, contributes the following sound advice:

"It is one thing to perform an occasional good or commendable act, yet it is another thing to so continue as to make such acts permanent characteristics. It is one thing to start, and another thing to reach or attain the end in view. The successful or unsuccessful trip of a train is not determined as it leaves its terminal, but after it has reached its destination; the traveler starting out must complete his journey and obtain the object of his mission before passing final judgment; the farmer must harvest and sell his crops before he is in position to arrive at net results; the student's aim is to so equip himself in the beginning so that adequate preparations may be made for the end. And thus it is: It is not so much the brilliant or showy manner in which the start is made as it is to reach middle-ground with moderate success and with an avowed determination to continue improvement and safely reach the end. We should have praiseworthy aims instead of drifting idly along, and while single efforts may at the time appear of no avail, yet by the habit, determination and continued effort the reward awaits at the end when we note the large collection of innumerable single acts. Interest on a small loan for one day amounts to but little, but give it time and it will equal the principal. It takes single grains of sand to make the pile, and many single drops of water will fill the pool. Acts, taken singly, may seemingly amount to nothing, but it is the habit and the long course of practice that counts.

These illustrations may mean nothing and may serve no particular or individual purpose, further than to remind each and every employe in the Company's service, regardless of the capacity of his employment or the work in which he is engaged, that he owes to himself and to his employer the duty of forming safe habits and

freely advocating such practices and of so reminding others who might be less experienced and who would gladly take up the habits themselves. This can be talked and spread in the right sort of a brotherly manner without offense or criticism, and can be so circulated and so practiced until each and every employe will not only be authority along such lines, but will eventually learn to consider it just as much his duty as the discharge of the work in which he is actually employed to engage. He will talk it and act it until it becomes natural conduct, which beginners and perhaps outsiders will be inclined to follow. He can practice safety and talk it until it becomes a part of him, a fixture, and thus enables him to sense danger and avoid it with as much ease and promptness as responding to direct warning. It further enables him to help, teach and warn the inexperienced beginner, or the indifferent, who will eventually fall into the same practices of safety and lines of precaution. If each and every man, employe, could and would realize the part he plays, and could and would understand that he is a part of the railroad organization, and would untiringly regulate and keep regulated his movements and advocacies along the lines of safety, and would persistently from day to day and year to year keep such in mind and act and talk such with consistency, he ought to appreciate and understand what it would mean to his employer in the aggregate. The Illinois Central employs thousands of men, and if each man would assert himself and would realize that his employer urges him to join hands in this campaign, and would do his part by talking and acting with the ends of safety in view, he would render a most valuable service to his employer. The success of the individual depends upon the success of his employer, and the individual efforts of the thousands of the Company's employes to eliminate accidents, losses and claims of all kinds will, beyond doubt, make the desired showing in

the course of time. Let each man do his part faithfully and unrelentingly in his efforts to advance the cause of safety in every way possible, and be firm in his determination to promote the interests of his employer wherever possible, and he will at least have the personal satisfaction of the realization that he has done his best, which is all that can be expected. The indifferent will in time realize that their individual interests are best subserved by so engaging in such practices themselves, if not prompted by higher motives and nobler purposes. Suggestions looking to remedying unsafe places or unsafe practices are always in order, and each and every employe is urged to let it be known to his employing Officer so that the matter may be taken up in the proper way. A single suggestion might be the means of saving an accident, or a word in time might save a life. It is the habit that counts, and that is formed by persistently and consistently acting the part. There is a little placard stating that "THE BEST SAFETY DEVICE KNOWN IS A CAREFUL MAN," and at all times that should be in plain view and unobstructed before the mind's eye. Don't get the idea that your employer does not know all about you, your work, your general conduct, loyalty and attention to business, or that he is not interested in you, as that is not true. Men are advanced as they develop ability to advance themselves and the interests of their employer, and changes are often made. It may be you or may be the other man; that depends upon individual efforts. A writer once said that "The man who never does any more than he gets paid for Never gets paid for any more than he does."

UNDOUBTEDLY

The following speech was made by an Irish barrister in behalf of his client whose cow had been killed by a train:

"If the train had been run as it should have been ran, or if the bell had been rung as it should have been rang, or if the whistle had been blown as it

should have been blew, both of which they did neither, the cow would not have been injured when she was killed."—Widow.

UNJUST LITIGATION

Mrs. Julia Self and her daughter, Miss Bell Self, purchased tickets at Tip Top, Ky., on May 17th, 1916, for Elizabethtown, Ky., and waited about station at Tip Top for their train, No. 121, which takes the siding at Tip Top to meet the north-bound passenger train No. 132. Train No. 121 entered the side track and stopped in front of depot and did its work, although these two ladies made no effort to get aboard, and the train left them. They filed separate suits, and after a delay of about 18 months, and after dismissing their suits and later re-filing same, the cases were tried on November 22nd, 1916, at Elizabethtown, Ky. It took the jury about 5 or 10 minutes to return with a unanimous verdict in favor of the Railroad Company. These ladies succeeded in causing the Railroad Company some trouble and expense, but they also lost time in going back and forth to court on a case that bore no merit at all, and it was ridiculed by all who heard testimony of the various witnesses. Such cases as these enable the general public to see and appreciate the hardships imposed upon Railroad Companies in having to go to the heavy expense of resisting same in court with no chance to ever collect the costs necessarily incurred.

INDICTED FOR PERJURY

Mr. H. W. Hagan, claim agent of the Y. & M. V. Railroad, was a visitor in Charleston yesterday; and while here, paid this office a pleasant visit. Mr. Hagan was telling us while here that the grand jury at the recent term of court had returned an indictment against J. W. Trott, of this county, for suborning a witness. It will be recalled that at the December term of court a year ago, a case was tried wherein Trott was plaintiff against the Y. & M. V. R. R. for damages and a

verdict rendered by the jury in his favor, but which was set aside by the court when the fact was developed that the negro had confessed to having been paid a sum of money by the plaintiff to testify as he had done. The grand jury at that term indicted the negro

for perjury and at this term of court the grand jury took the action stated above. We understand that Trott has taken "leg bail" and so far has not been apprehended by the court officers.—*The Tallahatchie (Miss.) Herald, December 28, 1916.*

Pleased With the Panama Limited

Marine Oil Company Ltd.

New Orleans, January 17th, 1917.

Mr. F. T. Mooney,
Superintendent, I. C. R. R., City.
Dear Sir:

It would afford the writer much pleasure to notify you as a patron of the Illinois Central R. R. Co., that on Sunday, January 7th, I took passage on the Panama Limited from New Orleans to Chicago. On Saturday, January 13th, I took passage on the Panama Limited from St. Louis to New Orleans. The round trip was made without a hitch and the train arrived at its destination both Chicago and New Orleans on the minute.

I have ridden on the Twentieth Century Limited of the New York Central, the 18-hour train from New York to Chicago, the 24-hour train from New York to St. Louis of the Pennsylvania, and the Shasta Limited between Seattle and San Francisco and the Southern Pacific. All of these trains are extra fare, and they have no accommodation or conveniences on them that the Panama Limited does not equal it if not surpass and pay no extra fare on the Panama Limited.

Your Company is to be congratulated in having such a magnificent train, and I believe that the people of Chicago, St. Louis and New Orleans and intermediate points appreciate this service as practically all berths were taken on both trips and on the return there were two extra cars.

I cannot refrain from complimenting the employes of this train as being very courteous and accommodating. No insolence of any character was shown. I commend the railroad for having such excellent employes, and the dining car service cannot be surpassed on any road that the writer has ever ridden on.

I write this to you for your information, as I believe the railroad company tries to give service and comfort to its patrons, and said patrons should acknowledge satisfaction.

Very truly yours,
(Signed) W. O. HUDSON.



Industrial, Immigration and Development Department

The Railroad and the Banker in the Dairy Business

By J. C. Clair, Industrial and Immigration Commissioner

DAIRYING being one of the most important industries in the development of a farming country, it is the object of this pamphlet to endeavor to secure the co-operation of the bankers with the railroad and the farmers in order to promote and foster the dairy interests in their respective communities.

The dairy cow has been instrumental in bringing about substantial prosperity to many farming districts, but in order to make a dairy farm successful, it must be regarded as a business proposition just as much as any industrial enterprise; costs and records must be kept, proper charges and credits made and the whole run on a paying business basis. One good dairy cow is worth \$100.00 or more annually to its owner, besides providing skim milk for feeding hogs and furnishing added fertility to the soil.

Believing that one of the best means to insure the greater expansion and development of the dairy industry is to get the boys and girls interested, the Illinois Central Railroad, co-operating with the bankers and citizens of Martin, Tennessee, organized in March, 1916, what is known as The Boys' and Girls' Pure Bred Holstein Dairy Club and whose slogan is "Efficiency in Dairying." The object of this organization is to promote the dairy interests of its members by encouraging the breeding and improvement of pure bred Holstein cattle; to instruct its members in the proper care, management and feeding of cattle; and to instill in the boys and girls a love for and to demonstrate to them the value of pure bred

cattle. The bankers of Martin loaned each member of the Club sufficient money at six per cent interest to purchase a pure bred Holstein cow, the boys and girls in turn giving their notes for same, endorsed by their parents. This club is governed by a constitution and by-laws covering the methods to be pursued in caring for the cows, keeping records, etc. Fifty members were enrolled in the club when organized, which number has since been increased to about seventy-five. The cows were purchased in Wisconsin and at the time they were allotted to the members of the club, the Illinois Central Railroad participated by contributing five pure bred Holstein bulls to the community. As a result of the organization of this Boys' and Girls' Dairy Club, the farmers in the vicinity of Martin are buying cows and going into the dairy business on an extensive scale.

Similar clubs are now in process of organization at Mayfield, Kentucky, where they will purchase high grade Holstein cows instead of pure breds, and at Hazlehurst, Mass., where pure bred Jerseys are to be purchased. At these two latter points the Illinois Central Railroad will also distribute pure bred sires.

While the formation of these Dairy Clubs was inaugurated by the Illinois Central Railroad, were it not for the spirit of hearty co-operation of the bankers in financing the propositions, the boys and girls would have been unable to purchase the necessary cows, and it is hoped the bankers in other parts of the Mississippi Valley will

lend this substantial encouragement to the boys and girls in their respective communities.

Another illustration of this club movement is the formation of Calf Clubs in southern Illinois. Mr. Thos. F. Chamberlain, Cashier, First National Bank, at Brighton, Ill., purchased in Wisconsin last March, 84 head of heifers ranging in age from six to sixteen months. These calves were shipped to Brighton and sold to school children in that vicinity at actual cost, the bank taking the child's note bearing six per cent interest. They paid an average price of \$43.00 per head for these calves, delivered at Brighton, with the understanding that in less than one year they were to be brought to Brighton and sold at public auction. The difference in what they paid, plus six per cent interest, and what the heifer brought at the sale, was the profit the child made on the transaction.

This sale was held December 8th, 1916, and 84 heifers was sold for cash at public auction to the highest bidder, and brought an average of \$92.30 per head, a total of \$7,749.00. The notes given by the children totaled \$3,612.00 leaving a profit of \$4,137.00. This sale was the first of its kind held in this country and afforded convincing evidence of the practicability of the Bank Calf Club Movement in Illinois.

It was very interesting to watch this sale and see the interest manifested by the children who had cared for these heifers but the part of the program that attracted most attention was to see these children gather at the bank and receive their money, see them deposit the same, and in hearing what they had to say about what they were going to do with this money. And in nearly every instance it was this—"I am going to buy two heifers this spring and I am not going to sell them. I am going to keep them and start a dairy herd."

Under the leadership of W. Scott Matthews, Illinois State Dairy and Food Commissioner, and John M.

Crebs, chairman of committee on agriculture of the Illinois Bankers' Association, this movement has resulted in the organization of many more Calf Clubs throughout the state for the purpose of interesting children in the dairy industry.

At Centralia, Illinois, a town on the Illinois Central Railroad, Mr. J. F. Mackey, President of the Centralia Trust and Savings Bank, tells the story of his club in the December issue of *The Banker-Farmer*, as follows:

"We call our club the Centralia Trust and Savings Bank Calf Club and have distributed nothing but Holstein heifer calves. The membership is confined to farmer boys and girls of school age. Our purpose is to interest them in dairying and better cows. We believe that after these boys and girls have been interested in a particular calf, it will be an incentive for them to go into livestock when they grow older."

"We brought thirty calves in our first shipment. We had advertised our plans extensively and on June 1, distribution day, there was a large crowd. There was an average of five applicants for each calf, so we were obliged to devise a plan of distribution so that no partiality would be shown. Accordingly the calves were allotted by lot."

"We sold the calves at actual cost, plus freight, transportation and feed. In payment we took notes payable in one year, with interest at 6 per cent, endorsed by parents. This paper had to be such that it was considered good by the discount committee of our bank, otherwise additional security was required. As we realized no profit we deemed it unbusinesslike to run any risk and therefore we required a good note. The calf became the property of the boy or girl when the note was accepted."

"In securing this first car load we had to take calves ranging from six to eighteen months old. Six or eight of the older heifers were bred and some springing. The price on these ranged from \$57.50 to \$62.50 to the new own-

ers. We had six calves around the age of six to nine months, which went to the new owners at \$30 to \$35 per head, the balance ranging in price between the two mentioned. The preference seemed to be for these two grades rather than the intermediate of the year olds. The original cost of the entire car load averaged \$43.00 with \$5.00 express average, making the total average \$48.00.

"We want to secure in the next car load calves ranging in age from four to eight months old. Were we placing dairy cows to individual farmers, the prevailing preference here is for the mature heifers or young cows, but as we are dealing with the boys and girls, their preference, as well as ours, is the young calf, which they figure they can feed and care for and make the difference between the cost and selling price, which is their profit.

"I have been in the banking business for twenty years, and I believe that this has been the greatest advertisement we have ever undertaken. We are confident the movement will ripen into a

great deal of good and permanent business for our institution."

Murphysboro, Illinois, another town on the Illinois Central Railroad, has a successful Club organized by the Citizens State and Savings Bank. This bank has offered three prizes for the best results in the care of these calves, such prizes to be awarded at the expiration of one year.

At Centralia and Murphysboro, as well as other southern Illinois points, the Illinois Central Railroad has co-operated by distributing pure bred Guernsey and Holstein bulls.

Practical work of this kind will undoubtedly go much farther in encouraging the boy and girl to remain on the farm than any other method. Of course, the banker must invest some money for a time, but there is practically no risk, and with the united efforts of the banker and the railroad, co-operating along these lines for the greater development of the dairy industry, there is bound to be brought about a new era of prosperity, together with a happier and more contented citizenship.



Prize Winners Along the Illinois Central Railroad Exhibited at International Live Stock Show

By J. C. Clair, Industrial and Immigration Commissioner

At the International Live Stock Show held in Chicago, December 2nd to 9th, 1916, which, by the way, was the largest and most successful show of its kind ever held in this country, many of the prize winners came from the South in territory contiguous to the Illinois Central Railroad in Tennessee and Mississippi.

The Ames Plantation, breeders of Aberdeen Angus Cattle, at Grand Junction, Tennessee, won fourteen premiums as follows:

Name	Prize Open Class	Prize Angus Specials
Black Poe.....	First	First
Ames Plantation Ito.....	Third	Third
Emperor	Third	Third
Ames Plantation Elite.....	.....	Sixth
Ames Plantation Beau.....	Third	Third
Blackbird of Rosemere.....	.....	Sixth
Blackbird No. 163.....	.....	Eighth
Blackbird Perfection 6th.....	First	First
Ames Plantation Betty.....	.....	Fourth
Ames Plantation Pride.....	.....	Eighth
Blackbird Perfection 6th.....	First	First
Aged Herd.....	Third	Third
Gaston (Steer).....	Fifth	.....
Silver Dale (Steer).....	Second	.....



Lespedeza Farm, breeders of Shorthorn cattle, Hickory Valley, Tennessee, were awarded eight premiums as follows:

	Prize
Lespedeza Sultan (Two-year-old bull).....	Third in class
Imperial Mistletoe (Senior yearling bull).....	Fifth in class
Sultan Brace (Junior bull calf).....	Sixth in class
Fair Gift (Two-year-old heifer).....	First in class
Fair Gift.....	Senior Champion Female
Lespedeza Rosebud (Senior yearling heifer).....	Fifth in class
Aged Herd	Second
Young Herd	Fifth



Seventeen premiums were awarded the LaVernet Stock Farm, Hereford breeders, at Jackson, Miss., whose former owner, the late W. J. Davis, brought about the high standard of Hereford cattle in Mississippi and won national fame when his pure bred Hereford bull, Point Comfort XIV, was awarded the grand championship at the International Live Stock Show held in Chicago in 1913. This farm is now being managed by his son, Mr. V. T. Davis, with continued success, as the following list of prizes indicates:

	Prize
Vernet Prince 31st (Senior Yearling Bull).....	Third
Vernet Prince 50th (Junior Bull Calf).....	Ninth
Maple Lass 28th (Aged Cow).....	Fifth
Vernet Queen 8th (Aged Cow).....	Sixth
Vernet Princess 23rd (Two-year-old Heifer).....	Second
Vernet Princess 27th (Senior Yearling Heifer).....	First
Vernet Princess 41st (Senior Heifer Calf).....	Third

Vernet Princess 38th (Senior Heifer Calf).....	Seventh
Vernet Princess 45th (Junior Heifer Calf).....	Fourth
Aged Herd	Second
Young Herd	Second
Produce of Cow.....	Second and Fifth
Get of Sire.....	Fourth and Fifth
Junior Champion Heifer.....	Vernet Princess 27th



FREIGHT TRAFFIC

DEPARTMENT



Coal Reserves of the World

By B. J. Rowe, Coal Traffic Manager

THE rapidly increasing rate of consumption of coal raises the question as to whether we should pause and consider the inroads that are being made on this great natural resource.

The U. S. Geological Survey has studied the situation, and through its representatives, makes striking observations in respect to future production.

According to the latest estimates, the coal reserves of the world by continents, expressed in short tons, are as follows:

Americas	5,627,823,500,000
Asia	1,410,487,600,000
Europe	864,412,600,000
Oceania	187,842,900,000
Africa	63,755,900,000

Total8,154,322,500,000

Of the amount contained in the Americas, the United States claims 4,205,154,000,000 tons, or 51 per cent of the total coal in the world. Listed according to coal reserves, expressed in short tons, the principal coal-producing countries of the world stand as follows:

United States including	
Alaska	4,231,352,000,000
Canada	1,360,535,000,000
China	1,097,436,000,000
Germany	466,665,000,000
Great Britain and Ireland	208,922,000,000
Siberia	191,667,000,000
Australia	182,510,000,000
India	37,083,000,000
Russia in Europe	66,255,000,000
Union of South Africa	61,949,000,000
Austria	59,387,000,000
Colombia	29,762,000,000

Indo-China	22,048,000,000
France	19,382,000,000
Other countries	69,369,500,000

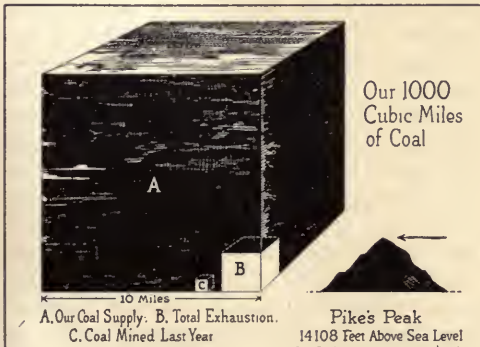
Total8,154,322,500,000

Statistics show graphic features regarding the distribution and amount of coal in the fields of the United States that are of the greatest interest. These data show first that the great bulk of the coal in this country is of low rank bituminous, lignite, and sub-bituminous, named in the order of their abundance; and that the high-rank coals are relatively scarce. This is an important point in conservation; as it means that our best coal will be the first to be exhausted, and that such exhaustion may occur in the not very distant future.

It is also noticeable that the best steaming coal, the sub-bituminous, is practically limited to the two eastern provinces, and that the exhaustion of this coal will be a greater calamity for the country than the loss of all the anthracite, for this kind of coal has a greater efficiency and is adapted to more diverse uses than is anthracite. Most people think of the eastern part of the United States as the greatest repository of coal in the country, and therefore they may be surprised to find that there are two areas in the West that contain a greater quantity. The greatest quantity of coal that is contained in any single area of continuous coal-bearing rocks is 1,202,032,000,000 tons in the Fort Union region of Montana, Wyoming, and the Dakotas; the second is 665,660,600,000 tons in the Green River region of Wyom-

ing; and the third is 550,898,800,000 tons in the Appalachian region of the East.

Although the relative size of the contents of the coal fields may be a matter of some surprise, the really staggering fact is the immense, really inconceivable total tonnage of the coal fields. If all of the unmined coal within 3,000 feet of the surface, (the deepest coal mines in the world, in Belgium, go to a depth of approximately 4,000 feet), or 3,538,554,000,000 short tons, could be placed in one great cubical pile as solid as it now lies in the ground, it would make a pile 18 miles long, 18 miles wide, and 18 miles high. Similarly, if all of the coal that has been mined in the United States, plus about 50 per cent for waste, or 15,083,100,000 short tons, were similarly piled it would make a cube 1,540 feet long, 1,540 feet wide and 1,540 feet high, or in other words about 4 per cent of the original amount has been mined or wasted in mining.



The above illustration, for which credit hereby accorded *The Mining Congress Journal* portrays in striking form the relative proportion of the original national coal resources, the proportion thereof which has already been taken

from the ground, and the volume of last year's output.

There has been considerable speculation regarding the length of time the coal supplies would last, but here again there are so many unknown factors that any estimate partakes of the nature of a guess. In attempting, therefore, to calculate how long the available coal will last it is manifestly incorrect to base it on the present rate of consumption, or rather the rate for the last decade, for the rate in the future will continue to increase for at least a long time to come. If we assume that the rate of consumption will remain the same as it was in 1913, then after allowance has been made for unpreventable waste in mining and marketing, there will be enough coal to last 4,000 years; but, of course, such an estimate is absurd, for the rate of 1913 will not be held in the future probably for a single year.

If consumption be prolonged at its rapidly increasing rate, and this acceleration continues until the complete exhaustion of the coal, the supply would probably not last 100 years. The true life of our coal fields probably lies between these two extremes, with the probability that it will be nearer 100 years than 4,000 years.

Although the ultimate exhaustion of the coal reserves of the United States appears, by every legitimate hypothesis to be so far in the future that it need concern this generation but slightly, it must be remembered that the bulk of the coal being mined today is the best in the country and that before long, perhaps within fifty years much of the high-rank coal will be exhausted. Although there will still remain a vast quantity of poorer fuel, it behooves this generation to guard carefully its stores of high-rank coal.

FROM THE LAW DEPARTMENT



From Interstate Commerce Commission's Report to Congress for 1916

For the year ended October 31, 1916, the Commission's report to Congress shows a material increase in rate suspension proceedings; 223 such proceedings were instituted by it, and in 312 did it decline to exercise its authority to suspend, making an increase of 24 cases instituted and a decrease of 56 suspensions declined.

In the special docket applications filed by carriers, the decrease has been 650, making net for the year, 6040. Reparation was awarded to shippers in the sum of \$432,493.39 in 4370 cases, and 1833 other cases were dismissed or otherwise disposed of without an order. This does not include proceedings upon the formal complaint docket.

Tariffs filed: There were filed with the Commission during the year 106,446 tariff publications, containing changes in rates, fares, classifications, or charges, less by several thousands than during the preceding year, the decrease being due to a policy of consolidating numerous schedules of individual roads into joint tariffs, which effects economies, reduces the number of publications, and simplifies the task of ascertaining a rate. In over 1,000 instances, tariffs were rejected for want of lawful notice of their effective date.

Classification of freight: The Western Classification Committee has continued with general satisfaction the reorganized plan. The Official Classification Committee has been reorganized but under a plan different from that of the Western. The Western consists of three

members not in the employ of any particular road, while the Official consists of three such members in addition to its permanent Chairman and Secretary. The Western decides questions of classification for the roads while the Official is not given such authority, its recommendation being subject to approval or disapproval by the carriers parties to the classification. There is reason to suspect the Southern Classification will in the near future be reorganized along lines similar to those adopted by the Western and Official. The Western has been adopted to govern intrastate traffic by nearly all the western states, the exception being Illinois, Nebraska, Iowa, and Texas. The Official is applicable on intrastate traffic in all the states in its territory, except Illinois and Virginia, which lie, respectively, on the borders between Official and Western, and between Official and Southern Classification territories. The Southern has, with minor changes, been adopted for intrastate traffic in North Carolina, South Carolina, Tennessee, Alabama, and Louisiana east of the Mississippi River, and Georgia is considering the question of adopting it.

Tap lines: The Tap Line Cases, 23 ICC 277, 549, 591, 31 ICC 490, went to the District Court, where an injunction was asked by the trunk line because it was unable to pay to the tap line a sufficient amount by way of divisions to prevent a diversion of traffic to the lines of its competitors. The District Court held, in accordance with the rule prescribed by

the Supreme Court in the Tap Line Cases, 234 US 1, that a tap line should receive "just compensation only for what it actually does," and thus denied the injunction and dismissed the bill. On appeal to the Supreme Court the decree of the District Court was affirmed in *O'Keefe v. U.S.*, 240 US 294. Among other things, the Supreme Court said, p. 303: "A tribunal such as the Interstate Commerce Commission, expert in matters of rate regulation, may be presumed to be able to draw inferences that are not obvious to others."

Again, at p. 304, "The trunk line has no constitutional right to build up its business by paying bonuses or rebates that have been forbidden by an Act of Congress, for considerations affecting the public welfare."

Accidents: During the year ended June 30, 1916, the Commission investigated 85 train accidents, 55 of which were collisions and 30 derailments. These accidents resulted in the death of 239 persons and in injury to 1441; of these, 153 were killed in collisions and 1,121 were injured; in derailments, 56 were killed and 320 injured; 25 of the 55 collisions occurred where no block system was in effect, 22 on lines operated by the train order system, and 7 in yard and similar locations. The Commission says: "The investigation of collisions occurring in automatic block signal territory during the past year has demonstrated the imperative need of a revision of the rules and a change in the practices pertaining to the observance of caution signal indications. Under existing rules when a distant signal displays a caution indication an engine-man is not positively required to reduce speed at once, the only requirement being that he shall approach the next signal with his train under control and prepared to stop. Frequently no reduction of speed is made when a caution signal indication is displayed; the investigation of one serious rear-end collision during the past year disclosed that the following train had been running under caution signal indications for a considerable distance without any reduction in speed;

the preceding train had stopped only a short distance in advance of a home signal, and when the danger indication of that signal was recognized by the engine-man of the following train he was too close to the signal to bring his train to a stop before passing it or in time to avert the collision.

"The indication of a distant signal should convey an order to the engine-man as positive and definite as the indication of the home signal. The home signal at danger means 'stop'; this is a positive order, requiring an engine-man to act immediately. It is extremely desirable from the standpoint of safety that the caution indication of a distant signal should require an engine-man to reduce speed at once and approach the next signal with caution prepared to stop.

"Immediate reduction of speed at a caution signal would reduce the danger of collisions similar to the one described as well as the danger of shock and injury to passengers resulting from emergency applications of the brakes; it is also desirable from the standpoint of economy which would follow from smoother handling of trains and consequent reduced wear and tear on train equipment. The enforcement of such a requirement would also create a different habit of thought on the part of engine-men, relieving certain nervous tension and insuring that the train could be stopped safely if the next signal was in danger position. In addition, such a practice would give the flagman more time and better opportunity to protect his train whenever it was unexpectedly stopped. Only by requiring the engine-man to take positive action at the point of indication can safety be assured."

Trespassing on trains and right of way—Federal law to prohibit: The Commission calls the attention of Congress to this matter and states that figures compiled from monthly reports of accidents resulting from operation of steam railways show that more than 5,000 trespassers were killed in such accidents during the year, which is more than 56 per cent of the total number of persons killed in railway accidents of all classes

resulting from the operation of trains, locomotives, and cars during said year, and that it represents a loss of life "for which laxity in the enforcement of the law seems to be largely responsible." Of the trespassers killed, only 23 per cent were on trains; of the 77 per cent not on trains, a large percentage were on the right of way. Our investigation of accidents discloses instances in which it is morally certain that serious accidents to trains have been caused by malicious acts of trespassers. While 13 states have legislated upon the subject of trespassing, it appears to be difficult to secure the enforcement of such laws, and carriers thus fail to obtain the protection in this regard which the public welfare demands. Entirely aside from considerations of humanity and the general welfare of the community, the fact of these trespasses and the necessity of being on the lookout for them amounts to an appreciable burden on interstate commerce. We believe that the matter is of sufficient importance to warrant a consideration of the advisability of enacting a Federal statute prohibiting, under appropriate penalty, trespasses on the trains of interstate carriers, and on the tracks of such carriers at places where there are two or more tracks, or within the limits of incorporated towns, or at places where the carrier by appropriate sign or warning gives notice that trespassing on its tracks is prohibited. Any such statute should, however, provide that nothing therein is intended to make lawful any trespass which would be unlawful under state laws. It might be that Congress could confer concurrent jurisdiction upon federal and state courts for the enforcement of any statute which might be enacted upon this subject."

Reparation: Much is said on the subject of reparation, and recommendations 4 and 5 in the summary below are based on those observations.

Car shortage matters: This subject is treated in another part of the present issue.

Shreveport Cases: Much space in the Commission's annual report is devoted to

this subject, and recommendation 6 below relates thereto.

Operating income of railways: An interesting table appears at p. 42 of the report indicating the trend of the increase in the ratio between operating income of carriers by steam railway and their investment in plant and equipment for the last 25 years. The Commission says: "During the 5 years, 1911 to 1915, the operating ratio is substantially higher than during the 20 years preceding July 1, 1910."

Use of state passes on interstate journeys: On this subject the Commission says: "It appears that holders of state passes who are not entitled to interstate passes occasionally use their passes on parts of interstate journeys. The Supreme Court in *N.Y.C.R.R. Co. v. Gray*, 239 US 283, held that such a practice was in violation of the Act to Regulate Commerce."

Passenger violating anti-pass law: In *I.C.R.R. v. Messina*, 240 US 395, it was held that a passenger may be guilty of violating the provisions of Section 1 of the Act to Regulate Commerce, forbidding use of a free pass or free transportation even though such free pass or free transportation was not issued or granted by the carrier.

Indictments: During the year 54 indictments were returned, 22 against carriers and 32 against shippers, passengers, and others than carriers; 23 defendants pleaded guilty; experience has shown that indictments of a corporation do not have the same preventive influence as the indictments of responsible individuals. Where personal responsibility is clear, it seems not only fairer to the corporate shareholders interested but more effective in the administration of the act to secure personal indictment. Of the 23 individuals indicted, 10 have pleaded guilty, 9 were fined, and 1 sentenced to 12 months' imprisonment; 1 was convicted by a jury, 3 found not guilty, and indictments against 6 were dismissed.

False billing: In *U. S. v. Union Manufacturing Co.*, 240 U. S. 605, a carload of lumber was shipped from Baden, Ga., to Greenville, Fla.; the rate depended upon the weight and it provided further

that an estimated weight based upon the number of feet of lumber transported should govern. After ascertaining the number of feet to be 9,074, the indictment alleged that the consignee falsely represented to the carrier that the number of feet was 7,200, and that, in consequence, less than the lawful charges were paid. The judgment of the lower court, sustaining a demurrer to the indictment, was reversed by the Supreme Court.

Soliciting information from interested carrier: The first indictment under that part of Section 15 of the Act prohibiting the soliciting of information from an interested carrier relative to the transportation affairs of a competitor, or knowingly receiving any information from a carrier concerning shipments from competitors which may be used to the detriment or prejudice of such shipper, was returned against the Stock Yards Cotton & Linseed Co. at Kansas City. A plea of guilty was entered and the defendant was fined.

Failure to obey routing instructions: The first indictment returned under Section 15 of the Act for failure to obey routing instructions was against the St. Louis, Iron Mountain & Southern. It pleaded guilty and was fined.

Billing company material to fictitious destinations: Numerous indictments have been returned in the past against carriers for paying less than the lawful rates on company material by the device of billing to a fictitious destination. Among other cases, this one is mentioned: The St. Louis & Hannibal Railway had rails billed to it at Hannibal, Mo., although they were intended for use and were unloaded at points on its line between Hannibal and its junction with the initial carriers. The indictment alleged that since the rails were distributed from the junction, the local rate to the junction rather than the junction rate to Hannibal should have been applied. The carrier entered a plea of guilty and was fined \$3,000.

Rebates: In Central R. R. of N. J. v. U. S., 225 Fed. 501, the railroad was fined \$200,000 for granting concessions

to the Lehigh Coal & Navigation Company, and the judgment was affirmed by the Court of Appeals. The Commission says concerning this case: "The evidence showed that since 1887 the railroad company had been paying allowances to the navigation company under a lease of a railroad for which the defendant during recent years has also paid an annual rental of \$2,043,000. One provision of the lease was that the navigation company would route a certain portion of its anthracite shipments over the line of the railroad company. The tariffs of the carrier filed with us since 1906 contained a note stating that allowances would be paid out of the published rate, but failed to indicate the amount of such allowances. The Circuit Court of Appeals affirmed the rulings of the lower court that the note in the tariff, even though it had been on file with us for many years, did not authorize the payment of the allowances, and that the good faith of the carrier in paying the allowances in discharge of its contractual obligation, and in the belief that it might lawfully do so in view of the note, was no defense to the indictment, which charged that it knowingly granted rebates by paying these allowances. The Supreme Court denied a petition for certiorari, so that the points decided may now be considered as definitely established."

Summary of recommendations: The Commission makes the following recommendations to Congress:

"1. That, unless the recommendation numbered 4 in this summary be followed, section 15 of the act to regulate commerce be so amended as to provide one period, limited to one year, for suspension of a schedule stating a new rate, fare, charge, classification, regulation, or practice; and, if so amended, that section 6 be amended so as to provide for 60 days' notice of proposed increased charges.

"2. That appropriate provision be made for punishment of any attempt, by intimidation, threats, inducements, or otherwise, to influence the testimony of any witness before the Commission or

to deter him from testifying; as also for punishment of misbehavior, disorderly conduct, or contumacy, in or about any proceeding before the Commission.

"3. That the Commission be given definite and specific authority to prescribe for all carriers by rail subject to the act, rules and regulations governing interchange of cars, return of cars to the owning road, the conditions and circumstances under which such cars may be loaded on foreign roads, and the compensation which carriers shall pay to each other for the use of each other's cars. The carriers should be required to publish, post, and file with the Commission, under the provisions of section 6 of the act, such rules and regulations prescribed by the Commission, and should be held to an observance of those rules and regulations just as they are held to an observance of their lawfully published, posted, and filed rates.

"4. That by statute the Congress fix the interstate rates, fares, charges, classifications, rules, and regulations existing at a specific date, prior to that of enactment, as just and reasonable for the past, and provide that no change therein after that specified date may be made except upon order of the Commission; with provision that such statute shall not affect proceedings pending at the time of enactment.

"5. That, if jurisdiction to award reparation remains with the Commission, in lieu of the uniform three-year period recommended in our last annual report for the beginning of all actions relating to transportation charges subject to the act, the Congress fix a limit of three years within which a carrier subject to the act to regulate commerce may bring action for recovery of any part of its charges, and amend section 16 of the act so as to provide that if the carrier begins such action after expiration of the two-year limit now prescribed in that section, or within 90 days after such expiration, complaint against the carrier for recovery of damages may be filed with the Commission within 90 days after such action shall have been begun by the carrier, and not after.

"6. That, without abdication of any federal authority to finally control questions affecting interstate and foreign commerce, the Commission be authorized to co-operate with state commissions in efforts to reconcile upon a single record the conflicts between the state and the interstate rates.

"For the reasons stated in our previous annual reports the Commission renews its recommendations to the effect:

"That the variety and volume of the work of the Commission necessitate early enlargement of its membership and express statutory power to act through subdivisions designated by the Commission to perform its duties with regard to specified subjects or features of its work, subject, of course, to retention by the Commission of its control, as a Commission, of all duties and powers delegated to the Commission. The recommendation for enlargement is directly connected with and dependent upon the authority to act through subdivisions.

"That the portion of section 20 of the act which accords the Commission right of access to the accounts, records, and memoranda kept by carriers be amended so as to also accord right of access to the carriers' correspondence files.

"That there should be appropriate and adequate legislation upon the subject of control over railway capitalization.

"That the use of steel cars in passenger train service be required, and that the use in passenger trains of wooden cars between or in front of steel cars be prohibited.

"That trains composed of cars exclusively used for the transportation of sugar cane on common-carrier railroads in Porto Rico should be excepted from the provisions of the safety appliance acts relating to power brakes."

Increased Demurrage Charges Approved.—The Interstate Commerce Commission, by an order entered on the 29th of November, 1916, authorized the carriers to file new demurrage schedules, (1) making no change in the present effective form of the weather

rule or average agreement, (2) providing for two days' free time exclusive of Sundays or legal holidays, and the following rates of demurrage after expiration of free time: \$1.00 for the first day; \$2.00 for the second day; \$3.00 for the third day and \$5.00 for the fourth and each succeeding day; (3) provided track storage charges shall remain in effect as at present, except where the demurrage rate is \$3.00 per

day or more; and (4) provided further, that these provisions be embodied in tariffs fixed to expire by limitation on May 1st, 1917.

Similar increases in demurrage charges were approved by the Illinois Public Utilities Commission on December 4, 1916. It is confidently expected that these increased demurrage charges will result in a more prompt release of equipment.

Railroad Interests

Before Congress, the Supreme Court, and Interstate Commerce Commission

By J. A. Breckons, Washington, D. C.

THAT branch of the Federal Government service in closest touch with the railroad business of the country is the Interstate Commerce Commission, now in the thirty-first year of its existence. The magnitude of the work of the Commission is indicated by the fact that its annual cost is almost \$5,000,000, and that the annual compensation to its employes aggregates \$2,000,000.

During the past year 854 formal complaints were filed with the Commission, and during the same period 671 cases were decided and 135 dismissed by stipulations or otherwise, making the total disposed of during the year, 806. The Commission conducted 1,485 hearings during the year, and took 154,488 pages of testimony.

The cases decided ranged from individual complaints involving a few dollars overcharge, to general claims, in which were involved freight charges aggregating millions of dollars.

Some recent decisions of the Commission, in cases involving Illinois Central Railroad Company freight rates, are the following, which illustrate the general character of complaints and decisions:

Kosmos Portland Cement Company versus Illinois Central Railroad, Cleveland, Chicago & St. Louis Railroad, Pittsburgh, Cincinnati, Chicago & St.

Louis Railway, and Chicago, Indianapolis & Louisville Railway. 42 I. C. C., 377. In a prior decision, the Commission dismissed the complaint of unreasonable freight rates on cement from Kosmosdale, Ky., to points in Illinois, Indiana and Ohio, and held reasonable joint through rates of which the Illinois Central, by petition in the present hearing, asked a division of 2.2 cents, the other carriers insisting that the Illinois Central accept 1.2 cents. The Commission held that upon all of the facts of record the Illinois Central is entitled to a division on cement of 2.2 cents on all shipments from Kosmosdale via Louisville to points in Illinois, Indiana and Ohio for its haul up to the point where delivery is made to the company operating the bridge across the Ohio River.

McCaull-Dinsmore Company versus Illinois Central Railroad Company. 42 I. C. C., 257. This was a complaint that the freight charged on a car of shelled corn shipped from Remsen, Iowa, to Manchester, Oklahoma, was unreasonable. In its decision the Commission stated:

"The shipment weighed 56,000 pounds and moved by way of the Illinois Central Railroad to Sioux City, Iowa, and the Chicago & North Western Railway, thence to Council Bluffs, Iowa. It was reconsigned at Council

Bluffs by way of the Missouri Pacific Railway to Kansas City, Mo., and was reconsigned at Kansas City by way of the Atchison, Topeka & Santa Fe Railway to Manchester. No joint rate applied and charges were collected in the sum of \$193.50 at a combination rate of 28.6 cents: 4.8 cents from Remsen to Sioux City, 6.8 cents from Sioux City to Council Bluffs, and 17 cents beyond. The shipment was overcharged \$2.74, due to an error as to the weight. The \$2.74 was tendered to complainant, but was refused.

"No routing was specified by the consignor, and it is contended that the initial carrier should have forwarded the shipment over its own rails to Council Bluffs at a distance rate of 9.7 cents. Defendants selected the route of movement in order to give the shipment the benefit of a lower intrastate distance rate of 9.2 cents, as the bill of lading indicated only an intrastate movement to Council Bluffs. After reconsignment it became necessary to apply the interstate distance rates to Council Bluffs. The shipment was, therefore, not misrouted.

"The complaint is primarily directed to the combination rate of 11.6 cents charged for the haul from Remsen to Council Bluffs. Complainant contends that the rate charged was unreasonable and in violation of section 4 in that it exceeded the two-line intrastate distance rate of 9.2 cents. This rate, based on 80 per cent of the local rates to and from Sioux City, was prescribed by the state authorities for traffic moving wholly within the state. It is not on file with the Commission for application to interstate traffic and has no application to the shipment in question. *Iowa-Dakota Grain Co. v. I. C. R. Co.*, 40 I. C. C., 73. There was and is no violation of the fourth section as alleged.

"We find that the rate assailed was legally applicable and that it is not shown to have been unreasonable. We are not advised whether the overcharge of \$2.74 has again been tendered and accepted; if not, the amount

should be refunded, with interest. An order will be entered dismissing the complaint."

Montague Mailing Machinery Company versus Illinois Central Railroad, 42 I. C. C., 357.

This was a complaint that the railroad company was charging an unreasonable rate on shipments of zinc sheets in carlots from La Salle, Ill., to Chattanooga. The shipments moved by way of the Illinois Central Railroad to Martin, Tenn., and the Nashville, Chattanooga & St. Louis Railway thence to Chattanooga. No joint rate applied. Charges were collected on one of the shipments at a combination rate of 39 cents, composed of a proportional commodity rate of 10 cents, minimum 30,000 pounds, to Cairo, Ill., and the sixth-class rate of 29 cents beyond, governed by the southern classification; and on the others at a combination rate of 54 cents, composed of the 10-cent rate to Cairo and the fourth-class rate of 44 cents beyond, governed by the southern classification. The complaint is directed primarily to the component from Cairo to Chattanooga. Complainant contends that the sixth-class rate of 29 cents was legally applicable from Cairo to Chattanooga and that it was and is unreasonable to the extent that it exceeded a rate of 18 cents, minimum 36,000 pounds. The Nashville, Chattanooga & St. Louis Railway assumed the burden of the defense.

The Interstate Commerce Commission found that the rating and rate assailed are not shown to have been or to be unreasonable, unjustly discriminatory, or unduly prejudicial, and an order was entered dismissing the complaint.

Warren-Godwin Lumber Company versus Illinois Central Railroad Company, 42 I. C. C., 343. This case involved demurrage charges at Jackson on a carload of lumber shipped from Natalbany, La. The lumber was intended for delivery at Clay, Ky., but the complainant erroneously instructed the consignor to ship it to a Jack-

son. Pending the final disposition of the shipment, the demurrage charges were incurred for which the complainant asked reparation. The Commission held that the demurrage charges were not improperly assessed, and the complaint was dismissed.

Isaac Winkler & Brother versus Illinois Central Railroad Company, 42 I. C. C., 431. This was a complaint that an unreasonable rate was charged on shipments of naphthaline crystals from New Orleans to Cincinnati. The complainants contended that an import rate lower than the domestic rate of 44 cents per 100 pounds should have been charged. The Commission held that the domestic rate was properly imposed, and dismissed the complaint.

The receiver of the Missouri, Kansas & Texas Railroad has petitioned the Interstate Commerce Commission to investigate the rapidly increasing practice of interstate passengers using the lower fares in states which have 2-cent fares to evade the payment of the interstate through rates. In Missouri, Kansas and Oklahoma, the intrastate rates, fixed by local laws, are 2 cents a mile, while the interstate rates prescribed by the Interstate Commerce Commission are 2.4, 2.6, and 3 cents a mile. The Commission is asked to conduct an investigation, and after a full hearing, "enter such orders as may be necessary * * * to prevent the evasion of the interstate schedules."

Representative Hilliard, of Colorado, has introduced a bill in Congress, providing that no public carrier shall charge for transportation of a passenger from one state to another or through any number of states any sum in excess of the sum of the local rates over the line of travel covered by the interstate trip.

The Interstate Commerce Commission has decided that car service rules of a number of railroads are unreasonable, in so far as they relate to open-top coal and coke cars, and to railroad owned or controlled refrigerator, heater, ventilated and insulated cars. The Commission also has decided that

action with regard to car service rules for application to other classes of equipment shall be deferred pending the appointment by executives of a committee, vested with plenary power, to co-operate with the Interstate Commerce Commission in securing a more equitable distribution of equipment.

The decision regarding open-top coal and coke cars, and all foreign railroad owned or controlled refrigerator, heater, ventilated, and insulated cars recites that when received under load they may be forwarded to destination; when original lading is removed, or when received empty, they must be returned to their owners, either loaded or empty:

(a) Direct, if belonging to direct connections.

(b) Through the proper home route, if belonging to other than direct connections.

(Note.—The home road shall have the right to demand the return of its empty cars at the junction point where delivered loaded.

This right does not apply to cars ordered home for repairs under the provisions of M. C. B. Rule 2.)

2. The proper home route for cars belonging to other than direct connections includes the following deliveries only:

(a) Loaded, consigned (via any route) to a destination on the home road.

(b) Loaded, consigned (via any route) to a destination on a direct connection of the home road; or

(c) Loaded, consigned to a destination on the road from which originally received, if such movement is in the direction of home; or

(d) Empty, to the road and at the junction point from which originally received.

3. (a) Loaded cars may be delivered to switching roads to be unloaded within the switching district. Such deliveries shall be indicated on the junction report by the words "for unloading."

A car received loaded in switching

service, when the original lading is removed, must be returned to the home road, loaded or empty, if a direct connection within that switching territory; otherwise, unless it home routes from the switching line to some other road, it must be returned to the delivering road, loaded or empty, in accordance with rules 1 and 2.

(b) An empty foreign car may be delivered to a connecting road to be loaded within the designated switching limits and returned. Such deliveries shall be indicated on the junction report by the words "for loading."

The road delivering the car to the switching road must in all cases specify loading, route, and destination, which must be in accordance with rules 1 and 2.

The switching road must comply with the instructions of the delivering road.

4. These rules do not apply to cars reconsigned with original lading under duly filed and published tariffs until the original lading has been removed therefrom.

5. Any delivery of a foreign open-top coal or coke car or railroad owned or controlled refrigerator, heater, ventilated, or insulated car, except as provided in these rules, is a diversion.

It is further ordered, That the order shall continue in force from the date when it shall take effect until May 1, 1917.

The Interstate Commerce Commission will conduct a hearing in Washington, commencing March 1, upon applications for extension of the period within which railroads shall comply with the law of March 4, 1911, in respect to the equipment of freight-train cars actually in service July 1, 1911.

An interesting and important case was recently argued in the United States Supreme Court, involving the right of the State of Kentucky to tax the franchises of railroads within its jurisdiction for state, county and municipal purposes. The matter has been in litigation since 1912, and five railroads controlling about eighty per cent

of the main track mileage of all the railroads of Kentucky, are parties to the litigation with the state.

The railroads directly interested are the Louisville & Nashville, Chesapeake & Ohio, Cincinnati, New Orleans & Texas Pacific, Louisville & Interurban, and the Illinois Central, while numerous other railroads with mileage in states which attempt to collect franchise taxes are indirectly interested in the outcome.

In the recent hearing in the Supreme Court the cases argued were the Illinois Central and the Louisville & Nashville companies versus Robert L. Greene, Auditor of the State of Kentucky, the cases coming before the court on an appeal by the railroad companies from decrees of the United States District Court for the District of Kentucky, which enjoined the enforcement of the franchise tax assessments, upon condition that the tax payers pay the sum named in the decrees.

In 1912, the Kentucky officials levied against the Illinois Central a franchise assessment of \$14,746,857. The Court granted a restraining order against the assessment and fixed the amount at \$6,618,585. In 1913 the assessment was fixed at \$12,478,903; the Court made the amount \$6,000,000.

The Illinois Central contends that if proper allowance were made for its treasury investments outside the state and equalization allowed at not over sixty per cent, no sum would remain for franchise valuation. Regardless of deductions for treasury investments, franchise valuations at sixty per cent would be for 1912 but \$3,897,161, and for 1913 but \$1,728,605.

The railroads have asked the Supreme Court to reverse the decrees of the District Court, and to grant injunctions restraining the collection of the franchise tax in accordance with their bills of complaint.

The chief questions raised by the appeals are constitutional, and involve the right of the tax payer to enjoin the acts of a state officer; the right of the

tax payer to demand that the assessment at one hundred per cent of its property be equalized at sixty per cent, as granted by the Court, or at about fifty per cent, as demanded by the tax paying railroads; the right of the tax payers to require the deduction from the value of their total capital stock of the value of stocks, bonds, etc., held as investments at their home offices outside of the State of Kentucky; and the right of the tax payers to require an abatement of the mileage propor-

tion of the valuation of the capital stock of the railroad companies by the amount of what is claimed by them respectively as the excess value mile for mile of their railroads outside the state.

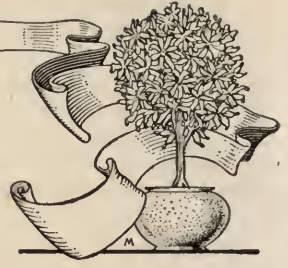
In view of the importance of the questions at issue, both for the state and the railroads, the recent hearing was advanced at the request of both parties to the litigation ahead of the time it would have been regularly reached.



EVANSVILLE, IND.



ROLL OF HONOR



Name	Occupation	Where Employed	Service	Date of Retirement
Ike Hansbrough (Col.)	Brakeman	Louisville	36 yrs.	Jan. 31, 1917
Henry Becker	Section Foreman	Kenner	38 yrs.	Mar. 31, 1916
Cornelius H. Tjepkes	Laborer	Parkersburg	16 yrs.	Oct. 31, 1916
Marion L. Blackston	Section Foreman	Winona	45 yrs.	Jan. 31, 1917
Michael Dolan	Laborer	Chicago	17 yrs.	Dec. 31, 1916
Nicholas Classen	Painter Helper	Chicago	29 yrs.	Jan. 31, 1917
Ezra V. Brown	Train Baggage man		27 yrs.	Jan. 31, 1917
Isaac D. Courtright	Tracing Clerk	Chicago	32 yrs.	Mar. 31, 1916



HUGH GILLEAS.

HUGH GILLEAS

MR. HUGH GILLEAS was born December 26, 1849, at Brooklyn, New

York. October 27, 1864, he started to work for the Dubuque & Sioux City Railroad at Epworth, Iowa, as Section Laborer, and on February 27, 1874, was made Section Foreman at Winthrop, Iowa. He was promoted to Road Supervisor at Cherokee, November 15, 1887; and Road Master, November 1, 1895. March 15, 1908, when the Cherokee and Omaha Divisions were consolidated, he was transferred to Fort Dodge, Iowa.

After a very efficient and commendable service record of fifty-two years, Mr. Gilleas was retired on a pension, October 27, 1916.

When Mr. Gilleas first started to work for the old Dubuque & Sioux City Railroad, the line west ended at Cedar Falls, and he states that at times this line was blocked with snow so badly that train operation was suspended from eight to ten days. When the line was opened up from Fort Dodge to Sioux City, a mixed train was run west one day and east the following day, this being the only train service between Fort Dodge and Sioux City at that time.



WALTER A. MATHIS.

WALTER A. MATHIS

MR. WALTER A. MATHIS was born in Fairfield, Wayne Co., Ill. His father died when he was a child. His mother married again and his step-father enlisted in the army during the Civil War and died at Paducah, Ky., in 1862, leaving him at the age of ten years to support the family. Went to work on a farm at a salary of \$3 per month. Continued working on farm until he received \$12 per month. Then entered the service of the Illinois Central Railroad Company as a wiper, remaining in this position for three months and then went to work as boiler maker's helper. Worked in this capacity for one year and ten months and then went firing a locomotive. Realizing at this period that it would be necessary for him to acquire some education he began to study during his spare time, and by diligent application he soon mastered the rudiments of reading, writing and arithmetic. On Oct. 3, 1877, he was examined by S. J. Hays, Superintendent of Machin-

ery; David Oxley, Master Mechanic, and C. A. Beck, Superintendent, Centralia, Ill., for position as engineer and was later promoted.

After 46 years of continual service, over 40 of which he was an engineer, Mr. Mathis was retired on a pension Nov. 30, 1916, and he avers in all that time he never had a serious accident, never even as much as knocked the pilot off of an engine, and was never reprimanded by a superintendent. He attributes his success as an engineer to his punctual and conscientious attention to duty together with the harmonious co-operation he received from the Superintendents down to the section laborers, including the Mechanical Department employes whose duty it was to keep the engines in first class repair and the dispatchers and telegraph operators who handled train orders.

Mr. Mathis has always been considered a loyal and competent employe, and in his retirement takes with him the respect and good wishes of the Management.



MICHAEL GEPPER.

MICHAEL GEPPER

E NTERING the services of the Illinois Central Railroad Company as freight brakeman August, 1873, Mr. Michael Gepper remained in this capacity till January, 1875, at which time he was transferred to the position of locomotive fireman and was promoted to engineer October, 1879. October, 1881, he entered the services of another company. Returned to the Illinois Central March 15, 1884. October, 1890, Mr. Gepper was put in the passenger service, and in October, 1916, after a record of 33 years, he was retired on a pension.

HARRY CRAWFORD

HARRY CRAWFORD, (Alias "Dixie") whose picture is shown, was retired from the service on pension after March 15, 1916, having reached the age of seventy years. Harry was born at Charleston, S. C., March 15, 1846. He belonged to a family by the name of Carnnigan and was one of those colored people who remained faithful to his old masters during the war.

He worked for the Old Miss. Central Grenada, Section 10, January, 1873, to March, 1876; for the M. & T. Memphis, March 15, 1876, to December, 1876; L. N. O. & T., December, 1876, to December, 1892; as rear spiker for I. C., December, 1892, to January 2, 1907. The old negro remembers names of many foremen under whom he worked.

He was given the sobriquet of "Dixie" on account of his excellent relation of the ceremony of secession at Charleston, S. C. The description of



HARRY CRAWFORD.

the troops on parade, gunner standing with wire heating in fire until the Governor announced: "It is 10 o'clock, the time has come." The Bonnie Blue Flag was unfurled from the postoffice, the man touched the cannon with the heated wire, there was a "Boom," and the bands struck up Dixie.

The old man imitates a few bars of "Dixie" as played by the band, and thus he has borne that nickname for years. He has been a faithful employe and holds the respect of his fellow employes and officials under whom he has served.



A New Town in Mississippi

ANOTHER large lumber interest has decided favorably on the possibilities of Mississippi. The Forster Creek Lumber & Mfg. Co., in which the Stephensons of Wisconsin are the principal spirit, has just located a large lumber mill in Amite County.

The new town of Stephenson, Miss., just incorporated, is the result.

The directory of the new company contains names of international prominence as follows:

C. K. G. Billings, of New York.

Mark J. Cummings, Chicago banker.

Watson Blair, director, Chicago banks.

Stanley Field, of Marshall Field & Co.

Arthur Meeker, general manager, Armour & Co.

Gustav Pabst, president Pabst Brewing Co., Milwaukee.

Roger Sullivan, of Chicago and New York, capitalist and politician.

Fred M. Stephensen, president Foster Creek Lumber & Mfg. Co., and other officers of the company.

The *Jackson Daily News* in one of its recent issues welcomes the new town in the following editorial:

Mississippi's New Town.

Mississippi has a new town. Welcome sister city. The new town is already a thriving community and bids fair to become one of the leading manufacturing centers of the southwestern part of this state. Its name is "Stephenson," and it is to be the home of the great Foster Creek Lumber & Manufacturing Company.

Application for charter has already been filed with the Secretary of State and building is in progress on the site eight miles from Gloster on the main line of the Yazoo & Mississippi Valley Railroad. More than 1,000 people will be employed in the new mills now being erected and the other industries that will follow will make the baby city a man in a few short months.

The why of Stephenson is answered by the one word, "capital." For ages the land on which the new town is being built was but a spot of ground. For years the virgin timber which surrounds the new town grew unmolested and undeveloped by the hand of man. The vast treasure of timber was but a wilderness to those who saw it and the pine and hardwood within its bounds were but trees.

But along has come magic capital from Wisconsin and immediately the wheels of industry begin to turn, the sound of the axe and the buzz of the sawmill is heard. A city

springs up where a log cabin stood before and hundreds of men are given employment.

It has been the contention of far-seeing Mississippians that the one thing this state needs, and has always needed, is capital. A city treasures of nature are abundant within the bounds of Mississippi. The fertility of the land, the luxuriant growth of the forest, the wide uncultivated fields and the many streams of this state have been looked upon by natives with longing eyes and a heart to develop. But capital was needed and this has not been obtainable in sufficient amount to more than scratch the surface.

On top of this an "all wise" legislative body has burdened the state with laws that make it decidedly uncomfortable for capital in Mississippi. They have bound and shackled the state and left it to rust in the dungeon of ignorance while other states with far less resources have welcomed capital with open arms.

These big business men have come to realize, as sooner or later all of our Northern brethren will know, that Mississippi offers the most inviting field for their dollars. In spite of our existing laws, in spite of the prejudice against corporations in this state, and in spite of seeming efforts to retard development the Foster Creek Lumber & Manufacturing Company is investing millions in the development of its holdings in Amite and Wilkinson counties.

Yes, indeed, welcome sister city of Stephenson. Welcome capital and industry. Welcome fellow laborers in the development of the Mississippi that is to be the peer of every state in the Union.—*Jackson Daily News*, Oct. 2, 1916.



CRESCENT COAL MINE, EVANSVILLE, INDIANA.

A Laugh or Two

Editor I. C. Magazine:

The account of the negro meeting attended by certain northern gentlemen near Aberdeen, Miss., as related by Captain Dinkins in a recent issue, reminds me of a story told of one visit by the late Hon. Mark Hanna to a winter resort in Georgia. Mr. Hanna attended a negro preaching service, and of course, the inevitable collection was taken.

Now their custom is to announce the full amount needed, and then pass the hats; and pass them again and again till the entire amount has been paid. After several such passes and as many failures the humor of the situation appealed to Mr. Hanna and his millionaire friends accompanying him. On the next pass Mr. Hanna and each of his friends placed a ten dollar bill in the hat. On counting the contents of this last return the preacher's countenance was a study, the expression alternating between a satisfied smile and incredulous wonder. Finally he announced, "My brothern and sistern, we is got all we axt fer (smile) and a little mo'. Dat is (wonder) ef de ten dollar bills put in by de white gennermans aint COUNTYFIT."

Carrollton, Miss.

J. R. Bingham.

A Cynical Clerk.

The office boy in a law office of this town himself hopes to be a lawyer some day. He has begun his studies already by asking questions of the clerks whenever he hears a legal term about which he desires information.

The other day he approached one of the clerks with this question:

"What do they mean by a contingent fee?"

"It's like this," explained the clerk; "if you lose the case, your lawyer gets

nothing; if you win, you get nothing."
—Exchange.

Eli Brown, an impressive ebony figure in his long, black, clerical coat and collar—gift of the rector of St. James'—had come in answer to a postcard of mine asking him to call and whitewash my back fence.

"I'se done moved, Miss Ma'y," he said, when he explained to me that he could not undertake the work that day, as a noon service at St. James' necessitated his presence at the organ bellows, "and I reckon I'll jest leave my card so you can know whar to sen' for me when yer yants me ag'in."

With an expression of dignified gratification he unfolded a scrap of a church announcement leaflet, which he had pulled out of his vest pocket and handed me a card with the words:

Eli Brown, E. O. B.,

50 Fenchurch street,

"What do these letters stand for?" I asked.

"Why, Miss Ma'y, all de quality in our congregation has letters after der names. Dr. Price he has D. D.; Dr. Simmonds has M. D., and dere's LL. D. for some of 'em, and U. S. N. for dat Yankee off'cer; and coase I naterally has 'em, too."

"But what do they mean?" I insisted.

"Now, Miss Ma'y, don't you know? E. O. B.—episcopal organ blower, dat what I is."—Harper's Magazine.

"When I heah you tawk about havin' a even tempah," said the Kentucky colonel, "I can't he'p thinkin' of Jack Chinn an whut ole man Hutchins used to say of him back heah in Harrodsburg. Ole man Hutchins used to say: 'Jack Chinn, he's jest about the mos' even-tempahed man evah was in the wuhld, he is. Mad all the time.'"

Meritorious Service

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

Illinois Division

During December the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: R. J. Fraher, Eleanor Jacobs.

Conductor E. M. Winslow on train No. 23, Dec. 4th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor T. B. Davidson on train No. 21, Dec. 6th, lifted employe's trip pass account destination having been altered. Passenger refused to pay fare and was required to leave the train.

Conductor D. S. Weigel on train No. 24, Dec. 11th, and No. 5, Dec. 20th, declined to honor card ticket account having expired and collected cash fares.

Conductor D. Twomey on train No. 326, Dec. 23rd, declined to honor card ticket account having expired and collected cash fare.

St. Louis Division

Conductor W. L. Wilder on train No. 223, Dec. 4th, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor A. E. Reader on train No. 4, Dec. 21st, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 4, Dec. 28th, he lifted employe's trip pass account being in improper hands and collected cash fare.

Indiana Division

Conductor E. N. Vane on train No. 303, Dec. 30th, lifted trip pass account not being countersigned and collected cash fare.

Wisconsin Division

Conductor G. W. Farnum on train No. 32, Dec. 26th, lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor D. J. Reardon on train No. 215, Dec. 26th, lifted employe's trip pass

account being in improper hands and collected cash fare.

Iowa Division

Conductor W. P. O'Hara on train No. 11, Dec. 17th, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Tennessee Division

Conductor J. W. Robertson on train No. 121, Dec. 1st, declined to honor going portion of ticket account returning portion being missing and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. S. Ball on train No. 39, Dec. 13th, lifted trip pass account having expired and collected cash fare.

Conductor S. E. Matthews on train No. 32, Dec. 24th, lifted mileage book account being in improper hands and collected cash fare.

Conductor J. M. Northcott on train No. 6, Dec. 28th, lifted employe's term pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor R. F. Cathey on train No. 23, Dec. 4th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 6, Dec. 6th, lifted mileage book account being in improper hands and collected cash fare.

Louisiana Division

Conductor R. E. McInturff on train No. 35, Dec. 4th, and 10th, 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, Dec. 15th, he declined to honor mileage book account having expired and collected cash fare.

Conductor M. Kennedy on train No. 331, Dec. 11th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor T. A. Moore on train No. 33, Dec. 12th, declined to honor card ticket account having expired and collected cash fare.

Conductor Wm. Trafton on train No. 3, Dec. 23rd, lifted trip pass account destination having been altered and collected cash fare.

Memphis Division

Conductor J. M. Carter on train No. 114,

Dec. 4th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. B. Bell on train No. 113, Dec. 8th, declined to honor mileage book account having expired and collected cash fare.

Conductor J. C. Heck on train No. 313, Dec. 29th, lifted mileage book account being in improper hands and collected cash fare.

Vicksburg Division

Conductor E. C. Clay on train No. 33, Dec. 26th, lifted annual pass in accordance with bulletin instructions and collected cash fare.

New Orleans Division

Conductor A. L. Williams on train No. 33, Dec. 8th, declined to honor mileage book account having expired and collected cash fare.

Conductor M. J. Moody on train No. 12, Dec. 10th, lifted mileage book account being in improper hands and collected cash fare.

Illinois Division

Conductor E. E. Benjamin has been commended for discovering and reporting a portion of rim of wheel missing under I. C. 56750. Car was set out at Kankakee, in order that repairs could be made. This action undoubtedly prevented possible accident.

H. B. Herscher, agent at Herscher, has been commended for discovering and reporting brake rigging down under car I. C. 37293, passing his station in train 391, Jan. 2. Train was stopped and brake rigging removed. This action undoubtedly prevented possible accident.

Switchman M. A. Brooke has been commended for discovering and reporting gas drum in danger of rolling out of I. C. 85763 while same was passing Champaign in extra 1649 south. This action undoubtedly prevented possible loss by the company.

Conductor H. C. Davis has been commended for discovering and reporting arch bar under St. L. S. F. 120294, which was lined up on passing track at Champaign Jan. 1. Necessary action was taken to have car repaired, thereby preventing possible accident.

P. C. McKay, of Gibson City, has been commended for discovering flat wheel under I. C. 170533 passing his gang in Extra 1634 south, Dec. 3. Necessary action was taken to have car set out, thereby eliminating the hazard of an accident.

Section Foreman P. G. McQuire has been commended for discovering blazing hot box in extra 1580 north, passing his gang, Dec. 27. Train crew was notified and the box was repacked.

Switch Tender Blair has been commended for discovering beam dragging on M. C. 8

south, Dec. 20. Train was stopped and repairs made, thereby preventing possible accident.

Conductor J. H. Lively has been commended for discovering broken arch bar under I. C. 86969, train 51, at Kankakee, Jan. 15. Car was set out at Kankakee and necessary repairs made, thereby preventing possible accident.

Section Foreman W. Stevens of Hayes has been commended for discovering and reporting blazing hot box under car 1780, while passing Hayes, Jan. 18. Car was set out, thereby eliminating possible cause of an accident.

Engineer George Johnson and Fireman Shapland have been commended for discovering and reporting 20 inches of rail missing from main track one mile north of Cropsey, in charge of engine 557, train 392, Jan. 19. Necessary action was taken to have repairs made, thereby preventing possible accident.

Conductor E. E. Benjamin has been commended for discovering and reporting I. C. 56750, train 55, Jan. 17, with 14 inches of the outside of ball of wheel missing. Car was set out at Kankakee for repairs, thereby preventing possible accident.

Conductor J. J. Monahan has been commended for discovering and reporting I. C. 92303, extra 1511 south, improperly stenciled. Arrangements were made to have car restenciled.

Conductor M. D. Leuck has been commended for discovering and reporting I. C. 118203 improperly stenciled, extra 1649, Jan. 30. Arrangements were made to have car restenciled.

Brakeman H. West has been commended for discovering and reporting broken rail on inbound lead about 100 feet north of main track switch at Champaign Yard. Arrangements were made to have repairs made, thereby preventing possible accident.

Minnesota Division

Station Helper, Orville Dean, Jesup, Iowa, has been commended for discovering a bottom rod dragging under car in train 3/53, passing Jesup, Dec. 30. Train was stopped and rod removed, thereby preventing possible accident.

Tennessee Division

Engineer Pat. Burke has been commended for discovering and reporting broken rail at Dyersburg, Tenn. Arrangements were made to have repairs made, thereby preventing possible accident.

Vicksburg Division.

Agent W. B. Morley, Friars Point, Miss., has been commended for heroic work done to save company's property when fire was discovered in the coal house near station Dec. 22, 1916.

Division News

Vicksburg Division

Messrs. M. P. Massey, B. F. Simmons and C. D. Newell, division accountant and assistants in the superintendent's office, attended staff meeting at Memphis on January 25th.

Mr. J. R. Blanchflower, traveling auditor from Mr. Dartt's office, has just completed check of the division accounts at Greenville.

Loss and Damage Agents Hale and McGowan have recently made a check of the stations on the Vicksburg Division and report them in good condition.

Mr. J. W. Spencer, clerk to Supervisor Bishop at Rolling Fork, has resigned to engage in other business.

Mr. J. P. Pritchard has been appointed instrumentman in the engineering department at Greenville, Miss.

Mr. T. P. Crymes has been appointed rodman in the engineering department at Greenville, Miss.

Mr. V. I. Hight, instrumentman, has been transferred to Louisville, Ky., in the same position.

After several months of successful operation the gravel plant at Greenville has closed and will not open until March 1st.

Mr. C. L. Jamison, our efficient gravel inspector, is acting as supervisor's clerk at Greenville for a few days.

Mr. R. P. Walt, agent at Cleveland, is taking thirty days' leave of absence and has gone to Memphis for medical treatment.

Mr. C. E. Young has been installed as agent at Shaw, Miss., temporarily, vice Mr. T. J. Burke granted leave of absence.

Mrs. H. W. Ecker, agent at Stovall, has been granted leave of absence account of sickness and has gone to Memphis for treatment.

Mr. W. D. Hobgood has accepted a position as operator-agent on the Vicksburg Division and has been installed as agent at Stovall temporarily, relieving Mrs. H. W. Ecker.

Mr. J. S. White, cashier at Cleveland, Miss., has resigned and has been succeeded by Mr. J. W. Hayles, formerly in local agent's office at Greenville.

Mr. E. K. Farrar, formerly clerk at Anguilla, Miss., is relieving agent J. W. Stirling at Estill, Miss., while Mr. Stirling is in Texas attending to some personal business.

Mr. V. W. Thomas has returned to his duties as agent at Boyle, Miss., after an absence of six months. Mr. Thomas is a very efficient man and we are glad to have him back to work.

Telegraph stations have been installed at Kelso, Floweree and Blakely to facilitate the movement of work trains which are in the track raising district. The work of raising the tracks out of the high water is progressing rapidly and will be completed in a few months.

Mr. Jerry Parker, one of the most efficient track men on the division, has been appointed extra gang foreman, vice Mr. Jack Burnley, deceased.

Mr. Robert Henly has accepted a position as operator-agent on the Vicksburg Division and has been installed at Deeson, Miss., temporarily.

Mr. Greer, division storekeeper, and Mr. Marks, material checker, have completed a successful trip over the division checking material.

Mr. A. W. Wells returned from a business trip to Memphis.

Conductor Tom Hver has returned to his run on the Kimball Lake local.

Conductor R. S. Rucker is relieving Conductor C. B. Garner on trains 41 and 46. Mr. Garner is off account of sickness and we trust he will soon be able to return to work.

Conductor F. C. McCleish will soon be able to return to work.

Mr. Zach Jolly, our popular claim agent from Clarksdale, Miss., was in Greenville last week looking after official business.

The home of Conductor and Mrs. R. C. Buck was brightened by the arrival of a little daughter.

Mr. Monty Dillehay, assistant water works foreman, was on the sick list for a few days this month, but we are glad to know that he is able to be out again.

Springfield Division

Mr. Frank Breckwolddt, Machinist Handyman, is spending his annual vacation at his old home in New Orleans, La.

Mr. C. W. McKinney, Toolroom Man, and Mr. I. Gatchell, Engine Inspector, are visiting in New Orleans and Mobile, Ala.

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Mr. R. A. Cooper, Fireman, and wife will visit in Iowa Falls, Iowa.

Mr. Nathan Manley, Handyman, is spending the year's end in Indianapolis, Ind.

Mr. W. A. Hoff, Engineer, and family will leave soon for Portage, Wis., where they will visit with friends.

Mr. H. Edwards, Engineer, and family are visiting in Flora, Ill.

Mr. C. D. Rice, Fireman, and family spent the holidays in Edgewood, Ill.

Mr. T. B. Scott, Engineer and wife, have returned after spending the holidays in Stroh, Ind.

Mr. D. C. Potter, Engineer and family, are visiting friends in Frankfort, Ind.

Mr. C. R. Simpson, Fireman, will visit during the coming month in Ellis, Kan.

Mr. Ardth Watt has accepted the position of Roundhouse Clerk made vacant by the resignation of Clifton Zeigler.

Miss Elsie Vollrath is working extra as stenographer in Store Department, substituting for Miss Ella Hickman.

Indiana Division.

Messrs. Dodge and Lindrew were on Indiana Division the early part of January; they delivered lectures at Mattoon Shops January 2nd and 3rd on Economy in Fuel Consumption.

Dr. A. E. Campbell lectured to the employees at Mattoon Shops recently on "First Aid to the Injured." His talk and demonstrations were instructive, and those attending expressed themselves as being greatly interested.

On account of so many embargoes having been issued, due to abnormal conditions east of Indianapolis, at the present time there is a large accumulation of loaded cars on hand, as it is not possible to make delivery to connections.

E. C. Russell, Dispatcher, is on a short vacation to look after his ranch in Wyoming.

Albert Gustafson, Yard Clerk, is spending a vacation in Chicago.

One of our local conductors, Don Butler, running between Mattoon and Newton, believes in "making cars." Frequently, he handles a car out of a terminal loaded, arranges to have it unloaded, loaded and moved back to terminal same day. Good Work!

J. T. O'Dea, who at one time was a member of Indiana Division Office Force (now Special Yard Master of Terminal, Chicago), was married January 24th to Miss Marguerite Flowers of Mattoon. Jim has many friends on Indiana Division, and they all wish the newly married couple the greatest happiness.

Miss Helen Lee Brooks, Stenographer in Superintendent's Office, has taken a short leave of absence. She is being relieved by Miss Florence Campbell.

Earl Brown of the Accounting Force was



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on the sick list for a few days, but is now at his work again.

Still, rumors are floating thru the air about "offices in the new station building." While there's life, there's hope, and we are hoping this it not "sand house dope."

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a monthly Guide to Money-Making. Tells how
\$100 grows to \$2,200—how to get richer quickly and honestly. H. L. BARBER, Pub. 439-32 W. Jackson Blvd.,
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Minnesota Division Employees' Banquet

On Saturday evening, January 27th, one hundred employees of the Illinois Central, Minnesota Division, gathered in Dubuque for a "Get-Together and Better Acquainted" meeting.

The meeting was held in Dubuque's fine new hotel, the Julien Dubuque, and terminated in a grand banquet in the grill room. Manager Keenan of the hotel did himself proud in the excellent menu and service afforded. The grill was attractively decorated for the occasion, and tables were arranged and decorated in a very artistic manner.

Claim Agent J. T. Tait acted as toastmaster in his usual happy and inimitable

manner, and saw to it that everyone had a good time. Both in his serious and humorous moments he was given the strictest attention and interest, and his personal remarks to various ones about the board were to the point and heartily enjoyed by all.

To Local Attorney P. J. Nelson was assigned the address of welcome. He complimented the committee responsible for the arrangements which brought together so representative a gathering of Minnesota Division employees and which, he remarked, only further emphasized the spirit of good fellowship abroad among the men on the division. The speaker impressed all with the greater share that the Illinois Central, as one of the greatest arteries of commerce, is playing in transportation matters of the nation and illustrated how the general public and the railroads are coming more and more to understand each other and to work in greater harmony. His welcome was most hearty and his plea was for a continuance and growth of the good fellowship which brought them together on this occasion.

Local Agent Sanford Kerr, of Cedar Rapids, responded to the address of welcome and voiced the interest, good feeling and spirit of co-operation of all employees in the furtherance of all matters which would benefit and improve the Minnesota Division. Mr. Kerr interspersed his remarks with several very clever stories.

Superintendent Atwill was called upon and responded by voicing his pleasure in attending a meeting of this nature and assured all of his appreciation of the generous co-operation given him and the other members of his staff. He stated further that he was glad to have it said of the Minnesota Division that there is loyalty among the rank and file and a spirit of democracy and good will abroad. Mr. Atwill directed attention that departmental lines were being set aside and that men in one department were interested in the betterment and increased efficiency in other departments. To the spirit of helpfulness manifested, he attributed the good results which the Minnesota Division has been able to accomplish and he emphasized that each individual is given credit for good work done and that in turn the division is benefited by same.

District Surgeon W. P. Slattery, in his remarks, dealt with reminiscences and con-

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trasted the present methods with those formerly employed in his department. District Surgeon A. W. Pond impressed the men that the safest appliance on a railroad is a careful man and that no matter how many inventions and improvements are made to prevent accidents, unless the man handling is careful, there are bound to be personal injuries and accidents.

Commercial Agent C. C. Kunz was complimentary in his remarks and thanked all concerned for the interest taken by operating employes in matters pertaining to his department.

Toastmaster Tait then called upon W. B. Sievers, agent at Dubuque; B. L. Bowden, agent at Waterloo, and others, who contributed their share in the pleasure and success of the evening.

While the men were assembling and during the banquet hours, the guests were entertained by the Minnesota Division's own orchestra and singers headed by Section Foreman Sam Borelli. The pleasure given was a reflection of the pleasure derived by the sectionmen who were glad to contribute their share to the enjoyable evening.

This was the first meeting of this nature and all in attendance were so pleased with its results, arrangements will be perfected for similar meetings to be held at regular intervals in the future at various points on the division.

Ruptured Railroad Men

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L. A. HARKNESS, ASSISTANT TO COMPTROLLER.

ENTERED the service of the Illinois Central R. R. Co., in September, 1891, as messenger in the office of Mr. J. C. Welling, then Vice-President; occupied various positions under Mr. Welling, being chief clerk in that office at the time of his decease. Continued in the position of Chief Clerk with Mr. J. F. Titus, Assistant to President, in charge of the Accounting and Treasury Departments until February, 1910, when he was appointed Chief Clerk to the Comptroller; occupied this position until June, 1912. Accepted the appointment of Assistant Auditor of the Insular Government of Porto Rico; at San Juan, Porto Rico, continued in that position until May, 1914, when he re-entered the service of the Illinois Central R. R. Co. in his present capacity.

ILLINOIS CENTRAL Magazine

Vol. 5

MARCH, 1917

No. 9

Diary of Lieut. Anthony B. Burton, Commanding 5th Ohio Independent Battery, from May 18 to July 4, 1863, Inclusive

(Continued from February)

Sunday, June 7.

A comparatively quiet day. An attempt was made last night to advance our picket line in front of our position and to the right, but from some cause the advance was not made till 3 a. m. and the men found it impossible to dig rifle pits sufficient to protect themselves between that and daylight, and at daylight the enemy opened a heavy cross fire on them and they were obliged to fall back to their former position.

Monday, June 8.

The pickets advanced last night at dusk and held their ground. The Confederates opened on them with canister, to which we replied with shell. The fight continued for some time after dark, and indeed the firing was kept up at intervals all through the night. This morning our boys had dug little pits for themselves on the brow of the hill immediately in front of and a little below us, and not more than 150 yards from the enemy works, which they hold. Our boys hold all the ground they took except a little ridge to the right of us. The enemy have many bags of sand on their parapets this morning, through which their sharpshooters fire.

Tuesday, June 9.

We are obliged to hold back our fire from want of ammunition, more espe-

cially that for the rifled guns. Unable to procure any shell, I took today 100 James' solid projectiles rather than have nothing to fire. I did, however, get 40 Hotchkiss shells. The Confederates opened on our pickets this evening just before sundown, when they were being relieved. Our gunners labored under the disadvantage of having the sun directly in their eyes. We have 10 men in the hospital and more sick in camp; there is a good deal of fever and ague throughout the army.

Wednesday, June 10.

A heavy rain came on about an hour before daylight this morning and continued all the forenoon. A most unlooked for and sudden flood took place in the valley where our camp is. Without any warning the creek (which has been nearly dry, having ceased to run long since) overflowed its banks and covered the whole hollow. The 3d Iowa boys were routed out first, some of them without their clothes; their sutler's tent was carried off with a good portion of his goods. Further down the pioneer corps was surprised in their tents and had to scramble out at double quick. Lieut. Davis lost his boots, and the surgeon of the corps lost all his medicines, and his case of instruments was carried off, but was, some hours after-

wards picked up some distance below. In our camp the water came up to a depth of about 18 inches. Nothing of consequence, however, was lost or injured.

Thursday, June 11.

A heavy storm came up from the west at dark last evening and the rain fell in torrents. I got pretty wet and passed a most uncomfortable night. This morning I had a sore throat and pain in the back from having taken cold, and this with the diarrhea which attacked me this morning, made me feel decidedly under the weather all day. Gen. Lauman visited us this morning and we fired about a dozen rounds for his benefit.

Friday, June 12.

A 32-pounder rifle gun was mounted last night in the place heretofore occupied by our left James rifle. This gun was captured from the enemy when Warrenton was taken, and was brought up here and mounted solely through the energy of Lieut. Isaiah Dennis, of the 28th Illinois, but who is at present acting as Q. M. of the pioneer corps. He got up a carriage with an old farm wagon braced with timbers, and drawn by 10 mules, went down to Warrenton with it and hauled the gun up here. There was no carriage for it but he had seen an old barbette carriage lying somewhere else, and he took a wagon and went and hauled it up. There were no wheels for it and no chassis, but he went to work and rigged up a chassis to slide on the transverse circle and made the carriage to slide on the chassis. I had some serious doubts about its working, but wanted to see what he would make of it. He had hauled up about 15 or 20 shell along with the gun of different lengths and weight, and these we have to fill and fuse ourselves. We were ready to fire it this evening, so when the sun got down and consequently out of our eyes, we sent for Gen. Lauman and opened fire from it and all our little guns. The big gun is worked by McCormick's detachment. The first shell from it went a little too high. The second went very close and it is said carried away a flag though I did not notice it. The third struck the

parapet and threw up a great cloud of dirt, and the fourth went directly through an embrasure. This was all the shell we had prepared and we had to cease firing. The small guns made some very good shots. Gen. L. expressed himself much pleased, and says he will send at once for another large gun for us, which he knows of at Warrenton. This rifle gun we fired this evening is an old U. S. piece, cast in 1852, and had been cut off and rifled by the enemy. An old gunboat officer was up here today and gave us some good hints about working it. He made a graduated scale on the right trunnion to show the degrees of elevation, and says this is the manner of pointing universally used by the Confederates. Col. Freeman, the acting division engineer, is sick, and Capt. Kostmann and his old Naval friend are acting in his place.

Saturday, June 13.

Fired our big gun a few times this morning. If the shells were uniform in weight McCormick could soon get the range exactly. Frank Jewett, whom we sent over to Young's Point yesterday after some necessary articles, got back this p. m., accompanied by Stegeman. The pioneers strengthened our fort where the big gun is, last night, with some more gabions and by throwing up a greater thickness of earth.

Sunday, June 14.

The division assistant commissary of musters, Lieut. Russell, having expressed his readiness to muster our extra Lieuts. in, Johnny Kates and I waited on him this morning. He did not wish to see any monthly return or anything of that kind, in fact the whole thing was a surprise to me and to all of us, for we had given up the idea of having the boys mustered in just now, and not thinking much about the matter at all, when Russell remarked while out at our fort Friday, that he was ready to muster them in. He wanted affidavits from me as commanding officer and from each Lieut. in his own case, to the effect that the commissions were received on the 4th of March, that they had been on duty under their commissions since that date,

and that they had used all proper effort and had not been able to get mustered in till the present time. These we gave him, he administering the oath himself, and he then dated the musters back to the 4th of March, from which date the two Lieuts. will be entitled to pay. The affidavits, etc., were dated on the 13th, today being Sunday. Johnny, of course, was mustered as first Lieut. Just as we got back to camp after getting this business through, Gens. Lauman, Herron and Ord rode past on their way out to our position. I had my horse saddled immediately, started out and got here as soon as they did. I was introduced to Maj. Gen. Herron, a tall, slim man with red side whiskers, and about 33 years of age, and Gen. Lauman asked me to fire a few rounds, which we did. The first shell from the big gun burst over a Confederate fort. The next time I called the General's attention to a frame house, which I told him we were going to fire at, and the shell went right into the house and burst, causing the house to smoke as if on fire for about ten minutes. The next shell burst just above the house, scattering its fragments all around. The smaller guns made some good shots (as they can do all the time when the plagued Boermann fuses will burst right) and Gen. L. was fairly delighted. Gen. Herron went down to put his troops in position on our left. Our line is to be contracted so that our extreme left will be on, and hold, the Hall's Ferry road, and Herron's troops will join on to us there. About 1 p. m. the Confederate batteries in front and to our left opened with five guns, firing mostly to the left of us, probably having seen Herron's troops moving in, or perhaps merely shelling our camps. We replied with all our guns, and, contrary to their usual custom, the enemy kept up a very brisk fire for a considerable length of time. We were beginning to run short of ammunition and I began to think we would have to quit if they didn't, when they stopped. I knew of nothing more provoking than being short of ammunition when one wants to fire, and yet that has been our condition

ever since we have been up here. During the firing Perry Grunden undertook to ram a cartridge and shell for Kent's James rifle down together, and got them fast in the bore. It was sometime before they could be got out. Denness hauled up an 8-inch Columbiad this evening, and a barbette carriage running on railroad iron, for it. It is to go in our right embrasure, which is to be enlarged and strengthened for it. The engineer was not here to lay the work out, so nothing could be done, nor could the gun be mounted. I got an order from Randall this morning and sent Stegeman with two wagons to Young's Point to bring our baggage over.

Monday, June 15.

A magazine was built today for the ammunition of the two heavy guns. I had it made ten by ten feet and high enough for a man to stand straight. Got up 50 rounds Schenckl's shell and 50 of Hotchkiss' for James rifles, and 200 paper fuses. We have been using the paper fuses supplied with the Hotchkiss shell for the 32-pounder and hence ran short of them. There will be room enough to put our small ammunition in the magazine as well as the large. Kostmann came up at dark this evening and proceeded to lay out a work for the 8-inch gun, next to the 32-pounder instead of where our right gun has been. I urged putting it in the latter place, as decidedly the best, but it was of no use—he threw himself back on his instructions from Freeman, who was not present, and proceeded as he had commenced. The works built for us here are, in my humble opinion, all very defective, both in plan and workmanship. Our baggage arrived this evening.

Tuesday, June 16.

Did some good firing with the 32-pounder rifle today; knocked a hole about 10 feet long in the parapet of the enemy fort; knocked sand bags in every direction and threw a cloud of dirt up from the parapet nearly every shot. Gen. Lauman, who was present, was delighted.

Wednesday, June 17.

Gen. Grant was out here this morning

with Gen. Lauman. We fired a few rounds. Gen. G. is a smaller man than I had supposed from having always heretofore seen him on horseback; has gray eyes, and whiskers cut short; is a little stoop shouldered; is very quiet in his manners and of unchangeable countenance; was smoking a cigar and had on a blouse and a low crowned hat. Dick Steele and Strong were down to see us this evening. We have a great deal of trouble with our smooth-bore ammunition, the fuses being very unreliable. A number of shells have burst close to the piece or right over our rifle pits, when cut four and five seconds. It may be

that the layer of metal on top the composition is not heavy enough and that the shock of the discharge shakes it off, thus exposing the composition to take fire at once the whole length. A large proportion of the shells have the fuse projecting a little from not being screwed in entirely, and these we notice often burst short. It may be that the fire finds its way into the shell through flaws in the thread. One shell we accidentally discovered to have no covering at all to the composition just where it communicates with the inside! Of course it was thrown to one side.

(To be continued)

A Compliment to the Panama Limited and One of Its Flagmen

Mr. T. J. Foley,
General Manager,
Illinois Central R. R., Chicago, Ill.

January 17, 1917.

Dear Sir:—

My mother and myself were enroute from Chicago to New Orleans January 17, 1917, on your new train, the Panama.

We travel a great deal and we have never been on a train that we like so well as your Panama. It is one grand train and makes travelling a pleasure and the service is beyond excellence. Your attention is especially called to one courteous flagman in your service running between Centralia and Cairo, Ill.

I was over in the buffet and mother was back on the train alone. She wished to go back to the observation car. She started and was having difficulty in walking as she is past 75 years. This courteous flagman happened to be near and noticed this. Mother told me he came up with cap in hand, kindly asked if he could assist her in any way and explained the train was on some curves which made walking difficult. He assisted her back to observation car, selected a comfortable seat for her and placed a foot rest close to her for her pleasure. Asked her if there was anything else he could add to her comfort. Also showed her a car push button close at hand if she desired for anything. She offered to pay him for his kindness, of which he refused and said he was only too glad to be of service to her. And she speaks very highly of this young man the way he looks after old people. Such courtesy is highly appreciated, especially by old people.

Wish all railroads had such men as the I. C. R. R.

Yours truly,
M. L. Tooley,
Los Angeles, Cal.

A Graduate of the 57th Street Station School Appreciates the Experience Acquired at That Institution

Mr. E. A. Barton,
Chicago, Ill.

Buckley, Ill., Feb. 4, 1917.

Dear Sir:

I will now write you a few lines with regard to the work you taught me while in the training school under your instructions. I find the work in the office just the same as you teach there, and I consider the school greatly worth while to anyone who expects to enter the station agent work.

Thanking you again for what you have done for me, I am,

Yours respectfully,
James O. Roller,
Helper.

Address Before "The Business Men's Prosperity Club of Chicago," February 20, 1917

By W. L. Park, Vice-President

IT requires but a superficial review to indicate clearly that the prosperity of all nations and all peoples, from the dawn of history, has been dependent upon, and incident to, their transportation facilities. In the dim antiquity, we know that the Medes, the Persians, the Phoenicians, the Carthaginians and the Egyptians prospered to the extent that they were able to successfully trade with each other. The Phoenicians developed a high degree of transportation efficiency. This was true, also, of the Egyptians. The great cities of this period were located on the borders of the Mediterranean and along the great rivers. They seemed to have prospered and accumulated great wealth, but they were unable to maintain their existence because of the inadequacy of their transportation instrumentalities. It was impossible for them to remove from these cities the waste, which resulted in disease and famine, nor were they able to bring in supplies to enable them to withstand the ravages of their enemies and each, in turn, went the way of the others. The Roman Empire appreciated the value of transportation. Over fifty thousand miles of splendid highways were built in the interior, and it was said "All roads lead to Rome." The highways of the Roman Empire were the glory of her people, but they were the heart-strings of the nation. When they reached a certain degree of prosperity, the transportation facilities broke down and their empire fell.

The Chinese have been able to maintain their existence for forty centuries and have survived, at least, due to the fact that they provided themselves with the best available means of transportation. The great Chinese wall, extending along the northern border, over mountain and through valley for

1,550 miles, carried a road 1,250 miles in length. Great navigable canals were built, the extent of which is estimated to reach from San Francisco to New York forty times, and from Chicago to New Orleans sixty times. Notwithstanding the high development of these primitive methods of transportation, the progress of this nation has been retarded and its peoples restricted to a bare existence. A drought or flood in one part of the country causes famine and the people perish by thousands, due to their inability to equalize that which is available for their existence. Li Hung Chang, probably the greatest modern Chinese statesman, appreciated the value of transportation. He was the first Chinese superintendent of transportation and, probably, the first to advocate the building of railroads. In his historic trip around the world, he asked innumerable questions. His mission was to solve the problem of the survival of the Chinese nation and his conclusion was that, in order to exist and progress, it would be necessary for the Chinese to supplement their rice with wheat; that the wheat must be purchased in other countries and, in order to obtain the money with which to purchase this wheat, it would be necessary for China to become a manufacturing nation, and, in order to compete with other manufacturing nations, it was absolutely necessary that they build railroads and increase their transportation facilities. This great movement is known as the "modernization of China." It is slow, necessarily, for the reason that the Chinese people are governed by what is known as the "Code of Rights," prescribing their general activities. There is no government action that is not controlled by the Code of Rights, nor any domestic

affair that it does not, in some way, regulate. One of its most important admonitions to the Chinese people is, "Do not forsake the trodden paths." When they have shaken off these antiquated restrictions, their intelligence will make them very strong competitors with the balance of the world. China has advanced more in the last ten years than during the previous ten centuries, and it will be a question with us in the near future, not as to how she may be assisted, in this advancement, but as to how she may be restricted.

There was little industrial progress during the Dark Ages, for the reason that there was practically no transportation. The discovery of America by Columbus in 1492 awakened Europe to the importance of transportation and a new era dawned upon the world. We are particularly interested in the history of transportation in this country and its effect upon our prosperity, and here I desire to pause to pay tribute to the most infinitesimal transportation instrumentality; an instrumentality that could be created in the virgin forest by the most primitive people, and with the crudest of tools—the birch bark canoe! It was employed by Jacques Cartier in his discovery and exploration of the Gulf of St. Lawrence; it carried Champlain over the bosom of the lake that bears his name, and on the streams tributary thereto. It was used by Pere Marquette, Cabot, Hennepin, Joliet, La Salle, La Clede, and thousands of other French explorers in locating great transportation routes and establishing trading stations—Detroit, Chicago, St. Paul, Dubuque, Duluth, St. Louis, and others of minor importance. Longfellow, in his *Hiawatha*, says of it:

"All the forest life is in it,
All its mystery and all its magic;
All the lightness of the birch tree,
All the toughness of the cedar,
All the larche's supple sinews;
It floats upon the river like a yellow
leaf in Autumn,
Like a yellow water lily."

The prosperity and development of this country was painfully slow until the opening of the last century. The need of transportation was pointed out by Washington to Congress and, in accordance with his suggestion, waterways were developed and highways built into the interior. The advent of steam rendered river navigation of greater service to the people. The first exhaust of a steam locomotive occurred at Troy, New York, August 8, 1829. During the first half of the last century, there were built 23,000 miles of rather indifferent railroads. During the '50s there was no great development on account of the impending conflict. During the crisis progress was practically at a standstill. Shortly after the Civil War there commenced an era of stupendous railroad building. The century closed with over 200,000 miles of railroads. This period of railroad construction was the most marvelous industrial achievement in the world's history. With the railroads were introduced the postal service, the telegraph and the telephone, to every part of the country, bringing about industrial co-ordination and scientific research and achievement in agricultural and mineral development. Great commercial enterprises were launched; factories sprang up everywhere through the East and South; the use of automatic machinery and manufacturing swept the cobwebs of antiquity aside; a new empire was opened up in the West; Uncle Sam gave everyone a farm near a railroad; fortunes were made in mining, forestry and agricultural pursuits, and prosperity smiled upon all who were worthy and, probably, some who were not,—to the extent that our national wealth increased during the last half of the century from seven to over one hundred billions of dollars, now estimated at one hundred and ninety billions.

It was quite natural that in promoting gigantic railroad projects during this era of intense industrial accomplishment, fortunes were made or augmented; otherwise, the money and

effort would have gone into more attractive investments. Some practices were indulged in that were, no doubt, questionable; and it is quite likely that some were dishonest. I am not here to apologize for any of the shortcomings of the early railroad men; their financial transactions and operations were in harmony with the conditions that existed at the time. The railroads were conducted upon as high a plane as other concurrent business, and in harmony therewith. The Government, Federal, State and Municipal administrations were as lax in their functions as were those who governed business transactions; if the railroads gave rebates, they were demanded by the shippers and accepted by them without any qualms of conscience; congressmen, government, state and municipal officials did not request passes—they demanded them, and then charged their constituents with the legal mileage allowances! When these obnoxious practices came to injure the public, it put a stop to them. Our railroads now, under the accounting supervision of the Interstate Commission and properly conducted State Commissions, are being operated upon as high a plane of business ethics as any other industrial activity.

The name of your club, "The Business Men's Prosperity Club," indicates that you are, like the Spaniard, Ponce de Leon, seeking the Fountain of Restoration; not the "Fountain of Youth," but the Fountain of Perpetual Prosperity. If this be true, and such your object, you have, indeed, been fortunate in inviting me to address you this evening, because I know of the existence of this Fountain, and can advise you authoritatively as to its location. However, before I shall have aroused within you great expectations, I must bring to your attention the fact the Fountain is very much clogged, and its activities seriously impaired.

For the last twenty years there has been thrown in it a job-lot of rubbish and junk. In this debris are all sorts of absurd, unnecessary, unreasonable, inconsistent, and uneconomic laws,

rules, orders and regulations, emanating from the Federal government and from 48 States and 4,800 municipalities; and, also, a miscellaneous assortment of bricks and trash gathered up by the caretakers the organized employees. The work, now, of clearing this Fountain devolves upon business men, and it is absolutely necessary that they undertake it, if the flow of prosperity in this country, due to transportation efficiency, is to be continued. It would be impossible for me or any other man to predict the degree of prosperity that might be ours were we to find the solution of this problem. I think it is the duty of every American citizen to seek this solution. I believe it will come only through the earnest and active work that may be done by associations such as yours. It requires organization, personal sacrifice, and the highest degree of good citizenship to combat all of the pernicious influences that tend to retard our prosperity.

The conditions that obtain today on our railroads are a serious reflection on our transportation facilities. There is no great emergency, no abnormal business activity; it is true, the great catastrophe in Europe has stimulated commercial activity in that direction, and that we have, approximately, 130,000 railroad cars tied up under load, caused by the uncertainty of ocean transportation and the confusion incident to the changing requirements of the warring nations as to what their ships may be given permission to handle preferentially. This has seriously disturbed our internal business conditions, particularly those that are not at all, or remotely related, to exportation. Had the railroads continued the ratio of their progress the latter part of the last century to the present time, it is my opinion that this city would today have at least a million more inhabitants. Some of your great problems, such as the subways and the terminal projects, would have been solved. The railroads throughout the country would have been in the physical condition that would have enabled them to perform their full transporta-

tion duty and the entire country would have progressed and prospered everywhere in proportion to the transportation efficiency. There is no means of getting away from the fact that our whole commercial life is dependent upon efficient transportation and while it may be considered, by those not familiar with actual conditions, that this is a reflection upon railroad men, that the facilities are not adequate to meet even the demands of the present restricted business condition, they are not entirely to blame. As a matter of fact, the fault lies more with the impediments that have been placed in their way—the destruction of confidence has deterred investment by the public in the railroads, preventing the managers from providing the facilities they knew would be required. You will pardon me for referring to the Illinois Central, but it is very apropos that I use it as an illustration of the situation:

It has always been a prosperous railroad, has never had a receivership, and its credit is good. Funds were available to provide those things which, to

the experienced railroad official, would be necessary to meet the natural increase in business. Its President, Mr. Markham, provided for this contingency in authorizing the purchase of locomotives and cars during the period of business depression prior to the war. Obsolete locomotives, cars, and machinery were disposed of, and gotten out of the way; the property was put in good physical condition through the expenditure of some thirty millions of dollars during the last five years, and the result of this preparation is now very apparent. The Illinois Central is able to perform its full transportation duty; it is hampered only by the disabilities of other railroads, in that its cars are tied up in the congestions that exist throughout the country. It can handle all of the business offered, and has done so during the entire winter. Other railroads, undoubtedly, saw the conditions that might obtain in advance, but were restricted in their ability to provide additional power and facilities by reason of the lack of inducement to the public to invest its money in railroads.

To Those Who Command Others

THE man whose business it is to meet the public, who resists impatience with patience and temper with calmness, is gaining the respect and sympathy of every witness to the situation, and the offender will regret his act in his first reasoning moment.

IN this country, where all are created free and equal, it is the first impulse to resent harshly any word of temper or impatience. To do otherwise is considered a denial of one man's equality with another.

ALL men are equal when they meet as the patrons of the railroads, the theatre, the hotel, or any public or semi-public institution.

BUT—

WHEN it becomes the business of one man to meet these same men in an official capacity, then that man becomes superior over the many by reason of his authority—it becomes his business, his trade to meet the public, individually and collectively, and handle them efficiently, with the least possible friction and the most dispatch—with the least resistance to his authority.

THIS requires that he look above the weakness of individuals in the crowd and meet discourtesy with courtesy, unreasonableness with reason, impatience with patience.—*Courtesy.*



PUBLIC OPINION



What the

World thinks

HOW POLITENESS HAS COMMERCIAL VALUE IN EFFICIENCY

By Connochie Campbell

The entire commercial world seems to be imbued with the theory of efficiency, although it has by no means as yet succeeded in reducing that theory to perfection in practice. We hear the word "efficiency" on every hand—in the press, in the shops and factories, in the conduct of the European war and wherever else one may turn.

It is well, in this advanced and advancing stage of the world's development in commerce, in finance, in the practical arts and in science, that every element of economy, thrift and perfection of organization that may tend toward producing the maximum of results should be fully utilized. Nay, more, it is vital that in these days of acute competition all such elements be utilized in the interest of self-preservation.

In the application of mechanical power and ingenuity physics only are to be considered. But not so with man power. So long as man is human just so long must other forces than mere physics be reckoned with and developed if they are to be utilized; and they must be utilized if the best possible results are to be obtained from man power. What are these other forces? Brain, of course, is chief among them, but they do not end there. Sensitiveness, self-respect, pride, affection, gratitude, ambition—all must be considered as vital parts of the human machine, and the

neglect or subversion of any one of them is equivalent to a misplaced cog or an imperfect die in a mechanical machine.

It is not proposed to treat here of the importance of all these elements of the human machine, but merely to draw attention to the effect upon some of them that is created by an atmosphere of politeness and courtesy, as compared with the absence of such an atmosphere.

* * *

It does not admit of dispute that the human mind is most normal and best fitted to perform all its functions to good advantage when it has no grounds for irritation, but on the contrary has internal as well as external reasons for being placid and content—for being satisfied with the atmosphere that surrounds it. Such satisfaction cannot exist in a rude and discourteous atmosphere. It cannot exist if every amenity is withheld and only the chill air of routine pervades. The sense of duty may remain unimpaired, the element of ambition may continue in full force, but the great driving force that springs from a desire to please and to excel because of a kind word, a cheery nod, a pleasant good morning, a sympathetic personal inquiry, is entirely lacking. The human machine becomes a selfish one, and even if it seeks to attain the best degree of efficiency, it is striving for its own benefit exclusively and not for that of its employer, and this does not mean "complete efficiency."

* * *

The cheapest commodity in the world—the one that costs least and produces the greatest increment—is politeness.

Not the politeness of mere form, but the innate spirit of courtesy that finds spontaneous expression at all times and to all men. A prominent official of the Illinois Central Railroad used to say, "The best investments that I ever make, and the ones that pay the biggest dividends, are the little acts of kindness that I do and the pleasant words that I speak as I go my daily rounds in life." No captain of finance or industry can give you a better tip than that, if you really want to make things pay.

Nor does this habit of politeness operate only centrifugally. Its influence is not confined to the persons or objects upon whom it is bestowed, but reacts with equal effect upon the bestower, elevating his mind, broadening his sympathies and bringing him into closer touch and better understanding with his fellows, whether they be above him or below him in the social or business scale.

No man is too big or important to be polite, nor is any man too small or insignificant to be polite to. Wealth does not ennoble nor does power elevate. They merely impose greater obligations upon their possessors—obligations that cannot be properly met in a parsimonious way. The greater the wealth or power, the greater becomes the obligation, and this obligation may be broadly expressed as "noblesse oblige." The rich and powerful are in duty to themselves bound to be considerate and kind, just and gentle, or they are unfitted either for the wealth or the power.

But this obligation of politeness and courtesy is not one-sided. It is not only from the employer to the employe, not only from the great to the small, but equally as binding from the employe to the employer and from the small to the great, and likewise equally so from fellow to fellow of the same class. Its observance costs nothing, either in money or effort, and it pays an enormous dividend in good will, in mutual respect and kindly feeling, in the consciousness of a community of interests and in the whole atmosphere of one's surroundings. It supplants grouch and takes a light heart home instead of a surly one.

The application is universal. It is

confined to no walk or condition of life, nor to any particular class of relationship between men or women. It belongs in the little shops as well as the big ones. It relates to the workman and his boss, to the merchant and his clerk, to the salesman and his customer, in equal degree. Each member of all these classes will find his work made easier, the results of that work more assured and profitable, and his mental poise more satisfactory and efficient by the simple practice of this inexpensive virtue of politeness. He will find it the cheapest and best paying investment that he ever made.

* * *

How often do we go into a shop and find thousands of dollars worth of clever advertising neutralized by the ill manners of some employe or official? How frequently do we leave the presence of a banker or a lawyer whose lack of courtesy has offended us and caused us to determine to leave him severely alone in the future? On the other hand, how often does our own lack of courtesy offend the shop employe, with the result that we get grudging and imperfect attention, and perhaps even pay more for our goods? How often does the banker refuse accommodation that might have been granted if our own *savoir faire* had been more in evidence?

Many notable examples of the commercial product of politeness and courtesy might be cited, if it were necessary to prove the correctness of the foregoing statements, but space does not permit. One conspicuous exemplification may be mentioned, however, in the life work of the late George C. Boldt, the great boniface of New York and Philadelphia—another in that of John B. Drake, the world famous manager of the Grand Pacific Hotel of Chicago in its palmy days—both men whose names were synonyms of the simple virtues under discussions—both men who made friends alike of their guests and their employes, touched their affections, got the best that was in them, both as to patronage and service—and both men who amassed millions and left no bitter taste in any one's mouth—a fitting

epitaph for each of whom would be, 'He Never Forgot to Be Polite.'

If complete efficiency is to be attained one must remember that the human machine is far more complex than the mechanical; that it is an instrument of many chords, and that its perfect expression cannot be brought out if any one of those chords is neglected or jangled out of harmony. Politeness and courtesy will touch and vibrate some of the most important of these chords.

* * *

If we consider the ethical side there is much to be said. But let it suffice that politeness makes a gentleman out of a boor, a friend out of an exacting master, a willing and eager worker out of the time-server; that it polishes the character, creates a contented spirit and sweetens life. ARE NOT THESE BIG DIVIDENDS?—*Chicago Herald, Feb. 18, 1917.*

THE RAILROAD AND THE BANKER IN THE DAIRY BUSINESS

Boys' and Girls' Dairy Clubs-Calves

The Illinois Central Railroad is very desirous of securing the co-operation of the bankers with the railroad and the farmers in order to promote and foster the dairy interests in their respective communities.

Believing that one of the best means to insure the greater expansion and development of the dairy industry is to get the boys and girls interested, the Illinois Central Railroad, co-operating with the bankers and citizens of Martin, Tennessee, organized in March, 1916, what is known as the Boys' and Girls' Dairy Club, whose slogan is "Efficiency in Dairying." The bankers of Martin loaned each member of the Club sufficient money at six per cent interest to purchase a Holstein cow, the boys and girls in turn giving their notes for same, endorsed by their parents. Fifty members were enrolled in the Club when organized, which number has been increased to about seventy-five. The cows were purchased in Wisconsin and as a

result of the organization of this Club the farmers in the vicinity of Martin are buying cows and going into the dairy business on an extensive scale.

Similar clubs are now in process of organization in Mayfield, Ky., and Hazelhurst, Miss. While the formation of these Dairy Clubs was inaugurated by the Illinois Central Railroad, were it not for the spirit of hearty co-operation of the bankers in financing the propositions, the boys and girls would have been unable to purchase the necessary cows, and it is hoped the bankers in other parts of the Mississippi Valley will lend this substantial encouragement to the boys and girls in their respective communities.

Another illustration of this Club movement is the formation of Calf Clubs in Illinois.

Mr. Thos. F. Chamberlain, Cashier, First National Bank, at Brighton, Ill., purchased in Wisconsin last March 84 head of heifers, ranging in age from six to sixteen months. These calves were shipped to Brighton and sold to school children in that vicinity at actual cost, the bank taking the child's note bearing six per cent interest. They paid an average of \$43.00 per head for these calves, delivered at Brighton with the understanding that in less than one year they were to be brought to Brighton and sold at public auction. The difference in what they paid, plus six per cent interest, and what the heifer brought at the sale, was the profit the child made on the transaction. This sale was held December 8th, 1916, and 84 heifers were sold for cash at public auction to the highest bidder, and brought an average of \$92.30 per head, a total of \$7,749.00. The notes given by the children totaled \$3,612.00, leaving a profit of \$4,137.00. This sale was the first of its kind held in this country, and afforded convincing evidence of the practicability of the Bank Calf Club Movement in Illinois.

This movement has resulted in the organization of many more Calf Clubs throughout Illinois for the purpose of interesting children in the dairy industry.

At Centralia, Ill., one of the first

Calf Clubs was organized by the President of the Centralia Trust & Savings Bank, Mr. J. F. Mackey, who gives his views regarding this organization as follows:

"I have been in the banking business for twenty years, and I believe that this has been the greatest advertisement we have ever undertaken. We are confident the movement will ripen into a great deal of good and permanent business for our institution."

Practical work of this kind will undoubtedly go much farther in encouraging the boy and girl to remain on the farm than any other method. Of course the banker must invest some money for a time, but there is practically no risk, and with the united efforts of the banker and the railroad, co-operating along these lines for the greater development of the dairy industry, there is bound to be brought about a new era of prosperity, together with a happier and more contented citizenship.

A little pamphlet entitled "The Railroad and the Banker in the Dairy Business" has just been published by the Illinois Central Railroad, copy of which can be secured by addressing J. C. Clair, Industrial and Immigration Commissioner, Illinois Central Railroad, Chicago, Illinois.—*Yazoo* (Miss.) *Herald*, Feb. 16, 1917.

WARN OF MORE TROUBLE

Rail Officials Say Government is to Blame for Bad Freight Conditions

Will Uncle Sam learn his lesson from the present freight congestion? Will the railroads be given the necessary leeway to permit them to take the steps that will prevent the repetition of the industrial paralysis that grips America today?

Men high in transportation affairs, officers well informed on railroad finance, declare that the attitude of American governmental bodies for some years back has been such as to retard railroad expansion to the extent that it is almost at a standstill.

They say the uncertainties with which the carriers were confronted were not conducive to great expenditures. In ad-

dition, even tho the railroads were disposed to raise new moneys, these men declare, investors would be slow to respond, if at all, because of their lack of faith in the properties under the then existing conditions. Then is used here because conditions have been alleviated somewhat of late.

These same men point out that if the railroads had had the undivided support of the government and the public they would have been able to combat the prevalent car shortage and freight tie-up more successfully even tho they are only partly to blame. It has been pointed out time and again that the main responsibility for the present bad situation is largely traceable to the manufacturers and industrial concerns generally because they have been handling business that has increased from 50 to 200 per cent, and in some cases even more, on the same facilities. In other words, the lack of warehouse and storage space, teaming facilities and terminals and docks are the most patent factors. The shippers made no attempts to deny these contentions.

For instance, George D. Ogden, freight traffic manager of the Pennsylvania Railroad, speaking before the Baltimore Traffic Club, recently declared:

Peace may give us a breathing spell, but there are few things more nearly certain in the realm of business than the prospect that the next period of trade activity in the United States will witness a transportation congestion even more severe than that of recent months, unless in the meantime our railroads are permitted to develop and are given a decent chance to gain strength and grow up to their jobs.

Taking the other side of the matter—the effect on the investor's income—A. J. County, vice president in charge of accounting, Pennsylvania Railroad Company, in an address recently said:

Give the Pennsylvania Railroad the average freight rates charged by the government-owned German and French lines and this road could pay American wages to its employes, war prices for all its materials and 40 per cent a year dividends to its stockholders.

Ivy L. Lee, formerly assistant to the president of the Pennsylvania Railroad, after giving the vain attempts of the New York Central and Southern railroads to raise money as striking examples of the hesitancy of investors to respond to the railroads' plea, said:

The trouble with our system of regulation is that it has devoted itself so largely to an attempt to prevent existing investors from obtaining more than an "adequate return" upon their investments. Railroad regulation—probably in response to the public opinion of the country—has been devoted to the restriction of profits. It has neglected its function of insuring the provision of the adequate facilities needed to handle the growing business of the country.

Such utterances are more than pertinent! Of course some scoffers will declare that this is all railroad talk and is the same old "poverty plea," as many persons fondly call it, but nevertheless it rings with truth. These men are of high caliber and do not talk merely to hear their voices. They have excellent reputations for sincerity and truthfulness. They are deep thinkers and the American public could do a whole lot worse than listen to and heed their utterances.—*The Chicago Evening Post.*

SAFETY ENGINEER GIVES VALUABLE POINTERS

Decatur, Ill., Feb. 10, 1916.

Editor Review:

I read the article of the narrow escape on North Main Street railroad crossing in your issue of Feb. 8. I have been working in Decatur for the last six months and being in the accident prevention line I see a little more, perhaps, than the average person. There is no question in my mind that Decatur has some very dangerous crossings.

The railroads of this country have spent millions of dollars to protect the passengers, employes, trespassers, and general public. The money spent on the last item would surprise anyone. The records of the railroad companies show it is double the expenses of the other three items.

Show Decrease

Now statistics show a decrease in 1915 of 42 per cent in employes killed, of 19 per cent injured, of 45 per cent in passengers killed, 27 per cent passengers injured. The extent to which the public voluntarily co-operated in preventing accidents of which in the main they alone could prevent is shown in a decrease of only 10 per cent in non-trespassers (travelers on highway) killed, of 11 per cent in non-trespassers injured, and 8 per cent in trespassers killed, an increase of 2 per cent in trespassers injured.

A safety campaign has got to have the co-operation of every one concerned, whether it is the worker employed by the railroad company or the public.

The statistics above show while the railroad companies have spent millions of dollars to educate the people, the money and time thus spent has not been appreciated by the public as much as they ought to, for if they had there would be a larger increase in the reduction of accidents under this item.

The reason for this is readily seen. The average person whether riding in an automobile or walking takes for granted that the crossing is clear, which is something that the safety engineers of this country are trying to teach the public is absolutely wrong. The crossing is dangerous at all times, it is necessary for him or her to STOP, LOOK and LISTEN.

Autos Cause Increase

It is surprising the number of accidents on railroad crossings of automobile parties. Several years back when the horse had the lead the fatal accidents were only about 30 per cent of the present number. When a man is driving an automobile he can stop the car, get out, look and see if the crossing is clear which would be practically an impossibility if he was driving a horse.

The above shows that the public is greatly to blame for most of the accidents and is due to carelessness and about the only thing that would remedy this carelessness would be a law com-

pling a man driving a car to protect himself at a crossing by getting out and flagging it himself.

In regard to persons walking across a railroad crossing, STOP and LOOK both ways before crossing. As to the children this should be taught them at school regularly. The necessity of teaching children at school safety can be seen every day on the streets and on the railroad crossings in Decatur.

Hoping you will give this a space in your valued paper, I remain,

Very truly yours,

C. E. MURPHY,

Consulting Safety Engineer, A. E. Stalley Mfg. Co.

—*The Decatur (Ill.) Review, February 10, 1917.*

HAVE HOUSE WARMING

**Illinois Central Officials and Employees
Have Social Time Last Night**

In New Freight House

**Improvements Costing \$20,000 Have
Just Been Completed and Plant
is Fine One**

Illinois Central Freight Agent W. B. Sievers officially opened the newly remodeled and enlarged freight house on Saturday night with a lunch and dancing party for local officials of the road, visiting officials, employes, their wives, families and friends in the new offices of the freight house. The party, consisting of over one hundred people, gathered in the offices early in the evening and a lunch was served about 8 o'clock. After this the tables were removed and the officials and employes and their families danced until late in the evening to the music of an orchestra composed of musicians from the section gangs of the Dubuque division.

As the guests completed their lunch, which was served by William Goetz, Freight Agent Sievers spoke and expressed his gratitude at seeing such a large crowd of his employes and their

families. After saying a few words regarding how glad he was to be in his new offices he introduced Superintendent W. Atwill, of the Dubuque division, who spoke a few words. Mr. Atwill expressed his pleasure at seeing the employes of the local division together in a social way and stated that he hoped to see many similar socials.

The Other Speakers

J. L. East, agent of the loss and damage bureau of Chicago, was the next speaker and he, as did other speakers, gave unlimited praise to Mr. Sievers for his efforts in securing one of the best freight offices on the Illinois Central system. T. T. Killiher, chief special agent of the system, was then called and spoke a few words of praise for the Dubuque division and its officials. In his talk, the speaker stated that the Dubuque freight house was the best on the entire system, with the exception of a new house at New Orleans, costing many times what the Dubuque building cost. A. E. Barton, Instructor of the Illinois Training School was the last speaker.

The improvements and alterations at the Dubuque freight house represent an outlay of \$20,000 and come as a result of many years of effort on the part of Agent Sievers. When he was transferred to the Dubuque house four years ago, Mr. Sievers started asking the head officials for the alterations and it was not until last year, after he had frequently made his request to the head offices, that the improvement was sanctioned by the Chicago office.

The Alterations

The main building was erected in 1868, and was then the best freight house on the system. The alterations include the erection of an additional story at the north end, for office purposes, and the enlargement of the platform space. New doors have been put on and the platform made wider. The outside platform has been covered with a canopy.

The offices are at the present time installed in the old Mulgrew offices and

will be moved back into the freight house during the present week, as soon as the new furniture arrives.—*Dubuque Times-Journal, Sunday Feb. 18, 1917.*

COMPLIMENTS LOCAL COLLEGE VERY HIGHLY

Another prominent official, Mr. E. A. Barton, the man who looks after the supply of operators and station agents for the Illinois Central and Yazoo and Mississippi Valley railroads, was a visitor at Chillicothe Telegraphy College yesterday. This is the second big man in the telegraph world to visit Chillicothe's big telegraph school since the holidays. While it was not Mr. Barton's first visit, yet it was his first since the college has been located in its new quarters on the fourth floor of the main building. Preparations for this change were under way when Mr. Barton visited the college last summer and when after a thorough inspection, he selected the big local school as one of the official training schools for the Illinois Central. During his conversation yesterday, Mr. Barton stated the enrollment and equipment of the Chillicothe Telegraphy College was the greatest and most complete of any of the six schools designated by his lines as Official Training Schools.

The real purpose of Mr. Barton's visit was not to inspect the college, although this was very thoroughly done, but to interest the students in entering the employ of the Illinois Central. He discussed the big demand for competent young men, the seriousness of the problem from the railroad's standpoint, and how much greater the demand was than a year or more ago.

In his address to the students, Mr. Barton called their attention to the fact that the Illinois Central was the finest equipped of all the railroads of the country and also offered the greatest variety of climate. He referred to many of the former students of the school now well advanced in the employ of his company, a number receiving more than one hundred dollars per month. The educational features of the Illinois Central in training and fitting their employees for ad-

vancement, their medical and hospital service, free transportation, etc.; all these things were mentioned as reasons why the students, in finishing their courses, should consider favorably becoming employees of the lines which Mr. Barton represented.

The speaker then entered upon a straight-from-the-shoulder discussion of the operator and agent, referring to his relations with the public as the personal representative of the president of the road. The agent should be "mad proof," well qualified, polite and have at all times the interest of both the patron and the road at heart. Mr. Barton gave character as the principal asset to a successful career. The cigarette was "tabooed" and the selection of good associates and good literature urged. The speaker plead with the students to concentrate upon their work and apply themselves while in school. In doing as he contended they were building for the future.

As a result of Mr. Barton's visit, two students will leave to enter the employ of the Illinois Central as soon as their passes reach Chillicothe, and no doubt a large per cent of the enrollment will follow as they reach the finishing stages.

The management was not alone in enjoying Mr. Barton's visit for the students of the telegraphy college felt that they shared his acquaintance and that the visit was really made for their benefit.—*Exchange.*

IN THE INTEREST OF SAFETY FIRST

Two Measures Introduced in the Tennessee Legislature

Two bills have been introduced in the House of Representatives of the Tennessee Legislature in the interest of "safety first." The bills are by Representative Thomas H. Hirner of Shelby county, and if passed, will go a long ways toward reducing the number of avoidable accidents in the state. They are as follows:

Bill No. 35—Requiring automobiles to stop within ten feet of railroad crossings.

Bill No. 36—Making it unlawful to trespass on railroad rights-of-way.

Accidents statistics show that the

larger percentage of deaths upon railroads of the country are attributed to trespassing and to accidents at crossings—carelessness upon the part of the drivers of cars and carelessness on the part of persons who use railroad tracks walkways and for play grounds, etc.

Both measures are commendable and should have the support of all persons who really have the principles of "safety first" at heart. In many of the countries of Europe a person who trespasses on railroad property is subject to arrest, and if one would eliminate from the list of accidental deaths the number of persons killed while trespassing on railroad property, the list would be materially curtailed.

The movement to prevent accidents at railroad crossings, is but following the recent campaign inaugurated on the N. C. & St. L. to have placed in all garages and repair shops along the system warnings to owners and drivers of cars, urging them to "stop, look and listen" before driving upon a crossing.

The safety measures can do a lot of good, and will be factors in reducing the number of accidental deaths in the state if the public will but co-operate in their enforcement. Such measures as the two above referred to are certainly in the interest of the public and should have the support of the public.

That the railroads will heartily co-operate in any movement looking toward the reduction of accidents goes without saying: in fact, many of the more progressive lines have well-organized safety departments.—*Mrs. Grundy of Grundy, Published at Tracy City, Tenn.*

Representative Hirner's stop, look and listen bill applying, to automobilists, passed the House of the Tennessee Legislature on the 1st inst. Only five members voted against it. The Senate, it is predicted, will also pass the measure, and Tennessee will then be upon record in favor of Safety First.

AUTO ACCIDENTS IN WINTER.

Horried as we were during the summer months about automobile accidents, we are no less horrified about

the accidents of the winter. Hardly a day passes that an accident of some kind is not reported. Considering that there are many less automobiles operated in the winter than in the summer time, accidents, taking numbers in operation in consideration, are just as numerous, if not more numerous, in the winter than in the summer.

The average person cannot understand this racing of automobiles up and down the streets in winter time. He can understand why speed fiends race in summer time. But to see them racing, or at least going at a pace all out of reason in winter time, when the curtains are drawn, preventing good sight, when the streets are filled with snow and ice, allowing and even promoting skidding and therefore loss of control, is much beyond him.

The worst of it is that the careless driver suffers no more damage than the careful driver and the careful driver is in just as much jeopardy as the careless driver. No matter how careful a driver is, he is in danger of being struck at any time and his car damaged or wrecked and himself injured. It is difficult, in view of the snow and ice, for him to turn out to avoid accidents, all the time he is driving he is simply taking the chance.

Are we not soon to get some sound sense? We have been led to believe that the speed mania would die out as time went on and the novelty of driving fast wore off, but we are beginning to get discouraged about it.

The time will come when reckless drivers will not be permitted to drive the motor car; when drivers will have to have their cars under perfect control at all times. There must be some stringent safety regulations that will keep the careful driver from having his property wrecked and himself and his passengers killed. It cannot come too soon for the general good. We are not doing away with John Barleycorn only to let the reckless auto driver take his place as a demon of destruction.—*The Waterloo (Ia.) Times-Tribune, Feb. 3, 1917.*

CAR SHORTAGES.

While shippers in this section are kicking about car shortage, the roads in Chicago are complaining that they cannot deliver shipments to the Atlantic seaboard because of fear of Germany's submarine warfare; that they have been notified by shippers not to move loaded cars eastward.

This furnishes an angle of the railroad problem that seems to be little understood or appreciated by the average citizen—at least, they shut their eyes to the fact that a freight embargo; or any other trouble that disarranges traffic causes cars to stand in idleness, and the railroads lose money thereby—for demurrage or delayage charges are not sufficient to balance lost freight charges.

A short time ago somebody prepared statistics showing that during the past ten years the railroads lost in gross earnings from car shortage \$78,858,290, and offered these figures to prove that the railroads were not properly managing their business, because they should have provided more cars.

The railroads answer this argument by figures equally accurate showing that within the same ten-year period the railroads lost \$1,057,957,977.50 in gross earnings from car idleness; that during this period they added 678,000 cars to their equipment, and that on an average of 92 days out of 100 during this ten-year period the railroads of the country provided more cars than the shippers called for to carry freight; that at times an extraordinary percentage of cars were idle for the lack of freight, and the shippers must therefore assume a large share of liability for existing conditions.

During the past three months the so-called car shortage in this country has been due more to the tardiness or unbusiness like methods of shippers than to any actual shortage of freight cars.—*Editorial, Jackson (Miss.) Daily News, 2-15-17.*

I. C. TRYING TO AVOID ACCIDENTS

At All Grade Crossings by Issuing Warning to All Automobile Drivers

The Illinois Central Railroad Co. should be heartily commended for its tireless, and surely very effective efforts to reduce the fatal accidents at railroad crossings. Their warnings are heralded from the housetops, as it were, and we believe already the good effects are being manifested in the greatly reduced death rates, not only on their own system, but on all others as well. While it might in a measure, be attributed to a selfish desire to relieve themselves of the expense of paying for these accidents, the work is nevertheless of untold benefit to the probable victims, and is entitled to the same praise.

Just now warnings are being placed in all garages and other points frequented by automobiles, warning them to "Stop, Look and Listen" at all grade crossings. At this time it seems impossible, but it would be a good thing if some arrangement could be made for the approaching train to automatically hoist some kind of a signal at each crossing, but until this or some other sure method is invented, it is a safe proposition for all cars to "Stop, Look and Listen" at all crossings.

An automobile can stop a great deal easier, and in a much shorter space than can a locomotive drawing a heavy train of cars.

If drivers will keep uppermost in their minds that it is "better to be careful than sorry," they will materially aid the Illinois Central company in their crusade against grade crossing accidents.—*Benton, (Ill.) Republican, Feb. 16, 1917.*

"A TRAVESTY ON JUSTICE; A CRIME AGAINST RIGHT."

Washington, Feb. 5.—Judgment for \$10,000 damages secured in Mississippi courts against the Illinois Central and Yazoo and Mississippi Valley railroads by V. P. Messina, of Canton, Miss., based upon Mississippi's law making in-

jury to a traveler prima facie evidence of the railroad's negligence, was put into effect today by the supreme court. Although constitutionality of the state "prima facie evidence" law was not directly passed upon, the court rejected the railroad's appeal, in which the carriers contended that the law is unconstitutional.—*Press Dispatch*.

Our recollection of this case is that the suit was based on the accidental killing of a man who was stealing a ride. The Reveille knows nothing about the justice or injustice of the federal court's decision; but we know the decision of the state courts was a travesty on justice—a crime against right.—*Port Gibson (Miss.) Reville, February 8, 1917*.

WARNING TO ALL AUTOMOBILE OWNERS, THEIR DRIVERS, ETC.

By order of the mayor and board of aldermen of the City of Kosciusko, Miss., all automobile owners, as well as other motor vehicle owners, are hereby given fair warning that the law known as the "Automobile Law," and all provisions therein made concerning the operation, speeding, equipment and management, etc., of any vehicle propelled by motor power, will be executed strictly, and the violators of any of the provisions of said law will be dealt with as the said law directs. This notice is published in fairness to everybody and this law, as well as all other laws, will be enforced strictly.

WALTER DAVIS, Marshal.

This January 12, 1917.

—*The Kosciusko (Miss.) Herald, January 12, 1917*.

EDITORIAL.

Several full trainloads of coal arrived from the south over the M. & St. L., Illinois Central and Rock Island early Tuesday morning. The people in general should appreciate the efforts the railroad heads are making to relieve the coal shortage and suffering over the Northwest. It is said that the railroads have given orders to let their coal trains have the right-of-way. Don't be so quick to condemn the railroads at every turn. Show them any courtesy and they will willingly meet you two thirds of the way.—*Albert Lea (Minn.) Tribune, Feb. 6, 1917*.

THIS CERTAINLY CANNOT BE GENERAL CLAIM AGENT BURKE HULL.

Burke Hull, 12 years old, a delivery clerk in Bragg Bros & Co.'s store, caused a terrible flurry at home by failing to arrive at the accustomed hour of 6 o'clock. After a searching party had been called out, and the town was thoroughly ransacked, he was found at the Short Line depot asleep in a box car.—*Troy (Mo.) Free Press, 35 years ago*.

EDITORIAL.

The supreme court has affirmed the decision of the Mississippi courts in a suit for \$10,000 for injuries received while stealing a ride. By this decision the railroad is made liable for the accidental injuries received by a man who was robbing the road. That may be good law but it does not seem like good common sense.—*The Deer Creek (Miss.) Pilot, February 16, 1917*.



Starkville Miss.

THE Military Road from Nashville, Tenn., to New Orleans, La., which was cut by General Jackson, in 1817-20 ran through what is now the southwestern part of Oktibbeha County, and about twelve miles from the present sight of Starkville. This section of the state was opened up to settlers through the purchase of the territory from the Choctaw Indians by the United States in 1832.

Starkville was chosen as the county seat soon after the organization of the county in 1834, the early settlers coming largely from the Carolinas and Virginia.

The Spirit of Progress

Starkville, with a population of over 3,000, has an excellent system of water-works, which affords protection as well as pure water for domestic use. This supply is pumped from an artesian well eight inches in diameter and nine hundred feet deep. This plant, as well as the electric light plant, are municipally owned. Built on high and gently rolling grounds the natural drainage of the city is good, and health conditions are excellent. Starkville now has a network of over fifteen miles of cement walks and more are being built every year. With wide, well graded, and paved streets, the many fine homes with ideally sloping lawns set in an abundance of stately oaks, elms, pecans, and other native shade trees, Starkville is indeed an attractive

place; and one does not wonder at the many families that are constantly choosing it for their home.

Schools and Churches

The public school facilities are fully up to all modern requirements. The Starkville graded high school with an efficient staff of graded teachers is housed in a large up-to-date school building and tuition in all the grades of the regular school course is free. Instruction in music, art and expression are given by teachers of private classes at moderate cost. A large public school building in another part of the city located on ground six acres in extent, provides for the needs of the negro children. That Starkville has unusual educational advantages is readily demonstrated by the fact that it is only twenty-five miles from Mississippi's great industrial institute and college for girls at Columbus, as well as being the home of the Mississippi Agricultural and Mechanical College for boys and young men.

The organization and work of the Mississippi A. & M. College fall into three divisions:

First, Resident instruction in regular collegiate work, graduate courses, short courses, summer school and other forms of formal teaching and practical work and instruction on the campus of the college.

The instruction at the college must be

such as to educate and direct the minds and tastes of students to the sciences that underlie agriculture and the mechanic arts, such as Chemistry, Botany, Geology, Zoology, Entomology, Physiology, Mechanics, Physics, etc. To properly understand and appreciate these subjects requires an education as broad and liberal as that needed in mastering other professions. This simply means the application of the sciences to the development of farming, mining, manufacturing and transportation in a man-

issippi A. & M. College cannot furnish trained leaders fast enough to meet the demand, though every department is taxed to full capacity. It is now the function of this institution to provide courses for the training of civil, electrical and mining engineers, industrial and agricultural chemists, teachers of Chemistry, teachers for Agricultural and Consolidated schools, county agents, dairy, poultry and other live stock, and agricultural extension activities, and to send out educated farmers to own and de-



STARKVILLE, MISS.

ner both efficient and honorable. This type of education places applied science in the form of agriculture and engineering, upon a level with other vocations. It also makes way for the brightest and most competent young men to follow industrial pursuits instead of being drawn away from them into the old professions. The educational requirements to meet modern industrial demands are not inferior to those for the so-called learned professions. Experience has shown that in agricultural education the best is demanded and that there is no limit to the scope and usefulness or the dignity of agriculture or engineering as a profession. The Mis-

velop the soil resources of the State.

The increasing number of students in attendance each year in the face of increasing entrance requirements, indicates that the college is meeting the demand of the people of the state for a thoroughly practical education for its habits of industry should be acquired and preserved, by combining manual labor and laboratory work with literary instruction. Mental and physical training should go together and are equally important.

Second, The experiment station is an important branch of the college. Its field of usefulness lies in advancing scientific knowledge through sound and

systematic experimentation, investigation and research. It is now generally acknowledged that the establishment of sound agricultural doctrine requires careful research and experimentation. Agricultural problems of great importance are constantly arising and still await solution at the hands of the experiment station workers. The result of the research and investigations of this branch of the work are important alike for the college teaching departments and the extension division to furnish a substantial basis

etc. Those who cannot come to school are being taught in their homes and on their farms.

Oktibbeha County

The soil of eastern Oktibbeha county carry all the interesting and varied types of soil of that remarkable area known as the northeast prairie, which of late years has aroused the wonder and interest of the nation's leading and most prominent advocates of alfalfa growing. The area so circumscribed lies wholly within the selma chalk belt and has an

The Agricultural & Mechanical College evidently believes in Preparedness



STARKVILLE, MISS.

for developing agriculture and other industries and promoting an intelligent attitude toward them.

Third, The co-operative agricultural extension work though the newest is one of the most important branches of the college activities. It consists of giving instruction and practical demonstrations in agriculture and home economics and imparting information through field demonstrations, publications and otherwise. Through this agency the work of the college and experiment station finds its way to every community of the state through movable schools, boys' and girls' club activities, county agents, farmers organizations, marketing associations,

underlying strata varying in thickness of the geological formation that has been commonly known as "Rotten Limestone."

As building stone or as material for the construction of roads, this limestone on account of its rapid disintegration when exposed to air, is not considered valuable but as an agricultural asset, on account of its rich deposits of lime, phosphorus and potash. It has vastly greater value than it could possibly have as building material.

The eastern half of Oktibbeha County, in which Starkville is situated, differs in its topographical features from most other parts of the Northeast Prairie in that this area is traversed by numer-

ous streams, is somewhat hilly to gently rolling, and hence show more varying types of soil. The A. & M. College, was located here 37 years ago largely on account of the ideal conditions afforded for the best demonstrative work in diversified farming, stock raising and dairying. "Some of the soils of eastern Oktibbeha have an advantage over those in some other parts of the Northeast Prairie in being so situated that they receive the wash from a marl bed which contains large quantities of phosphoric acid and potash. The almost yearly renewal of these substances keeps these soils in a high state of fertility and renders unnecessary the application of these mineral plant foods."

Dr. W. N. Logan, than whom there is no better authority on geological matters in the South, has stated that "the richest of these soils contains 11,400 pounds of phosphoric acid in every two million pounds of soil. This more than twice the amount of phosphorus contained in the average fertile soil of the

United States. The same soil contains 18,400 pounds of potash for every two million pounds, which is an amount more than twice as great as that contained in the average fertile soil of the United States. These figures apply only to the available potash and phosphoric acid.

Rich Alluvial Lands of Oktibbeha County

Although Oktibbeha is classed as a hill county, there are along the borders of its various streams 45,000 acres of alluvial lands of untold fertility. Two drainage projects put through in the last three years, by means of canals cut with floating dredge boats, have made available for cultivation 12,000 acres of these bottom lands. Similar reclamation projects are already on foot.

Some rare opportunities are now afforded investors who have the nerve, the know-how and some means, for very profitable investment in the purchase and development of some of Oktibbeha's rich bottom lands.



BUSINESS SECTION, STARKVILLE, MISS.



FARM SCENES, OKTIBBEHA COUNTY, NEAR STARKVILLE, MISS.

Clover and Other Legumes

No locality in the south can be better suited to the growing of the legumes than eastern Oktibbeha. Five cuttings of alfalfa yielding an average of a ton per acre at each cutting are often produced in a single season. The friendliness of the soils for the clovers is evidenced, not only by fields of alfalfa, but also in frequent volunteer growths of burr clover in pastures that remain green through the winter and in summer carpets of white and alsike clovers, which in many instances have driven the weeds away from the roadside ditch bank.

Stock Raising, Dairying, Hay Growing

The ease which the legumes and grasses may be grown for meadows and pastures makes this one of the best stock raising sections of the State. For years Starkville has had the lead of all other points in the state for shipments of beef and dairy cattle. This industry is increasing annually. Silos and winter feeding barns are more frequently seen. Bermuda, paspalum, blue grass and the native grasses, together with the clovers, afford grazing nearly the year round to large herds of cattle.

More mules are raised each year. A number of Delta planters were recently supplied with Oktibbeha home-grown mules, preferring them to the mules to be had in the Northern markets.

Many farmers are increasing their Jersey dairy herds. Shipments of butter through the co-operative dairy recently established at the College are rapidly increasing each month.

The County has been officially declared free of ticks by the government authorities.

Numbers of cattle and some mule colts are carried through the winter on the switch cane which makes a rank growth in the creek bottoms.

Johnson grass, once considered a crop pest, is now highly prized for hay and constitutes the greater part of the hay shipments from this county. It is more nutritious than Bermuda or timothy. On the strong limely lands of this locality it often yields five tons per acre. It is deep-rooted, enriches the soil on which it is grown and is not difficult to eradicate when it is desired to put the meadow back into cultivation. Corn following



Johnson grass, a year later, often makes 50 to 80 bushels per acre.

The cattle industry at Starkville and throughout Oktibbeha county is perhaps its greatest industrial asset. The very word "Starkville" is practically synonymous with "Jersey cow." For many

years, the largest herd of registered Jerseys in the United States, owned by the late Col. W. B. Montgomery, was located at this place. At this time, numerous herds of Jersey cattle, both registered cattle and grade Jerseys, are located throughout the county. Many individual



MODEL BARN, A. & M. COLLEGE, STARKVILLE, MISS.

farmers operating dairies on their farms own from fifty to one hundred milch cows. The local creamery located on the campus of the A. & M. College is patronized by farmers practically throughout the entire county and brings a monthly pay-roll to each of its patrons, ranging from \$10.00 to \$200.00, depending upon the number of cows operated in the respective dairies. The high quality of the dairy product guarantees for it a ready market in the southern territory at gratifying prices. In the spring of the year, it is not an unusual sight to see herds of dairy cattle grazing in luscious pastures with blue-grass and clover from ten to twelve inches in height. Buyers from all over the Southern states come to Starkville in quest of dairy cattle, whether seeking one cow for family use or one hundred cows for dairy purposes or for sale in the markets. Within the past year, shipments from

Starkville have been made to Alabama, Louisiana, Texas, Arkansas, Tennessee, Illinois, Indiana and Cuba. Thousands and thousands of beef steers and common cattle are grazed on the rich lime-rock pastures of Eastern Oktibbeha. Within the past year, one shipment of beef steers from Starkville over the Illinois Central lines comprised two solid trains, approximately one thousand head of cattle. The farmers are growing sheep and hogs on a considerable scale throughout the county, shipments to the markets being made at frequent intervals in carloads lots. In her native and cultivated grasses, Starkville and its contiguous territory possesses a gold mine of unlimited resources. Favor and fortune wait on those who are utilizing this wonderful asset. It is no unusual thing for an acre of land to yield 100 per cent on its cost in one year in grass and in hay meadow.



NEAR STARKVILLE, MISS.

1. Trim Cane bottom in its natural state. Five miles northwest of Starkville, Miss.
2. Main Canal (upper portion), "Central Drainage District" of Oktibbeha Co. Miss. At Reed Road, 5 mi. N. W. of Starkville, May 29, 1916. Bottom $1\frac{1}{4}$ mi. wide (Trim Cane). Was cut here 20 ft. wide and 8 ft. deep—has washed out in 15 mo. to 32 ft. wide and $10\frac{1}{2}$ ft. deep. Sub-ditch cut entirely by flowing water. Fall 6 ft. per mi. Main canal $12\frac{1}{2}$ mi. Seven laterals, 7 mi. Size of Dist., 10,000 acres. Lower portion main canal about twice as large as shown here.
3. Alsike clover supported by red top and orchard grass, on reclaimed land of Central Drainage District, Oktibbeha Co., near Starkville, Miss.

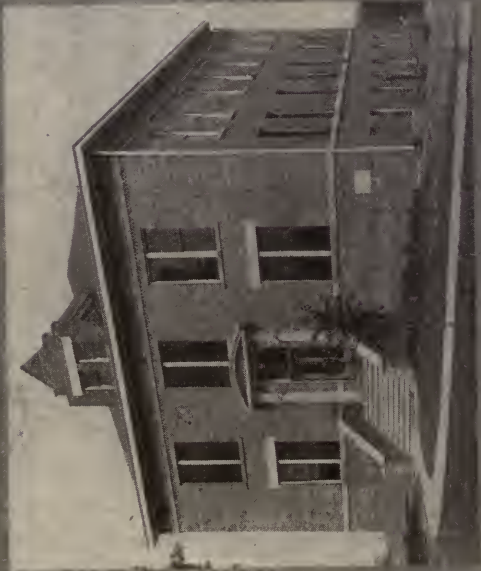
Farming, Diversification, Etc.

Cotton on many farms in Oktibbeha county has been a factor, but for several years now on many successfully operated farms it has been relegated to second or third place, Starkville farmers finding stock and hog raising, hay growing, dairying and other farm activities more profitable. Recently several potato clubs have been formed throughout the county and Irish potatoes will be grown for the market. Wheat, oats, soy beans,

and velvet beans are being successfully grown throughout the county. Last year one farmer had in one field 160 acres of wheat and oats, which produced large yields.

We heartily invite all who desire a home, where prosperity goes hand in hand with a high civilization, where educational facilities are unsurpassed to at least see what Starkville and Oktibbeha county has to offer before definitely selecting a permanent location.

A cordial welcome awaits all such.



Will Offer Measure to Prevent Accidents at Railroad Grade Crossings

People of Pana and, in fact, the entire state, will be interested in two important measures that will be introduced in the State Senate at the present session by State Senator Frank B. Wendling of this, the Fortieth district, who is very much alive in behalf of the interests of the whole people of Illinois. Senator Wendling was in Pana Thursday and explained to the writer briefly the two measures he intends introducing and which he hopes to have enacted into law, although he admits that he does not know how far he will get with them.

Probably the most important of these two measures and the one which will likely get by will be the one to prevent the great loss of life at railroad crossings, brought about by the carelessness of many drivers of automobiles.

Senator Wendling's contemplated bill would require the stoppage of all autos before crossing a railroad track at grade.

Nearly all states require railroad and traction cars to come to a full stop before crossing another rail line; the proposed law has been tried in this similar way, in practice and through the courts and has been proved good.

To be sure, there would be the alternative plan of having the crossings either made through overhead bridges or subways, but when one gives thought to the fact that the Illinois Central railroad alone has more than 13,000 grade crossings, the absolute prohibitive cost of eliminating grade crossings becomes apparent.

Senator Wendling, with an eye open to the public good, has taken notice of the terrible losses of life and property from the carelessness with which drivers get in the way of trains on railroad crossings, a menace to the automobile traveler and a serious handicap to the movements of trains, since the constant dread of dashing into a car on a crossing destroys the nerve and the efficiency of engineers, and has drawn the bill to obviate a continuance of this terrible loss of life.—The Pana (Ill.) Daily Palladium.

Centralia (Ill.) to the Front

Makanda and Centralia, Ill., are the latest towns to enact STOP, LOOK and LISTEN ordinances applying to automobilists. The following is a true copy of the ordinance passed by Centralia on the night of the 20th, ult.:

Ordinance No. 421

Be it Ordained by the City Council of the City of Centralia, Illinois:

Section 1. That it is hereby made an offense against the City of Centralia for any person to run, drive or operate any automobile, auto truck, motorcycle or other motor-driven vehicle across the tracks of any railroad company operating in the City of Centralia, where such railroad tracks cross at grade any street, alley, avenue or highway of the City of Centralia, before first bringing such automobile, auto truck, motorcycle, or other motor driven vehicle to a full stop not less than ten (10) feet from the nearest rail of such railroad track.

Sec. 2. That no automobile, auto truck, motorcycle or other motor driven vehicle shall be brought to a stop upon any railroad crossing in the City of Centralia, and except when actually in motion in passing over a railroad crossing shall not at any point approach closer than ten (10) feet to the nearest rail of any railroad track.

Sec. 3. That the owner of any automobile, auto truck, motorcycle or other motor driven vehicle, when not actually the driver or operator thereof, who shall knowingly cause or permit the chauffeur or driver thereof to violate either or both of the two preceding sections, shall likewise be guilty of a violation thereof.

Sec. 4. Nothing in this ordinance shall apply to any motor in use by members of the fire department when answering or responding to a fire alarm, or to a motor used in the ambulance service when actually engaged in responding to a call for such ambulance service.

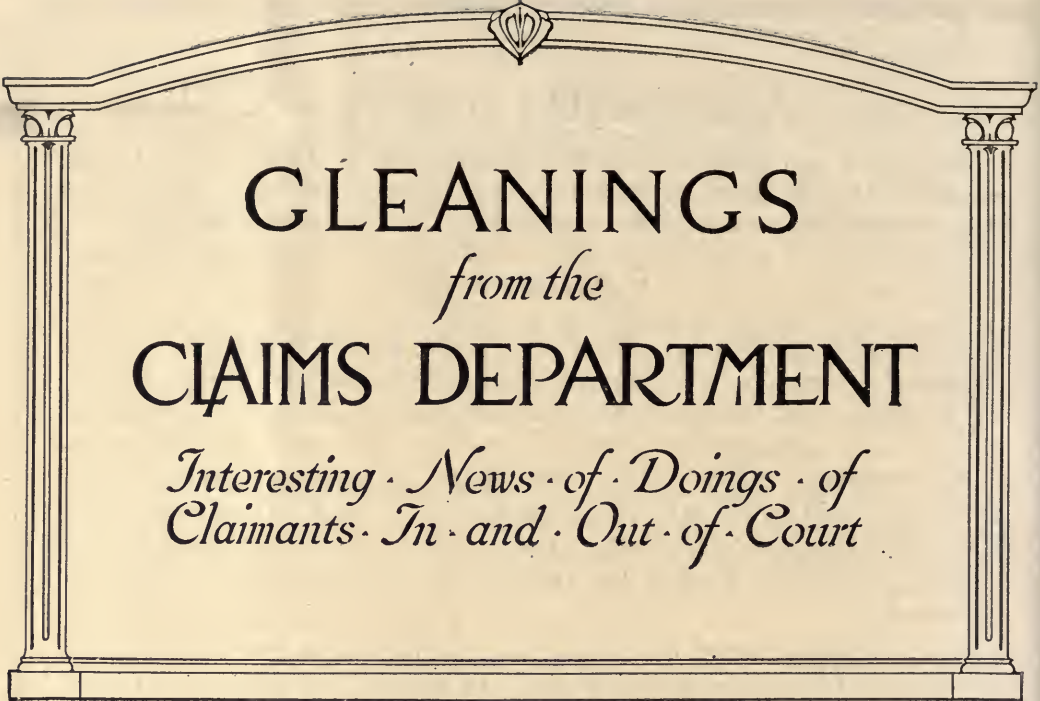
Sec. 5. Every person convicted of a violation of any of the foregoing provisions of this ordinance shall be punished by a fine of not less than \$5.00 nor more than \$200 for each offense.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the corporate seal of the City of Centralia, Illinois, this 20th day of February, A. D. 1917.

C. F. LENDER, Mayor.

Attested: JAMES MAXFIELD, Clerk.

—Centralia (Ill.) Evening Sentinel, February 21, 1917.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

SAM SMITH KILLED

By Running His Automobile Into the Side of a Train, Derailing Engine and Caboose and Injuring Flagman, Near Carbondale, Ill.

Samuel Smith, colored, age 21, attempted to drive his automobile, at a high rate of speed, over Brush Crossing, near Carbondale, Ill., at 7:40 P. M., February 6th. At the same time, Extra 1633 South, which consisted of engine and caboose, was backing up, with the caboose at the advancing end, at a speed of 8 or 10 miles per hour. The engine bell was ringing, the marker and cupola lights were burning brightly and the flagman was stationed on the platform of the caboose with his white light burning. Approaching the crossing the flagman noticed the automobile coming toward the track at a very high rate of speed. It was a bright moonlight night and there was no obstruction of the view of the train. If Smith had looked he could have

seen the train. If he had listened he could have heard the bell. The flagman yelled and waved his white light to no avail. Smith did not reduce the speed of his automobile in any manner. The automobile struck the steps of the caboose, wedging itself underneath in such a manner as to derail the caboose. The wreckage knocked the switch stand down and thus permitted the switch points to open and derail the engine. Smith, the driver of the automobile, was killed. F. E. Winstead, the flagman, residence, Wetaug, Ill., was thrown from the platform of the caboose and struck the automobile, and was seriously injured. The damage, bad as it was, might have been a great deal worse if the train had been a passenger train instead of just an engine and caboose. The crew of the train was blameless. They were pursuing the even tenor of their way. They had complied with all of the rules of the Company and were wrecked by the gross and outrageous carelessness of the colored driver of the automobile,

for whom, unfortunately, there was no rule, no law, no regulation of any kind. In this case Smith paid the penalty by giving up his life. It is fortunate, indeed, that other and more valuable lives were not lost through his disregard of all the rules of safety. German submarines are perhaps not doing any more damage to humanity and property, in proportion, than the crazy, reckless automobilists are doing to people and property at railway grade crossings in this peaceful country. The awful slaughter goes on uninterruptedly under our very eyes, and still the State authorities have not yet acted.

\$25,000.00 ASKED; NOTHING GIVEN

**Jury in Automobile Grade Crossing
Damage Suit Brought by A. D.
Chattelle Returns Verdict
for Company.**

After an all week's session in Circuit Court the jury trying the damage case of A. D. Chattelle vs. the Illinois Central Railroad returned a verdict about 9:30 o'clock last evening of "Not Guilty." Those signing the verdict were:

Edw. Morris, Edw. Redfearn, Frank Dankbar, Alvin Davis, Otto Grebner, Cyrus Breed, Charles Brodrecht, Marion Wilcox, Alois Hahn, Ernest Nadig, Ben. Cobine and Thomas Redfearn.

The charge was brought against the aforementioned railroad company by Sheean & Sheean, attorneys at law, in which \$25,000 damages was asked for injuries and other results due to the accident on June 28, 1916 at Leappear's crossing near Warren, Ill., when an Illinois Central passenger train struck an auto in which Mr. Chattelle and five others were riding. The five were killed and Mr. Chattelle was injured. After hearing some fifteen witnesses, more or less on each side, the attorneys commenced their arguments to the jury at 2:15 Friday afternoon, by E. C. Fiedler who was assisting F. T. Sheean with the plaintiff's case. Mr. Fiedler was

followed by Douglas Pattison of Freeport an attorney for the defense, and following Mr. Pattison was M. J. Dillon, also a defendant attorney. Frank T. Sheean closed his arguments at 5:37 and the Court then read the instructions to the jury and turned the case into its hands at 6:15. The trial has been one of interest and the court room has been filled during the entire week with an audience, including the witnesses and parties interested from Warren, Dubuque and Waterloo, Iowa, and the regular Galenians who attend all sessions of Circuit court.

Several officials of the Illinois Central were present during a part of the trial.—*Galena (Ill.) Daily Gazette, February 24, 1917.*

SUITS FOR \$89,000

**Decided By a Jury at Paducah, Ky., in
Favor of the Illinois Central.**

**Last Chapter of the Automobile Catastrophe at Pryorsburg Crossing
on August 9, 1916, in Which
Two Were Killed and Two
Were Injured**

Z. C. Graham, Jr., and Queenie McClure were killed, Ruth Martin and Lance Fox were injured, in an automobile grade crossing accident which occurred August 9, 1916, at Pryorsburg Crossing, near Mayfield, Ky.

Law suits against the Illinois Central for damages aggregating \$89,000 were promptly commenced in the Circuit Court of McCracken County, Kentucky, at Paducah. These cases were tried at Paducah during the first part of February and attracted wide-spread attention. The court-room was filled with spectators every day the cases were on trial, and the Paducah newspapers devoted a great deal of space, under flaring headlines, to the progress of the trial.

Engineer Guy Jennings was at the throttle of the engine which struck the automobile. He testified that he was running 35 miles per hour; that he

blew two long and two short blasts of the whistle before reaching the crossing; that his engine was 60 feet from the crossing when he first saw the automobile and at that time the automobile was approximately 40 feet from the track and was running at a high rate of speed, and that the speed of the automobile was never checked until it came in collision with the locomotive. Engineer Jennings was corroborated by twelve other witnesses. There was a great deal of testimony to the effect that the joy-riders had been drinking and a quantity of "booze," which had been in the machine, was picked up among the wreckage.

The jury brought in a straight ver-

dict, exonerating Engineer Jennings and the Railroad Company, and denying the plaintiffs any part of the \$89,000 for which they sued.

It is a notable fact that the courts and the juries are taking pretty good care of the railroads in the trials of automobile grade crossing cases. Locomotive engineers, upon whom the brunt of every battle of this kind seems to center, are being vindicated of responsibility, but they are claiming that the reckless habit of automobilists is wrecking their nerves, and they are taking a leading part in requesting cities, towns and villages to require automobilists to Stop, Look and Listen at railway grade crossings. They are also



RESIDENTIAL SECTION, STARKVILLE, MISS.

urging the legislatures of the various states to regulate the automobilists by requiring them to stop before passing over railroad tracks at grade. They are asking for protection to their nerves and the lives of the people entrusted to them. They are asking the public to co-operate with the railroads in accelerating the "Safety First" campaign by applying the sane and reasonable doctrine of Stop, Look and Listen.

ENGINEER'S WIDOW GIVEN \$4,000 BY ESTATE OF MAN WHOSE AUTO WRECKED TRAIN

Danville, Ill., February 8.—Mrs. Maude Everhart, widow of Engineer Charles Everhart, who died from injuries suffered last June when the Florida Limited on the Chicago and Eastern Illinois was wrecked twelve miles north of here by striking an automobile driven by Harper Daniels, today received from Daniels' estate \$4,000 in settlement.

It is said to be the first time that a suit of this kind was ever brought against a person for being responsible for a railway wreck. Daniels was a retired undertaker and worth about \$130,000.

The railway company has a suit for \$16,500 against the Daniels' estate for damages to the engine, train and roadbed. Although the train was an all-steel affair, the locomotive and four coaches were thrown into the ditch and overturned.—*St. Louis Globe Democrat*, February 9, 1917.

MAKANDA ACTS

The Village Board of Makanda, Ill., on the night of February 5th, passed the following ordinance:

"No motorman, mechanic, or other driver of any automobile, motor car or automatic machine shall cross any railroad crossing within the corporate limits of the Village without first bringing such machine to a full stop to be assured the track is clear and that no train is approaching from either direction under a penalty of not less than

one dollar or more than five dollars for each and every offense."

NO RECOVERY

Says the Supreme Court of Nebraska for an Automobilist Who Does Not Stop, Look and Listen at a Railway Grade Crossing.

The case of Rickert against the Union Pacific, decided by the Supreme Court of Nebraska, December 17, 1916, shows the trend of the higher courts in automobile grade crossing accidents. Carl Rickert was killed while driving an automobile across the railroad at a public crossing, on account of coming in collision with a locomotive on the Union Pacific Railroad. The court denied recovery and, held:

1. That the erection and maintenance of convenient structures for the use of patrons of the railroad at a public station, and the placing of box cars so as to completely obstruct the view, is not negligence, under ordinary circumstances.

2. The testimony of witnesses that they did not hear the bell ringing or the whistle sounded on an engine approaching a public crossing will not sustain a finding by the jury that such signals were not given, where such witnesses testified that they were not paying any particular attention to that occurrence, and that such signals might have been given without their knowledge, where other witnesses testified positively that signals were given.

3. A traveler upon a public highway who attempts to cross a railroad track in front of an approaching train, if he knew or ought to have known of its approach, is guilty of contributory negligence which will prevent a recovery for resulting injuries, if the approaching train was in such close proximity to the crossing that a reasonably prudent person could not fairly expect to cross in safety ahead of it.

4. It is the duty of such traveler on a highway when approaching a railroad crossing to look and listen for the ap-

proach of trains. He must look, where by looking he could see, and listen, where by listening he could hear; and if he fails, without a reasonable excuse, to exercise such precautions, no recovery can be had for his death caused by a collision with a passing train.

HE SMILINGLY PAID THE BILL

At 3:40 P. M., December 6, 1916, a prominent citizen of Fisher, Ill., ran

against those responsible for these accidents. We started in by having the Train Master of the Springfield Division present a bill in this case. Instead of taking umbrage at our action, the gentleman very promptly paid the bill for the damage to our engine and said he was glad of the opportunity to do so; that he had been taught a valuable lesson and that he did not feel that he would ever again be guilty of try-



his automobile into the side of Illinois Central locomotive 2144, at Prospect Ave., Champaign, Ill. The automobile was turned over and considerably damaged and the prominent citizen was slightly injured. The side rod of the locomotive was bent and damaged.

We have had so many instances of automobiles running into the sides of locomotives and trains and damaging our property, that we concluded it was time to commence presenting claims

ing to butt a locomotive off the railroad track.

No doubt, if automobilists had to pay the damages every time they came into a collision with locomotives, there would not be so many accidents; there would not be so many funerals; there would not be so many maimed human beings; there would not be so many automobiles in the scrap heap. There would be more money in the treasuries of the railroads to spend for box cars

to move the country's commerce. There would be more money with which to build and equip new lines to open up and develop new territories. There would be more money to meet the ever increasing demands of labor. In fact, everybody would be better off, including the automobilists themselves.

THE AWFUL TOLL IN IOWA

There were 30 people killed and 114 people injured in automobile grade crossing accidents occurring in the state of Iowa in a period of one year, from June 30, 1915, to June 30, 1916. The record of the different railroads in Iowa from which the totals above quoted are made up is as follows:

Road	Number of Persons		
	accidents	killed	injured
C. R. I. & P. Ry....	13	10	18
C. & N. W. Ry.....	12	6	13
M. & St. L. Ry.....	19	2	18
Wabash Ry.	1	0	4
G. N. Ry.....	1	0	1
I. C. R. R.....	8	2	10
C. M. & St. P. Ry..	34	2	24
D. M. U. Ry.....	2	0	0
M. B. & S. B. Ry..	1	1	0
C. C. Ry.....	1	0	1
C. St. P. M. & O. Ry	5	0	1
C. B. & Q. Ry.....	24	1	11
C. G. W. R. R.....	18	6	13
	139	30	114

The railroads have been unrelenting in the preaching of "Safety First." They have succeeded in making enormous decreases in number of cases of injury to their employes and passengers, but the awful toll of death at public crossings, a thing over which the railroads have no control, goes on. If only the 30 persons killed and the 114 persons injured in Iowa during the year mentioned had Stopped, Looked and Listened, many homes which are blighted today would be happy homes, and Iowa would not have lost 30 citizens, and the 114 who bear the scars of automobile grade crossing accidents would be unblemished.

The whole trouble with the automobile grade crossing problem is that the pub-

lic authorities have sought to put all the responsibility for safety at grade crossings upon the railroads. That may be all right in theory from the standpoint of the politicians seeking votes at the hands of the people who are unduly prejudiced against their railroads, but it does not work out from the practical standpoint; it does not prevent accidents; it never will prevent accidents. On the other hand, such a policy actually produces accidents, because it teaches the people not to rely upon their own faculties of looking and listening and of avoiding danger, which can always be detected at railroad crossings.

"TIP OFF" MAN AND THE METHODS OF SOLICITING LAWYERS Receive a Severe Rebuke from Switchmen's Union

The strongest condemnation of the methods of soliciting lawyers, and the great injustice to unfortunate railroad men who fall into their hands, which we have seen, is contained in a notice or warning sent out recently by Mr. W. J. Trost, Secretary and Treasurer of the Chicago District Council of the Switchmen's Union of North America. The notice shows that the Chicago District Council has a wonderfully accurate knowledge of the methods employed by the soliciting lawyers and, in language which cannot be misunderstood, switchmen who are unfortunate enough to be injured, and the families of switchmen who meet with accidental death, are told how a fellow employe is paid to "tip off" news of every accident to the representatives of the hungry horde of damage suit lawyers, who make their living by fleecing injured railroad men and the families of railroad men killed in the service. The sending out of this notice constitutes a noble act upon the part of the Chicago District Council—one which might well be emulated by other railway organizations. The notice was published in the Switchmen's Magazine and reads as follows:

As a result of the numerous complaints made by members of the Switchmen's Union of North America, at the office of the Chi-

cago District Council, relative to the conduct of certain unscrupulous lawyers, in settlement of damage cases, the Council feels it incumbent upon itself to bring to the attention of our members the conditions that exist in Chicago and other parts of the country among a certain class of shyster lawyers, ambulance chasers and adjusters.

The Council, therefore, most earnestly calls the attention of our members to the fact that there are about ten firms of shyster lawyers located in Chicago whose sole business is to prey on crippled and injured railroad men, and in case of death, on the widows and children.

These firms of lawyers are operating throughout Illinois, Wisconsin, Minnesota, Michigan, Pennsylvania, Ohio, Indiana, Iowa, and possibly other states. They have formed a combination among themselves for the sole purpose of scouring the country, and especially Chicago, soliciting personal injury and death from accidental injury cases. They have formed or established a clearing house, and when any one of the lawyers in the combination "hooks" a cripple or injured person, or in case of his death, his widow and children, the case goes into a "jack pot" and is handled by the firm of shysters selected to act as the clearing house.

These rapacious vultures pool all their cases, and the poor devil who has a clean cut case—one where the liability is clear, and under the usual procedure would entitle him to a substantial settlement, or a large verdict, his case is thrown into the "jack pot" with the poor cases, and the "jack pot" is then split—not in proportion to the merits of the individual case, but as the clearing house directs. No matter which way it goes the shyster gets his and the "sucker" with the clear cut case comes up "short;" at first he is amazed—then surprised—and lastly he wonders, and then looks at the small end of the settlement which he is permitted to call his own and remarks to himself: "It's a hell of a law." It isn't the law, neither is it the courts—it is the scourage of the diabolic combination formed by these vultures to trim, trim, trim.

These vicious dissemblers will not call on you personally—no indeed. To do that would be unethical—beneath the dignity of a great lawyer. But each of them have in their employ one or more ambulance chasers, runners, solicitors, representatives, assistants, investigators or adjusters, who do the outside work for said "dignified ethical" lawyer. To make the whole transaction appear real, this outside man is usually a members or an ex-member of your organization. In addition, they have also another man who works in the dark; no one knows this man but the shyster and their runners; this man is usually a switchman, brakeman, conductor or clerk;

one of these men is located in every yard and terminal of every railroad; he is known as the "tip off" man; the work of the "tip off" man is simple. When an employee gets injured or killed, the "tip off" man immediately calls up the shyster and tips him off that John Doe was killed or injured, as the case might be and gives such other information as he may then have. For this "valuable" service in assisting to "hook" the poor "sucker," the "tip off" man gets from \$25 to \$200.

As soon as the "tip off" man turns in the alarm, these very "dignified, ethical" shysters turn loose upon the poor, hapless, unfortunate victim their pack of runners, solicitors and ambulance chasers, etc., and before the injured man has had time to recover from the shock of his injury, or before he recovers from the benumbing effects of an anesthetic, these wolves sweep down upon him, and many, many times he is an easy victim of their prey. In case the man is killed or dies as a result of his injuries, before the corpse is cold, these vultures sweep down on the widow and children in like manner, and are often the first ones to rush in and break the terrible news to the widow and babies, and during the agonizing moments following the oily tongued scoundrel "hooks" the widow.

One will come and then another, and so on, ad infinitum. One will promise the victim so many thousands of dollars. The next will double the ante, and the next will triple it and offer to make advance payments to show his good faith, and the poor victim, out of sheer desperation, will fall for the wiles of the shark, who, pencil and paper in hand, says: "Sign your name on this little paper," and then he is "hooked" and his is another case for the "jack pot."

There is still another class of dissemblers operating as adjusters, personal injury adjusters, expert claim adjusters, etc. It is really hard at times to understand just how they do operate, but that they do operate is a certainty. These adjusters are usually members or ex-member of some one of the railroad organizations and prey upon their victims much in the same manner as the combination of shysters do, except they usually use their "button" as a wedge to get an interview.

Not being lawyers themselves, the adjusters are usually in league with and use the name of one of the shysters for the sole purpose of clinching the "hooks" after the victim has been "hooked." They go about soliciting personal injury cases and when they are successful in "hooking" a victim, they then bulldoze him into accepting a ridiculously low settlement by telling him that he lied to them when he originally stated his case to him; that their investigation showed that he had a weak case, and that if he didn't accept what was offered

he would lose all, and in support of their statement they solemnly call in the shyster, who has already been fixed, unknown to the victim, and have him give his views of the case, which always coincides with the statement of the adjuster and the victim—poor fellow—what can be do? In the clutches of such pirates he becomes docile and is fleeced of from a third to 75 per cent of the amount received in settlement of his claim.

If any of you have the sad misfortune of getting injured, losing a leg, an arm, or serious internal injuries, and you wake up in some hospital—look out for this gang of wolves, this gang of pirates, this gang of highbinders, this gang of adroit, cunning scoundrels, this gang of smooth, oily tongued con men, who with pencil and paper in hand infest all such places and “hook” their victims by fair means or foul. Look out for their smooth, flowery talk, their apparent sympathy, their promises of a big settlement, of a big verdict, of a big judgment, of advancing you money, because their smooth, flowery talk stripped of its ornaments is a sugar coated dose of the law; their apparent sympathy is merely a psychological effort to gain your confidence, their promise of a big settlement, a scheme to flatter you, of a big verdict to encourage you, of a big judgment to bait you, but their promise to advance you money is a trap to catch you.

Insist that your wife, your children, your father, your mother, and other members of your family, read this warning, and in the event something serious happens to you they will be on their guard in the same manner that you yourself will be.

This deplorable condition exists and the switchmen, the men on the footboard, are ignorant of it; they are not in a position to know what is in store for them or their families in case he or they are “hooked” by one of this gang of pirates, and the pirates are very, very careful themselves not to let you know what is going on behind the scene. The Council’s sole aim, therefore, is to put the members and their families on their guard.

The Council sincerely hopes that none of you will ever be so unfortunate as to be injured or meet with an untimely death. But past experience teaches us that a switchman’s lot is indeed a hazardous one, and many of our members quite frequently do get injured and at times meet with untimely deaths, and in many such cases it requires the service of a lawyer to force the railroad company to make a fair settlement.

There are in Chicago and other jurisdictions any number of high-class lawyers. Lawyers whose professional and business standing in the community is secure for all time. Lawyers whose honesty, integrity and fairness is well known and should you need the services of a lawyer, select one

whose reputation is beyond reproach. And in selecting a lawyer always remember that no high-class lawyer worthy of the name, no decent lawyer worthy of your confidence, has at his command, or uses a pack of wolves masquerading as runners, solicitors, adjusters or ambulance chasers. No high-class lawyer goes out in the highways and byways soliciting cases.

No high-class lawyer solicits cases in hospitals or like places.

No reputable lawyer “guarantees” you so many thousand dollars.

No honest lawyer “guarantees” you a fabulous settlement, or verdict, or judgment. And under the law, no lawyer is permitted, and no decent, self-respecting lawyer does advance, or offer to advance, to you sums of money in consideration of you giving him your case.

Signed

W. J. Trost, secretary-treasurer,
Chicago District Council, S. U. of N. A.

HELP THE HONEST CLAIM BY DEFEATING THE DISHONEST

In every business there are claims. The housewife claims the merchant’s eggs were spoiled. The merchant claims the farmer’s weights were short. The farmer, in an accident to his horse, claims the city’s streets were rough. Thus claims arise. Railroads probably are confronted with more claims than any other one business; their claim problems are the greatest.

There are good claims and bad—some just, others unjust. No just claim can be defeated—no one, knowing it just, would even try. No unjust claim can be justified. The truth strengthens the former, and discloses the weakness of the latter.

But persons there are who would present a claim, and hide the truth. There are those who know the truth, but fail to make it known; and still others who both wrong the just and assist the unjust by sheer indifference. To help an unjust claim hinders the just one.

If you know the truth of any matter, bring it forward; in so doing the good accomplished will be far reaching in its effect. The honest claim should be rid of the suspicion cast upon it by the dishonest one.



GOOD ROADS NEAR STARKVILLE, MISS.

DIDN'T WANT ANOTHER DOG

The following letter was handed a representative of the company a few days ago by a Mississippi attorney with the understanding, of course, that his name and that of the writer of the letter would not be disclosed. The writer is one of the attorney's negro clients and the letter indicates a total lack of any reluctance to be involved in a law suit:

"Dear Sir: This day I am writing you again concerning my dog. I don't want no dog, I am looking for a suit, so let me hear from you. I am still looking for you to do just what you and I decided to do, so let me hear from you."

The negro had a dog killed by a train. His attorney had written suggesting that perhaps the company would give him another dog and this explains his preference for a law suit rather than another of what has been touchingly called, "Man's most steadfast friend."

AN EDUCATED WITNESS

During the recent trial of a drainage suit, a negro witness was testifying for

the plaintiff and had described with great particularity how the waters came on the land, to what height they reached, the length of time they stayed and the damage they did. Upon cross examination he was asked to describe just how the waters went down. His response to this was: "Well, Boss, I just didn't take no synopsis o' dat."

SUIT TO RECOVER MENTAL ANGUISH ACCOUNT SLOWNESS OF TRAIN SIX YEARS AGO

On Sunday, June 11, 1911, about 2 P. M., J. Tuminello, living at Clarksdale, Miss., advised local representatives of the Y. & M. V. Railroad that his wife was in Greenville, Miss., under a doctor's care and that an operation would have to be performed that day and, as there was no regular train running from Clarksdale to Greenville, a distance of 73 miles, except train No. 15, leaving Clarksdale about 7 p. m. and reaching Greenville at 10 p. m., Mr. Tuminello stated that he desired to engage a spe-

cial to carry himself and family to Greenville. A train was gotten ready as quickly as possible and started as soon as Mr. Tuminello and his relatives were ready.

The train left Clarksdale about 4:45 p. m. and reached Greenville at 7 p. m., making the run in about thirty minutes less time than No. 15's regular schedule. No complaint was made by Mr. Tuminello nor any of his relatives in reference to any delay in getting the train ready, nor in reference to the run to Greenville, except some slight complaint was made after leaving Clarksdale about the train running slowly, but as the train picked up speed after a few miles, nothing more was said.

On the afternoon of this same day, an hour or so after the special train had gone, the Gulf Compress, located just south of Clarksdale, was discovered on fire. The compress and a large amount of cotton were burned and suits were filed in the names of the various owners of the cotton, the real parties in interest being the Insurance Companies who carried policies on the cotton burned and who, upon payment of the loss to the owners, became subrogated to their interests. These suits were filed in the Circuit Court of Cook County, Chicago, and were not reached for trial until June, 1916, five years subsequent to the fire.

It was alleged in these suits, and attempted to be proven, that the special train chartered by Tuminello and family, set out the fire in the compress and in support of this theory it was sought to prove by a number of witnesses that the train left the station at Clarksdale in about the same manner that a bull frog starts; that is, with a leap, and two prominent citizens of Clarksdale testified that they held a stop watch on the train and that it ran at about the rate of 60 miles an hour for the first two miles, until it passed out of sight around a curve. In other words, it was attempted to show by this proof and other evidence of the same character that the train was operated by the compress at a very high rate of speed and that as

a result large quantities of cinders, sparks, etc., were emitted and that it was negligence to so operate the train and because of such negligence the railroad was liable for the burning of the compress and cotton. The railroad company denied that the train was run at a high rate of speed past the compress, the rules of the company being that engines be shut off in passing compresses, and it was attempted to prove that the rule was observed in this instance and that the train ran slowly until it passed the compress. In order to substantiate this, J. Tuminello, his father-in-law and brother-in-law were taken to Chicago as witnesses. They testified that the train did run slowly by the compress. It was also proven by the railroad company in further support of the contention that the train was not run rapidly by the compress, that when the engine was pulled up in front of the depot preparatory to starting the trip to Greenville, the fireman turned on the injector to fill the boiler with water and forget to turn it off and, as a consequence the boiler was so full it was impossible to operate the train rapidly until it had run a few miles and worked the water out of the boiler.

Little did the representatives of the railroad realize that they were between the devil and the deep sea in this matter, but to their great surprise there was filed in Coahoma County at the February, 1917, term of court a suit by J. Tuminello, represented by Cutrer & Johnson, attorneys, against the Y. & M. V. R. R. Co. in the sum of \$10,000. An examination of the petition filed by plaintiff sets out the hiring of the special train in question and copies in substance the evidence produced by the railroad in defense of the fire suits in Chicago, with reference to the fireman permitting too much water to run into the boiler before the engine was started; the slow running of the train for some miles out of Clarksdale, its being held at Cleveland, where the spark arresting appliances were examined, (instructions having been given when it was learned that the compress was on fire to have such ex-

amination made upon arrival at Cleveland,) and that in consequence of such negligence on the part of the railroad as alleged, a very slow run was made to Greenville so that when the train reached there it was found that Mrs. Tuminello had already undergone her operation.

As stated, the actual fact is, this train, notwithstanding the filling of the boiler with water and the stopping of the engine at Cleveland to have the spark appliances examined, which occupied exactly five minutes, did make the run to Greenville in about half an hour's less time than the scheduled time of No. 15, the fastest regular train on the road. Besides this, it developed that Mrs. Tuminello was operated upon some time before the arrival of this train; that it would have been impossible under any circumstances to have run the train with sufficient speed to have reached there before the operation; that there was nothing that the family could have done had they been there and that the operation was a success and Mrs. Tuminello recovered.

Can it be that it required six years for this greatly distressed husband to sufficiently recover from the mental shock, anxiety, etc., of this trip, to think of a suit for damages against the railroad or is it possible that the idea presented itself to him, when he heard the evidence of the railroad's witnesses in Chicago? In other words, for six long years this plaintiff has evidently gone about his daily pursuits without making any complaint to the railroad company and without filing any suit against it, but suddenly, at the end of that time, when the event would have become ancient and forgotten history to all concerned with the trip, presumably including himself, had it not been for the litigation in Chicago, he wakes up with a start and institutes this procedure.

The railroad feels that it can, without fear or trepidation await the action of a jury in this remarkable case, if it ever comes to trial.

Perhaps the time will come when the tax payers will arise in their wrath and put a stop to the perversion of the courts, which were intended for the just media-

tion of disputes based on honest differences of opinion or the punishment of evil doers, and not as avenues of speculation by unscrupulous claimants.

A BAD ACCIDENT

Edgar Ware lost his right foot Sunday afternoon about 3:45 o'clock. He was jumping off and on a passing freight train with the result that when opposite the power house he fell under the wheels losing a foot.

Often before, The Meteor has had occasion to warn the youth of the town against the dangerous practices, but so far its admonitions have been without avail. The law against the practice was enacted to protect youth against its own recklessness and not to shield the railroad from liability for damages. Contributory negligence in this instance will preclude all grounds for damages. Young Ware is maimed for life—a dear price he has paid for his disregarding safety. —*Crystal Springs (Miss.) Meteor.*

FELL DOWNSTAIRS

While Visiting, Sustains Broken Leg and Sues Railroad, Claiming Injury Occurred While on Duty

On May 22, 1916, Tytusis Lapenas came to the office of the claim agent at Chicago and stated that he had been injured at the Burnside Shops December 16, 1914, while handling a car wheel, which tipped over, causing his leg to be fractured. This was the first information the railroad company had received of the matter. Lapenas stated the accident occurred about 4:30 p. m. Upon investigation it was found that the shops closed at 3:30 p. m. on that date, or an hour earlier than the time he claimed to have been injured, and it was further learned that there was no record of such an occurrence at Burnside shops, and that no one had any knowledge of such an accident. Further investigation developed the fact that Lapenas did break his leg on the date claimed, was taken to the Pullman Hospital, where he remained for a few days, and was then taken care of by the Railroad Company, at his request. Upon going into the matter further, it was

learned that Lapenas, who at the time was living at 9373 Burnside Ave., came home on the afternoon of December 16, 1914, had supper about 6:00 p. m., with four or five other men, then left the house, saying he was going out for a while. He did not claim to be injured in any way at that time, and did not show any indications of having been injured. He then went to visit some friends on the second floor at 636 East 90th Place, the latter address being about a mile from the place of his employment at the shops. It appears he remained there for several hours, during which time he had several drinks, and that some time between 9:00 and 10:00 p. m., he left, going out of the rear door. The people living on the first floor heard a noise as though some one had fallen down the steps, went out and found Lapenas lying at the bottom of the steps with his leg broken. A doctor was called, also the police, and Lapenas was taken to the Pullman Hospital.

Lapenas filed suit against the Illinois Central Railroad in the Superior Court of Cook County for \$25,000, claiming that he sustained his broken leg in an accident at Burnside shops, December 16, 1914. He also filed a claim before the Industrial Board under the Compensation Act, and he elected to proscribe this claim. The case came up before the Industrial Board for hearing on February 9th. The attorneys representing Lapenas discovered before the case was called that they had been imposed upon and immediately dismissed the claim before the Industrial Board, and also the suit for \$25,000. It was the intention of the Railroad Company to let Lapenas get on the witness stand and testify, which he was perfectly willing to do.

His lawyers, just in the nick of time, saved Lapenas from a very serious situation.

DAMAGES SUFFICIENT

An old colored woman was seriously injured in a railway accident. One and all of her friends urged the necessity of suing the wealthy railroad corporation for damages. "I 'clar' to gracious," she scornfully replied to their entreaties. "If I ain't done got more'n nuff o' damages! What I'se wantin' now and what I'se done gwine to sue dat company foh is repairs."—*Cleveland Leader*.

HOW OUR BOYS ARE GOING

The body of Peyton Cox, Jr., aged 11 years, was brought here from New Orleans last Sunday for burial in the city cemetery. In jumping a moving train he fell under the wheels, losing a hand and having a leg badly mangled. He died from effects of his injuries. His older brother, Bailey, was killed in the same manner a year or two ago and his remains here for interment. Boys will take risks despite the law and the admonitions of parents. If the rate of maiming goes on uninterruptedly much longer, a stranger would infer that a battle had been fought near here with loss of legs to those engaged in it.—*Crystal Springs (Miss.) Meteor*, February 16, 1917.

THREE DOCTORS AGREE

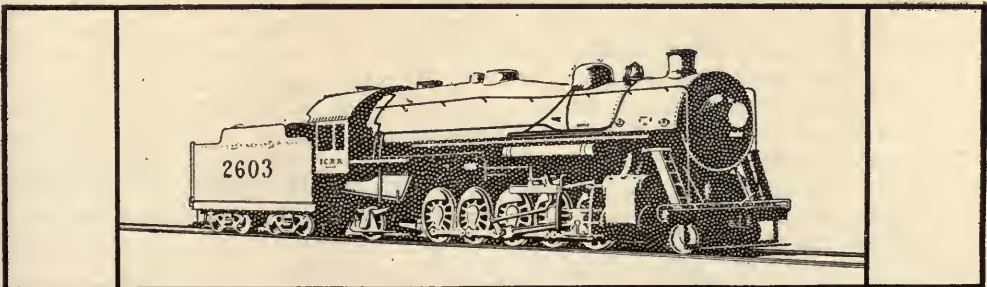
Three doctors were called after an automobile grade crossing accident.

"I suppose each one suggested a different line of treatment?"

"No, they all agreed."

"Why, that is marvelous."

"They all agreed that the man was dead."





LABORATORIES OF ELECTRICAL AND AGRICULTURAL ENGINEERING OF THE
MISSISSIPPI AGRICULTURAL & MECHANICAL COLLEGE, STARKVILLE, MISS.

The Illinois Central Railroad Company

The Development Bureau

EFFECTIVE March 1, 1917, the Department formerly known as the Industrial, Immigration and Development Department has been changed to the Development Bureau with the following organization:

John C. Clair, General Development Agent, Chicago.

G. B. Harper, Assistant General Development Agent, Memphis.

Mark Fenton, Industrial Agent, Chicago.

H. J. Schwieter, Agricultural Agent, Chicago.

P. G. White, Immigration Agent, Chicago.

G. B. Wyllie, Immigration Agent, Chicago.

R. A. Plummer, Immigration Agent, Chicago.

C. N. Brumfield, Agriculturist, Jackson, Miss.

J. M. Rigby, Agriculturist, Jackson, Miss.

L. Cothorn, Agriculturist, Jackson, Miss.

John A. Webb, Agent, Jackson, Miss.

The Development Bureau will have supervision over industrial, immigration and agricultural work.

FREIGHT TRAFFIC

DEPARTMENT



Traffic Resources of Oklahoma

By C. E. Stailey, Traveling Freight Agent

THE state of Oklahoma has an area of 69,414 square miles and is larger than any state east of the Mississippi River. Of the 44,424,960 acres one half is under cultivation and the remainder is being cultivated at the rate of about 10 percent a year.

Having been a state for only nine years the progress of Oklahoma is marvelous. Its long delayed development was due to the fact that it was reserved by the Federal Government as a refuge for such Indian Tribes as showed a disposition to co-operate and live in peace with the White race. Having been barred to white settlers, there ensued a long struggle, first, for the right of settlement, then for the organization of a territorial government, and finally for admission into the Union as a state.

It was opened for settlement in 1889 and admitted to the Union in 1906. In 1890 it had a population of 258,657 and the present census report gives a population of over 2 million. A recent article in the "Southwest Trail" very aptly refers to it as "A state in the making."

The progressive white man has found a wealth of coal, oil, gas, asphalt, lead, zinc, glass sand, gypsum, granite, tripoli, marble, limestone, portland cement rock, etc., placing Oklahoma among the first of mineral producing states. Only 1 percent of these resources has been developed.

The coal fields occupy an area of

about 20,000 square miles. There are about 120 mines in operation producing between three and four million tons, annually. The U. S. Geological Survey estimate there are 79 billion tons of unmined coal.

Oklahoma leads all states in the production of petroleum. Last year this state produced 105,000,000 bls. valued at \$178,000,000.00. There are more than 50 oil refineries here, several of which have lubricating plants. There are also numerous casing-head plants, (a process through which a high grade of gasoline is extracted from natural gas). The movement of petroleum and its products from this state is enormous. These products are forwarded to practically every state in the Union, and to Canada and a large quantity is exported to other countries.

The amount of gas consumed from the Oklahoma fields for fiscal year ending June, 1916, was 115 billion cubic feet. Gas is piped to Kansas City, Wichita and Topeka, Kansas, as well as to Oklahoma municipalities. A well recently brought in produces 58,000,000 cubic feet daily.

Oklahoma ranks second in the world in rock asphaltum with an inexhaustible supply, Egypt only surpassing.

There are at present three areas producing lead and zinc, only one of which has been developed to any extent. This field is in Ottawa County, in the North-eastern section of the state and is be-



MISSISSIPPI AGRICULTURAL AND MECHANICAL COLLEGE, STARKVILLE, MISS.

lieved to be a continuation of the Joplin district because of the similarity of the ores. Ore is shipped from this field to other states, principally Illinois and Pennsylvania, however, considerable smelter is extracted from this ore by Oklahoma smelters, there being seventeen in operation at this time. It is claimed the largest zinc smelter in the world is located at Collinsville, Okla. These smelters create an enormous tonnage for the transportation lines. Ore imported from China and Australia has been smelted here. Oklahoma ranked second in the production of spelter from domestic ore for the year 1916, with 164,088 tons, Illinois leading by only 16,000 tons. The principal consumers are located in the states north of the Ohio and east of the Mississippi, who use this commodity for galvanizing purposes, war munitions, etc. A considerable quantity is also exported through Canada and Gulf ports.

The three window glass plants of Oklahoma, located at Sapulpa and Okmulgee, manufacture 25 per cent of the total output of the United States. One of these plants has exported a number of cars to China and Japan, and contemplates extending operation to South America soon. There are also seventeen other factories manufacturing bottles, tableware, lamp chimneys, fruit jars, etc. There is a plant at Ada now nearing completion, for the manufacture of glass caskets, which is creating considerable interest.

Oklahoma has gypsum in vast quantities, only a small amount of which is being used owing to distance of the fields from fuel supply and lack of transportation facilities; however, there are ten mills in operation. There is also portland cement, tripoli and volcanic ash here.

The value of farm production for 1916 amounted to \$353,049,519.00.

Cotton was the principal cash crop, which amounted to 628,685 bales. Corn was second with 55,769,404 bu., being only 60 per cent of the 1915 yield. Wheat, which is an important crop in Oklahoma (the crop of 1914 amounting to 48 million bushels) was badly damaged by drought

last year, yet amounted to approximately 27 million bushels. The present wheat acreage is 2,800,000 and the prospects are very good for this year's crop.

Farmers realized more money per acre from alfalfa last year than from any other crop. Hay from the 286,000 acres in alfalfa last year brought over nine and a half million dollars. There were also 182,000 tons of other varieties produced. During the haying season hundreds of cars are shipped to southeastern and Mississippi Valley destinations, a few having gone as far east as Pittsburgh, Philadelphia, and points in Massachusetts.

Oklahoma leads in the production of broom corn, which is a very profitable crop, in fact, the second best in revenue for the land used. Last year 40,900 tons, valued at over six million dollars, were taken from 223,000 acres.

Other products are oats, milo maize, kaffir corn, peanuts, barley, rye, Irish and sweet potatoes, etc. Oklahoma is fast becoming one of the foremost poultry and egg producing states, more than 20 million dollars having been derived from that source the past year.

The growth of Oklahoma City, which is the capitol and metropolis, has been phenomenal. On the day of its birth in 1889, its population was 3,000, in 1900, 10,034; in 1910, 64,205. The latest census gives 92,231. It has 125 miles of pavement, and is one of the most sanitary and progressive cities of the West. The 1916 records indicate very healthy conditions in all industrial activities. Bank clearings show a gain of 84.5 per cent. Deposits gained 11 million dollars in the last four months of the year. Business at the stock yards and packing plants increased from 40 to 300 per cent in the various departments. Probably no live stock market in the land has shown the gain which Oklahoma City records since the opening of the stock yards six years ago. Approximately 2 million head of live stock were slaughtered by the two

packing plants during the past year, an increase of 31 per cent to 160 per cent over the previous year. The Oklahoma City market has also contributed 90,000 head of horses and mules to the warring nations.

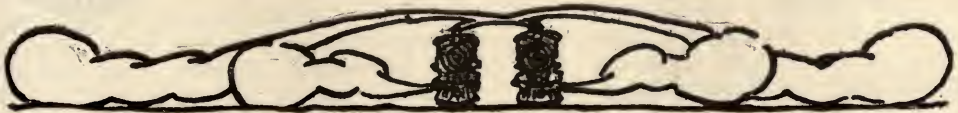
The greatest jobbing industry of Oklahoma City is agricultural machinery. Twelve large companies maintain branch houses here and the business which they do ranks fifth in the distribution of this line of goods in the United States.

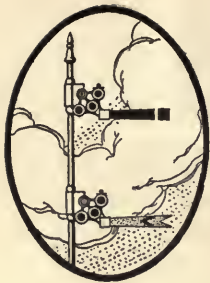
This city is the gateway through which Oklahoma's wheat and flour pass into the cotton states and to the export markets. We have three flour mills and twenty three grain firms located here.

Other industries, which contribute to the activities and maintenance of Oklahoma City, are seven wholesale groceries, several of which maintain branches throughout the state, two wholesale hard-ware establishments, two wholesale furniture houses, four wholesale paper concerns, four dry goods houses and seven drug houses doing a wholesale business. In addition to the above the tonnage is increased by the following factories: four cotton seed oil mills, three broom factories, three bed spring factories, one mattress factory, one cracker factory, six iron foundries, and 35 auto agencies including a Ford assembling plant, capacity 200 machines daily.

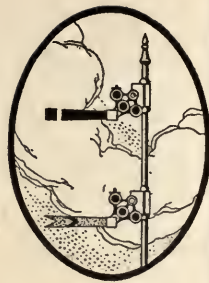
The new state capital building is nearing completion at a cost of one and a half million dollars. Operations have just begun on a municipal water plant, which will also cost a million and a half dollars. Two hundred and sixty three thousand dollars were recently raised by popular subscription to build a Y. M. C. A. There is great building activity induced by a rapidly increasing population. Rents have increased 75 per cent the last year.

For the year 1916 the five transportation companies handled a total of 100,839 carloads of freight into and out of Oklahoma City.





SAFETY FIRST



To Paducah Shop Men:

Safety First to Whom It May Concern:

Do not expect your helper to be as good a mechanic as you are, he isn't, or he would not be a helper. A little explanation as to the proper and safe way the work should be done may save injury to one or both of you.

Safety affords security to all who will work under its rules. Every man has a right to live and we want to help him to live his life in perfect safety.

To be careless, thoughtless, or reckless means injury sooner or later to yourself or others.

The happy man is the man who helps his fellow men.

You are paid to comply with the rules. You have no right to disobey them.

A careful workman is the best safety device known. When caution becomes a habit there will be but few accidents.

It takes less time to prevent an ac-

cident than it does to write up the reports about one.

It is better to cause a delay than an accident.

All the safety appliances that could be installed would be of no value unless we have safe men to operate them.

Your efforts to correct unsafe practices or conditions and prevent carelessness will make it safer for you and your fellow-workmen.

It is easier to do a thing right than to explain why you did it wrong. A minute of judgment is sometimes worth a day of energy.

In all cases where more than one rule or regulation would apply all should be observed.

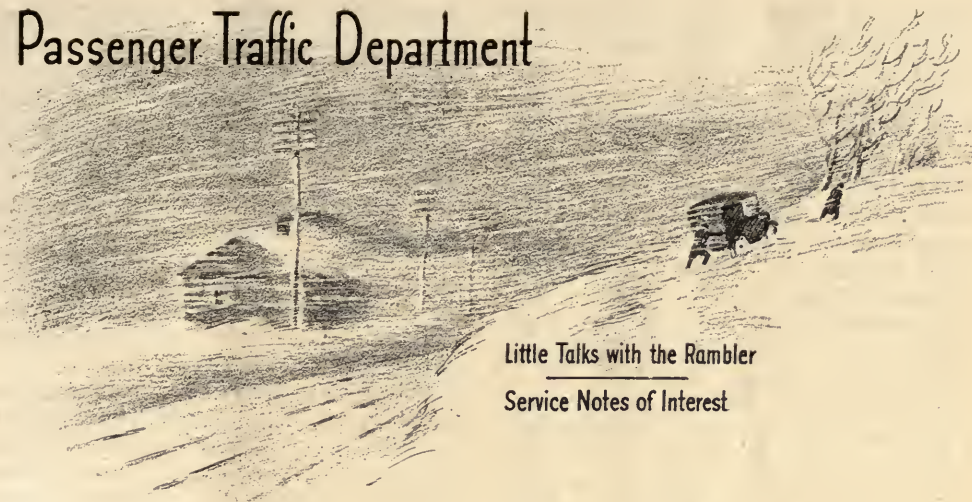
When in doubt take the safe course.

Yours truly,

J. W. Smith.



Passenger Traffic Department



Little Talks with the Rambler

Service Notes of Interest

Making the Best of Things

I RECENTLY had some important business, pertaining chiefly to my own department, with a gentleman down the line who lived in an isolated section of the country. The gentleman was well advanced in years and it was important that I obtain his personal signature to certain documents, but I had been unduly delayed account of the state of his health in closing the transaction, he having been sick practically all winter. His son, a sturdy farmer of middle age and who was also interested in the matter, was as anxious as I was that it should be closed. He had constantly assured me that as soon as he felt that his father was able to see me he would let me know, but the consummation of the business dragged along interminably until one day not long ago I received a letter from the son saying that it appeared doubtful if his father would ever recover, but that he had talked the matter over with the latter and that they had come to the conclusion that I had better come down by the next train to obtain the signature, or the business might of necessity continue to drag along indefinitely. I took the Rambler into consultation concerning the affair, as Passenger Traffic was also partially interested in it, and was rather

glad to have him, after carefully going through the file pertaining to the matter, remark, on returning the papers to me, that "as everything helps" he believed it would be a good idea for him to go with me. I quite agreed with him, so one afternoon, after having first communicated with the son advising him when we would be at his nearest railroad station, the Rambler and myself started on a local train for our destination. This last was a small station something over a four hours' ride from headquarters, while the residence of the party we were going to see was about three miles from the station.

The weather at home, previous to our departure had been clear and open for several days, with no snow on the ground. But the morning of the day of our leaving had opened cloudy, and on our departure from the city in the afternoon, a slight snow flurry had begun. To this however, we gave no particular thought, as several such had occurred during the past month which lasted about a few hours, and left no particular trace behind immediately upon the appearance of the sun. But on this occasion, as we rode out into the country we noticed that the apparent flurry had developed

into quite a respectable snow storm which rapidly seemed to be increasing in volume and force. In fact, so rapidly did the storm increase, or did we run into a heavier precipitation as the case might be, that at the end of about two hours we realized that we were encountering what seemed to be rapidly increasing to the proportions of a blizzard. As time passed there became no doubt of the latter not only having arrived but that it was an unusually severe one. We could see from the car window by shading our hands to cut out the light, that heavy drifts had already piled up on the landscape; the wind had become exceedingly fierce, and while we were still many miles away from our destination there were evidences of the train being held back by the storm. It was laboring every now and then through heavy snow, and once it was actually stopped by a drift through which it ultimately forced its way by backing up and making a fresh charge on the compact mass which had filled the tracks in a small cut. We of course lost time, and as far as the Rambler and myself were concerned, we had but a very general idea as to where we were along the route long before it was time for us to have reached our destination. We knew, however, that we must be considerably late, and on inquiring of the conductor he advised that we were already over one hour behind schedule. He naturally could give us no assurance as to when we would reach our station, but said that we would probably be lucky if we got there at all; as within his recollection he had never seen or heard of so violent a storm in that section of the country, or of one that developed so rapidly. "If surely is some blizzard," he said. "There she goes again," he continued as the train slowed up and we could feel that it was bucking another drift. "Well maybe you'll get there a couple of hours late, but, Lordy, why do you want to go to *that* station such a night as this?" he added with a grin. "Why?" I remarked, for I was not particularly well versed as to details of our stations, "Isn't there a good station there?" "O, yes," was the response with

particular emphasis on the word station, "there is a good enough *station* there." Whereupon the Rambler laughed as he added "With a population of one." "And no houses within three-quarters of a mile," added the conductor, also laughing, evidently at the expression that he saw on my face; for I admit that what had been said did possibly fill me with momentary consternation, as the storm was beginning to get on my nerves and the thought of being left practically out on a prairie in such a blizzard did not appeal to me, even if there was the shelter of a "good enough" station. The Rambler, who was always philosophical and whose spirits seemed generally to rise as difficulties were encountered, seemed, I thought, not inclined to sooth my perturbed spirit, for he added with mock cheerfulness, "O, well, everything helps you know, and we'll possibly have the company of the one inhabitant; who by the way," he added as the thought struck him, "may be the agent. In that case he probably lives in the station and we'll have snug quarters through the night, for I don't imagine that farmer will be able to meet us." The conductor roared at this remark of the Rambler's, for he knew that the latter was aware that his rosy picture of snug quarters at the home of the agent was a fairy tale pure and simple. Seeing my look of inquiry as to the cause of his hilarity the conductor hastened to explain that the agent was on duty at that station during the day only; that he lived at the next station beyond, some fifteen miles distant, and took the down train in the morning and the evening train back at night to his home; "where," he added, looking at his watch, "he is probably now comfortably tucked up in his little bed. However, I can let you into the station when we get there, if we ever do. The agent has probably left a fire there banked for the night, and there is a coal bin outside. You might be worse off, but just the same I think you had better stick by the train and go through with me. We'll get to the end of the run probably by morning anyway. If not, you are not only comfortable on

the train, but you will have the pleasure of my occasional company." But I had recovered my surprise by this time, for to tell the truth, I had not given any thought whatever before our departure as to my destination, but I supposed I had a sort of a subconsciousness that I was going to "some kind of a place." The idea of its being isolated had not occurred to me. However, I was a bit ashamed of my slight consternation on learning the facts of the case and determined to be as game as might be necessary under the conditions. So I replied that we would stop just the same, for the farmer had written me that he would meet us in his auto and it would not do to disappoint him. "Bet a new hat he don't meet you," said the conductor. "I know him and know where he lives. He could never get through this storm with his auto." "Well, we'll see," was my reply, for secretly I was of the conductor's opinion, but I repeated that we would stop. This elicited a facetious growl from the "Cap" of the train, who remarked to the Rambler in an attempted undertone but which I heard; "hard luck. That station is a flag stop and there's a cut just beyond which may give us trouble, I had hoped to keep up speed to push through it the more easily, but here your friend has flagged us." However, I was fixed in my purpose, but made the mental reservation that if the farmer was not there we would continue on the train, although I said nothing as to that thought to the others.

In due course, after much more labor and buffeting with the storm, which seemed rather to increase than to abate, we finally reached our station, and the conductor, who was standing on the steps peering into the darkness as we slowed down for it, burst into the exclamation of "Gee! But he's here after all. Glad you did not take me up on that hat bet." It was true enough. Although not due until about ten o'clock and over two hours late, there on the platform awaiting us was that sturdy farmer, apparently in good condition and smiling as though no storm existed. It afterwards appeared that he had got there on time and had found the key

to the station where the agent generally hid it for the use of a freight crew that came by in the night, and there being a fire therein he had been comfortable. "But," he added, "it surely *is* a storm. How I ever got here I don't know, for I never saw the wind increase so rapidly and the snow pile down so quickly as it has tonight. Didn't seem such a very great affair when I left home, and I thought I would have no difficulty in getting though. I did, towards the last, have lots of trouble, but I got here. But in the last two hours while I have been waiting I can see that we can never get back tonight. So I guess we will have to bunk out in the station here." "Better come on down the road with us," said the conductor, but the farmer refused, claiming that it was too problematical as to the outcome in the morning and he did not dare leave his father any longer than was necessary. So with a goodbye the conductor signaled the train to proceed, and under the lee of the station we watched it disappear, struggling with the snow in the nearby cut and finally breaking through and leaving us to ourselves.

The situation seemed to inspire the Rambler, for like a general taking command of his forces in a cheery voice he said, "Now this is what I call an adventure. Let's step into the station and have a consultation of war. How far away," he said to the farmer, "is the nearest house?" "Three-quarters of a mile," was the reply, "and you'll never make it in this darkness and storm. Better let well enough alone until morning when we can see something. For my part I stay here." "So do all of us," was the Rambler's quick rejoinder, "So next let's take account of stock. I see there is a fire in the stove here, will it last all night? How about the coal supply?" "I just brought in a scuttle full from the bin I found outside," said our new-found companion, "and I guess there must be a lamp around here somewhere, for several times this winter I have seen the place lighted up as I have passed here in the early evening, before Jim, the agent, took the train for home. But not being a smoker I did not have a match with me and could therefore not

have lighted it had I looked for one. I have been dozing in the firelight. Am mighty glad you came, just the same," he added, "although it is rather a poor welcome I am giving you. Guess I would have been a bit peeved after going through all this without you putting in an appearance." "O, that's all right," said the Rambler, cheerfully, as having found a match he lighted a kerosene lamp attached to a bracket on the wall, and remarked of it as he did so, "it's practically full. It will last us until morning. Now let's see where that coal bin is, although I don't think we will need any more than we have here. Incidentally, Mr. Farmer, where is your automobile?" "O, the car is at the end of the station, protected as much as possible from the storm by the end of the building. As for the coal, that also is at the end, just outside." "Good! Now then, we'll go out to that machine and get in its cushions and your robes and see what kind of bunking arrangements we can make for the rest of the night." "Don't have to go out for them. I brought them in when I left the car. They're in the corner there. But I reckon on your suggestion of making use of them for a bit of sleep if we can get it is a good one." "Fine, fine!" said the Rambler cheerily, "we're certainly having an adventure. Sleeping arrangements as good as settled. But Gee!" he exploded, "there's one thing I forgot. Wonder I haven't heard from you long ago," he said nodding in my direction. "I surely am some hungry. We haven't had a mouthful since we left town a little after four o'clock. Never mind," he added with a laugh, "when you can't eat the next best thing is to play you are eating. Now let me tell you something about our dining car service that will make your mouth water at the very thought of it." Before we knew it he had stripped off his overcoat, lighted a cigar, and sitting on the solitary settee of the waiting room with hands clasped on one knee he rocked back and forth as though in an ecstasy of delight at the thought of what he was narrating; babbling away at us in the following strain while we were

gathering the cushions and robes together. "Just think of it, gentlemen! Only a short time ago, on the Sunday before Mardi Gras at New Orleans, we served 1,100 people at breakfast on our various trains while running into that city. That is, there were seven regular and special trains en route destined to arrive at the Crescent City on that morning. Some of the specials carried two diners, so that there were nine of those refreshment purveyors all told, each one seating thirty-six people and having a crew of eleven men each. Every dining car on starting out from its northern terminal was stocked with food to the value of \$1,120, representing an expenditure of over \$10,000 at the very start to appease the appetites of those 1,100 people en route and for that particular breakfast. And such a breakfast as they must have had! Yum, Yum!" he continued, smacking his lips as though actually smelling and tasting the viands in those dining cars. "I can see that menu card now. Just listen and appease your pangs of hunger in imagination with your choice of 'Clam Broth in Cup; Grape Fruit, Sliced Oranges; Rolled Oats, Corn Flakes; Broiled Whitefish, Lemon Butter; Eggs and Omelette as ordered; Ham, Bacon; Breakfast Steak, Mutton Chops; Potatoes (German Fried or Hashed in Cream); Hot Rolls, Toast, Bran Muffins; Wheat Cakes with Maple Syrup; Tea, Coffee or Cocoa." The farmer laughed as the Rambler stopped for breath, but I could not refrain from remarking, "O, Rambler, have a heart! Don't tease us that way. I could eat nails." "All right," was the response, "make up your beds and try and get some sleep. I am not sleepy and am going to read a bit before retiring," and he dove down into his grip, took therefrom a magazine and cuddling up into the corner of the settee subsided into silence.

In the meantime, the farmer and I cast about as to how we could arrange matters for at least some rest, even if sleep failed to come. The result was that we were soon stretched out on the floor (the Rambler positively refusing to share in the use of the cushions and the robes),

with the Rambler's and my grip for pillows and the cushions of the auto for mattresses as far as they would go. We then rolled up in the laprobes and essayed to get as much comfort out of the situation as was possible. We had hardly become settled, however, before the Rambler, looking down on us from his reading said mischievously, "here, gentlemen, is an item I have found that will interest you and give you something to think about before going to sleep. A writer in this magazine, issued by a transportation company, is dissertating on traveling being a twentieth century duty, and you as adventurers and travelers will be interested in his conclusion." He then read the following extract:

"Stories of travel always have been prized for their educational value—so broadening, you know. A knowledge of geography has been deemed an essential part of every education. And they are both good and more or less necessary, but why take the other traveler's impressions when you can get your own and why fill the geographical cabinet of your brain with the idea that Japan is pink, China green and India orange color. ('This spot where we are camping tonight ought to be colored white on the county map,' he interpolated); that the sea is crisscrossed with lines of latitude and longitude; that all the ocean is exactly the same shade of blue and a whole lot of other suggestions with which the map-makers have impressed us. Go out and learn your geography from original sources. If you never left Oshkosh, a map of Japan is merely a map. Visit Japan and that same map becomes a living reminder of one of God's gardens, where showers are mingled with the sunshine as the flowers are beset by weeds and where millions of people just like yourself are, like you, fighting the battle of life and assimilating their due proportion of brickbats and bouquets even as it happens in Oshkosh or even Chicago. Travel and get acquainted with the neighbors!"

"Shucks," said the farmer humorously when the Rambler had ceased, "how are we going 'to get acquainted with the

neighbors' on a night like this when they are three-quarters of a mile off."

I must have slept more or less during the remainder of that night in spite of conditions, although from time to time as I turned and tossed I would have been willing to swear that my eyes had not been closed, for on regaining full consciousness it was daylight. On getting up and looking out of the window I found it was still snowing and blowing although there seemed to be signs of a break coming. The farmer was still sleeping peacefully. As for the Rambler, he was doing more than that—he was snoring heavily; stretched out on the settee with his own overcoat rolled under his head for a pillow, the farmer's big ulster under him as a mattress and my overcoat thrown over his feet and legs as a coverlet. He awoke suddenly on hearing me tiptoe to the window and cheerily hailed me with a "Well, how did it go with you last night, Old Man?" "There were times when I have been more comfortable," was my response, "but under the circumstances it might have been worse. My bones are plenty sore, however." "So are mine," said the farmer who had also awakened, "but how's the weather outside?" "My, but I am hungry!" was my involuntary expression to which the Rambler laughed. "Still troubled about that eating, are you," he said, "even after I told you of those nice breakfasts they had going into New Orleans. Little things like hunger and aching bones should not be any trouble if you call yourself a railroad man. I came across something last night that related *real* troubles. It was told in a letter that must have got in by accident among those papers of mine that I gave you; it was somewhere on my desk at the time I hurriedly gathered those papers up. Here, I'll give it to you while you are stretching. I don't think you will complain any more after hearing it." "Who's complaining?" I said, but before we could stop him he had the letter before him preparatory to reading it aloud, he saying in an introductory way that names would not be given as we might gossip where it would do the party

at interest no good. Neither, account of our well known probity of character, was he going to state, out of respect for our feelings, the nature of one or two cuss words that were found therein. It was, however, he said, a letter of a baggage man at a railroad junction station to his trainmaster in response to a call down for alleged neglect of courtesy. This is how the letter read:

"Dear Sir:

"I misplaced those papers about thegetting plenty of abuse at..... but I will give you my statement and I think you will agree that he is absolutely wrong.

"The —— arrived at 6:55 P. M., No. 15 due out at 7:18 and was on time; that gave us 23 minutes to make the transfer. When —— was agent the pumper helped us with the transfer. After —— left the pumper did likewise. This left the agent and I to juggle the mail, baggage, milk and express. I just pulled a truck load of baggage into the freight shed, when this party asked me to check his trunk. I said, 'Where to, where is your trunk?' He said 'There it is; to ——.' I said, 'Give me your duplicate check,' which he did. I went through the freight house, waiting room, unlocked the office door, made out the check, retraced my steps, checked trunk, loaded it on the truck to take across the track when he said, 'I have another trunk I want checked.' I said '—— why didn't you say so in the first place and I could have checked them both at the same time.' I said, 'Give me your duplicate, time is short and I have other work to do.' He said, 'I want to keep this check for a receipt.' I said, 'Come on, quit your kidding and give me the duplicate.' He refused, then he wanted to cut it in half. I told him no 50-50 stuff on baggage checks with me. I said, 'What do you want with that check.' He said, 'I paid \$3.00 excess baggage in Indianapolis and I will either keep this check or you will give me a receipt for the money I paid in Indianapolis so I can turn it in on my expense account.' I said, 'Why didn't you get a receipt from the man that got your money?' He never told me why. He

said if I didn't he would report me. I told him to report me and be ——. I said, 'Don't you realize if I checked your baggage and let you retain that check, when you get to —— you could produce that check, put in a claim for a couple of hundred dollars?' I said, 'I might look crazy, but if I do I deceive my looks.' I told him, 'There's the agent over there juggling that stuff, go talk to him.'

"—— fixed him up some way and we charged him seventy cents storage when he might have escaped if he was human. After —— fixed him up, he started to unload on me, telling me various things. He said, 'I want you to understand that I have traveled all over the world and I never before received such treatment.' I told him, 'Brother, don't you ever go among intelligent people and try to pull off that kind of stuff and then tell them you have travelled a heap. Your general attitude reminds me of a country bumpkin making his first trip on the choo choo cars.' I could have been a little more diplomatic, but when a fellow has a trunk on his back, a mail sack under his arm and a boob to contend with, he sometimes forgets to use the soothing syrup remedy."

We both laughed on completion of the Rambler's reading, but it was clear to see that the farmer was uneasy. He paced back and forth in the little room several times, looking out the window as he passed it as though measuring the storm. Finally he stopped and said, "Gentlemen, I think the weather will change in a couple of hours or so, but I am so anxious about my father that I have a mind to try to set out for home. It is going to be tough and I may not get through, but I would rather be active than caged up here. Of course, I do not expect you to join me, for the prospect ahead is rather serious." "Prospect nothing!" exclaimed the Rambler, jumping up and beginning to put on his overcoat. "If you go we go too." The farmer looked pleased and said, after having donned his coat, pulled his cap down over his ears, and gathered up the cushions and robes of the automobile,

"Thank you, gentlemen. There is a shovel out in the coal bin that I think we will borrow of the agent. He'll get along fairly well without it as I see there is a little hand shovel in the scuttle here." The automobile, which had been to the leeward of the station and at a point where the snow had not happened to drift, was in fairly good shape for the start. After cleaning it out the best we could it was backed out into a nearby opening and we made the start for the hill opposite the station over which the highway ran. We had a fair start, with no drifts and not such a great depth of snow, as the wind had been such as to even leave many spots bare. Our good beginning had carried us pretty comfortably about two-thirds of the way up that hill when the snow became so deep that the machine was stalled. The Rambler jumped out and waded ahead, breaking a semblance of a track for the wheels which the farmer took advantage of by making another start while I pushed from behind. We thus got over the first drift, but they followed rather fast, notwithstanding there were from time to time thin or even open patches over which we made considerable headway. At some of the drifts we used the shovel, but even then it was evident that there was still a question of our being able to make the three miles in such fashion. The farmer grimly stuck to it, encouraging both of us by saying that in all probability we would not have to work so hard for the whole distance, as beyond all doubt his boys were working toward him from the other end. It was discouraging work, however, and in time we all heard with mutual satisfaction a locomotive whistle in the near distance and later stood watching a train plow through the drifts on the railroad tracks which ran practically parallel to the highway and at no great distance

from it. Although moving slowly, the engine, behind a snow plow, was accomplishing the clearing of the tracks. On seeing this the farmer remarked, "We're all right now, boys. We will leave the auto here for my sons to pick up when they get to it and follow in the wake of that train on foot down the tracks. It will not be easy walking, but ankle deep snow won't exhaust us I guess as this work is doing, and we will land only a short distance from my house, about two miles further down."

We gladly accepted the change and started on our hike. While on our way it ceased snowing, and in a little less than two hours we made the farmer's home, a weary and hungry set of men, but otherwise none the worse for our arduous labor. Imagine our surprise, however, on reaching the house to find the automobile that we had abandoned standing in the yard. It developed, as had been anticipated, that the boys had gone out in search of their father and that the stretch of country over which they had broken through had not been subject to as deep a snow fall or as many drifts as had been the case of that over which we had labored. So while we were trudging wearily down the tracks the boys had reached the machine and brought it home. "What did you think had become of your father when you found the abandoned machine?" I asked one of the boys. "Did you make no search for him?" "Didn't have to search long," was the grinning reply, "we saw your tracks down to the railroad and just figured what you were doing."

"Hope the old gentleman was alive when you reached there," said Tyro, to whom I had been telling our adventure. "Yes," I said, "and able to attend to the business for which we had sought him."

Service Notes of Interest

Obituary

Mr. William J. Bowes, traveling passenger agent of this company, died at his home in Milwaukee on the morning of February 24, 1917, at the age of 57 years.

Mr. Bowes entered the service of the Illinois Central Railroad in 1882, occupying a clerkship in the Baggage Department. In 1889 he was appointed passenger agent at Chicago, in which capacity he served until 1900, when he was promoted to the position of traveling passenger agent with headquarters at Milwaukee.

The Fourth Annual Mid-Winter Vacation Party to New Orleans and the Mardi Gras was an unqualified success in every respect. It was handled throughout by special service, the "Mid-Winter Special" leaving Chicago in two sections of eleven and ten cars, respectively, there being added to the latter one at Carbondale, a car from St. Louis and one from Springfield, making the section south of Carbondale one of twelve cars. In addition there was a third section of nine cars from Cincinnati. These three sections carried a total of 414½ passengers, tickets held by them showing that the party came from twenty-five points of origin, including those received from off foreign lines through our various gateways. As is known, these trains were parked at New Orleans and made the home of the party at that point, all details pertaining to which parking proved first-class in every respect, no criticisms or unfavorable comments being heard in regard to it. Four dining cars were parked with the trains and operated while in New Orleans on the a la carte basis. Over eight hundred meals were served in them while in the city.

The three special trains were handled in both directions in a very satisfactory manner, the very best co-operation on the part of all concerned being manifested everywhere. It is probably safe to say that every passenger thoroughly enjoyed the trip from beginning to end, as no unfavorable comments were heard in any direction. The personnel of the party, as on previous occasions during the past three years, was very satisfactory, it including professional and business men and members of their families. The first section from Chicago included a party of sixty members of the Chicago Athletic Association and their friends.

The following convention announcements for March and April, 1917, should

be carefully gone over by agents and kept in mind, with the end in view of obtaining business therefor in cases where applicable to their territory:

Organization, Location and Date

National Railway Appliance Exposition, Chicago, March 19-22, 1917.

North Central Academic Association, Chicago, March, 1917.

National Mattress Manufacturers' Association, Chicago, March, 1917.

National Association of Ornamental Iron & Bronze Manufacturers, Chicago, March, 1917.

Prepared Roofing & Shingle Manufacturers' Association, Chicago, March, 1917.

Western Cannery Association, Chicago, March, 1917.

International Flower Show, New York City, Chicago, March, 1917.

Western Oil Jobbers' Association, St. Louis, March, 1917.

Illinois Ice Dealers' Association, Milwaukee, Wis., March, 1917.

Illinois Gas Association, Chicago, March, 1917.

Laundrymen's Association of Illinois, Chicago, March, 1917.

American Rose Society, Philadelphia, Pa., March 20-23, 1917.

Master Horseshoers' Association of Illinois, Aurora, Ill., March 21-22, 1917.

American Iron, Steel & Heavy Hardware Association, New Orleans, March 27-29, 1917.

American Chemical Society, Kansas City, Mo., week of April 9, 1917.

Western Economic Society, Chicago, April, 1917.

American Urological Association, Chicago, April, 1917.

National University Extension Association, Chicago, April, 1917.

Grand Lodge I. O. O. F., Special Meeting Grand Officers' Annual Visit, Chicago, April, 1917.

National Association of Lumber, Sash & Door Salesmen, Chicago, April, 1917.

Millwork Cost Information Bureau, Chicago, April, 1917.

Royal League, Chicago, April, 1917.

United National Clothiers, Chicago, April, 1917.

National Conference on Community Centers, Chicago, April, 1917.

American Association of Teachers of Journalism, Chicago, April, 1917.

Pi Kappa Alpha, Jacksonville, Fla., April 10, 1917.

Conference of Women's Clubs, New Orleans, La., April 9-14, 1917.

Associated Technology Clubs, Cleveland, Ohio, April 19-21, 1917.

Baseball, Football and Track Dates

Notre Dame at South Bend, April, 1917.

Notre Dame at Madison, April 24, 1917.

Indiana at Bloomington, April 27, 1917.

Purdue at Lafayette, April 28, 1917.

At the 1916 convention of the American Association of Traveling Passenger Agents among other addresses was one delivered by Mr. G. D. Dixon, vice-president in charge of traffic, Pennsylvania Railway Co. In his talk, among others, he expressed the following thoughts, which are as applicable to ticket agents as to traveling men:

"The outside men of the railroads are doing a great work; in many respects, a vital work. Upon the manner in which you conduct yourselves and the extent to which you serve the true interests, not only of your companies but of your patrons, largely depends the opinion which the public at large forms and holds of the railroads."

"The good will and confidence of the public mean more than almost any other consideration to the railroads today."

"Passenger traffic consists of the voluntary movements of human beings."

"In the work of creating traffic, the passenger man is favored in having a much more elastic medium to work in than the freight man."

"An important means (of expanding passenger traffic) lies in the stimulation of the desire to travel by appealing to the imagination and stirring the 'wanderlust' that is in the mind of every man, and every woman, too."

"The wisest passenger men of the future will be those who tend more and more to devote their best energies and their strongest endeavors toward the problem of the creation of new traffic."

Announcement is made by the St. Louis-San Francisco, and the Missouri, Kansas & Texas railways that on and after Sunday, March 4, the Texas Special became a joint Frisco-Katy train between St. Louis, Ft. Worth, Dallas, Waco, Temple, Austin and San Antonio via Vinita, the effect of which will be to shorten the distance between St. Louis and Texas by eighty miles, thus making the schedule of the Texas Special one of ease and regularity. The announcement circular in regard to this joint service states that between St. Louis and Dallas, and between St. Louis and Ft. Worth, the Texas Special may be considered either a Frisco Lines train or an M., K. & T. Lines train, and that tickets may be routed over either of the two lines to those points; also that tickets to points on connecting

lines beyond Dallas, Ft. Worth or San Antonio may be issued via either of the above routes to those gateways. This train is scheduled to leave St. Louis at 6:30 P. M., but it will be held thirty minutes, if necessary, for one or more Texas passengers, when such passengers are reported to be on delayed connecting line trains.

The passenger traffic manager has received the following letter of commendation, among many others, in regard to the Panama Limited:

Dear Sir:

The writer recently had the pleasure of making a trip over your line both to and from New Orleans on your new train "The Panama Limited," and he certainly feels that the officials of the Illinois Central Railroad deserve credit for the excellent service this very fine train affords the public.

The writer travels a great many miles during the year's time, and is glad to say that he doesn't remember of ever having been on a train where it was handled in any more satisfactory manner by the various engineers. In fact, it seemed to be the desire of the whole crew to make the service entirely satisfactory to everybody.

Wishing you continued success with this excellent train, I am

Yours very truly,

G. S. Turner.

The passenger department of the Illinois Central has adopted the latest thing in sleeping-car conveniences. The installation of six little green lights in the sleeping cars of the road's Diamond Special, running between Chicago and St. Louis, even with the floor, permits the extinguishment of the bright lights overhead and at the same time is conducive to safe perambulation along the aisles between berths. Always attentive to the needs of the traveler, the Illinois Central also announces something new in the way of comfort for the passengers. This is the addition to the chair cars of the same train of the "Hypo" type of lights. By this arrangement the lights are dimmed at night, reducing the bright glare to a very soft light, but still sufficient for all purposes.—Chicago Evening Post.

The Buffalo, Rochester & Pittsburgh Railway Co. has announced its discontinuance of operating all trains into the New York Central station at Buffalo. They substitute therefor the new passenger terminal and steamship dock of the Delaware, Lackawanna & Western Railroad, located at the foot of Main Street in Buffalo. In addition to the B. R. & P., the new station will also be used by the Delaware, Lackawanna & Western and the New

York, Chicago & St. Louis (Nickel Plate) railroads. The Detroit & Cleveland Navigation, Great Lakes Transit, and Northern Steamship lines will dock at the new terminal, thus making no transfer necessary for either passenger or baggage in connection with business ticketed via Buffalo and the steamship lines mentioned.

CHANGE OF NAME

"The Salt Lake Route," between Salt Lake City and Los Angeles, is now officially known as the Los Angeles & Salt Lake Railroad Co. It was formerly called San Pedro, Los Angeles & Salt Lake R. R. Co., but the change of name was desirable because the town of San Pedro, located on the Pacific ocean, became a part of the city of Los Angeles by annexation and is now Los Angeles harbor, thus making Los Angeles a seaport.

The Cunard Steamship Co. announces the opening of their new office in San Francisco, occupying the ground floor corner in the Hooker & Lent Building (renamed the Conard Building), corner of Market and First Streets.

The Nickel Plate Road has announced the withdrawal of the Chicago-Boston and Boston-Chicago tourist car formerly operated in their Trains Nos. 1 and 2.

Service via the Ward Line between Jacksonville and Nassau, B. I., has been discontinued, not to be resumed during the present season.

Mr. P. J. Mottz has been appointed traveling passenger agent, with headquarters at Chicago, vice Mr. G. B. Wyllie, appointed immigration agent.

Mr. A. J. Lightfoot has been appointed traveling passenger agent, with headquarters at Dubuque, Iowa, vice Mr. D. B. Woodman, resigned.

THE THINKER

Back of the beating hammer
By which the steel is wrought;
Back of the workshop's clamor
The seeker may find the Thought.
The thought that is ever master
Of iron and steam and steel,
That arises above disaster
And tramples it under heel!

The drudge may fret and tinker
Or labor with lusty blows,
But back of him stands the Thinker,
The clear-eyed man who knows;
For into each plow or saber,

Each piece and part and whole
Must go the Brains of Labor,
Which gives the work a soul!

Back of the motors humming,
Back of the belts that sing,
Back of the hammers drumming,
Back of the cranes that swing,
There is the eye which scans them,
Watching through stress and strain,
There is the mind which plans them—
Back of the brawn, the Brain!

Might of the roaring boiler,
Force of the engine's thrust,
Strength of the sweating toiler,
Greatly in these we trust.
But back of them stands the Schemer,
The Thinker who drives things through;
Back of the Job—the Dreamer
Who's making the dream come true!
—Troy, N. Y., Budget.

In the month of December last our New York office sold two round-trip tickets, via the Grand Trunk Pacific Route, to Prince Rupert.

A postal card subsequently received from one of the holders contained the following, which, though brief, was to the point: "Happy New Year. This is some journey you sold me."—Grand Trunk Railway Bulletin.

HIKING HOME

He had telegraphed his wife for money.
"I shall count the hours until I see you,"
he wound up, with a touch of pathos.
"Also the ties," she briefly wired back.

AN INQUISITIVE OFF-SPRING OF AN ILLINOIS CENTRAL AGENT

I thought my four-year-old boy had asked me about every question imaginable until he pulled this one on me:

"Daddy, where were you and I when God was making mama."

EXEMPT

The teacher was giving the school a little lecture on good conduct.

"Avoid criticising," she said.

"Don't make a practice of finding fault with other people or picking flaws in what they say or do."

"Teacher," spoke up a little boy, "that's the way my father makes his livin'!"

"You surprise me, George! What is your father's occupation?"

"He's a proofreader, ma'am." The teacher coughed. "Well, George," she said, "I make an exception in the case of your father."

FROM THE LAW DEPARTMENT



Recent Decisions of Courts and Commission

Stipulation in "Uniform Live Stock Contract" about time for presentation of claim held valid.—The Supreme Court of the United States held in *Chesapeake & Ohio R. R. Co. v. McLaughlin*, 242 U. S. 142, that a stipulation in a "uniform live stock contract" signed and accepted by both shipper and carrier to govern an interstate shipment, and declaring in effect that the carrier shall not be liable for loss or damage unless a claim therefor be made in writing, verified by affidavit, and delivered to a designated agent of the carrier at his office, in a place named, within five days of the removal of the stock from the cars, is on its face unobjectionable and, in the absence of any proof of circumstances tending to render it invalid or excuse a failure to comply with it, will be enforced.

Released valuation as applied to goods stolen in transit.—Parts of certain shipments of pig tin disappeared during the course of transportation from New York to Ohio. It was conceded by the plaintiff at the hearing (*Moore v. Duncan*, 237 Fed., 780, C. C. A., Sixth Circuit, November, 1916) that had the theft been committed by one not in the carrier's employ, the latter's liability would be limited to the released valuation, also that had the tin been lost in transit, by any other cause than theft by its own employees while acting in the scope of their authority, the valuation clause would be binding; but plaintiff contended further that the released valuation has no application to a loss due to the "conversion" by the carrier's own employees while employed by

the carrier in the transportation of the goods,—the pith of the argument being that the theft of goods in the course of transportation by an employee of the carrier, though solely for the benefit of such thieving employee, amounts to a conversion by the carrier—and that it is not competent for the latter to contract for the limitation of its liability for conversion.

However, the Court of Appeals held in this case: "We can see no valid ground for holding such contract invalid in case of theft by an employee for his own sole purposes and against the interests and without the connivance of the carrier. Theft of goods in transportation, and in the possession of the carrier for such purpose, is a theft from the carrier itself. Theft, under the circumstances stated, whether by a stranger or by an employee of the carrier, involves no misfeasance or lack of faithfulness on the part of the carrier. Such negligence of the carrier as may be involved in making theft possible is manifestly covered by the stipulation.

"When a shipper delivers a package for shipment and declares a value, either upon request or voluntarily, and the carrier makes a rate accordingly, the shipper is estopped upon plain principles of justice from recovering, in case of loss or damage, any greater amount. (*Kansas City So. Ry. v. Carl*, 227 U. S., 651.)"

The Court said, *Moore vs. Duncan*, *supra*, that the parties properly conceded it to be the settled rule that: "Although it is against public policy to permit a common carrier to stipulate for exemp-

tion from liability for negligence, it is not against public policy for a carrier to stipulate as to the value of the goods carried, and that such a stipulation, whether made by express agreement between the carrier and the shipper, or embodied in the schedules filed with the Interstate Commerce Commission pursuant to law, will be enforced in the ordinary case of loss through the carriers' negligence." Citing numerous cases.

When not unlawful to maintain different export rates to the same port dependent upon foreign destination of traffic.—In connection with the recent advances in commodity rates on iron and steel from Chicago, Pittsburgh and other points to Pacific Coast terminals for export (Western Export Iron & Steel Case, 43 ICC 129, 131) it was held, opinion by Commissioner Daniels:

"On traffic to Australia the proposed rate on most articles of iron and steel manufacture from Pittsburgh to the Pacific coast ports is 60 cents, as compared with 45 cents on traffic to the Orient. The United States Steel Products Company and its subsidiaries protest against a difference in rates dependent upon the destination of the traffic. Respondents explain that there are very few steamships plying between the Pacific coast ports and Australia and that practically all the traffic to that continent moves via New York. In other words, respondents in connection with ocean steamship lines from Pacific coast ports have not the service to offer and do not seek to meet the rate in effect from Pittsburgh via New York. The maintenance of different export rates to the same port dependent upon the foreign destination of the traffic, under such circumstances as here appear, is not unlawful. *Erickson Co. v. C. M. & St. P. Ry Co.*, 29 ICC 414."

Damage to perishable freight.—The Minnesota Supreme Court held January 26, 1917, in *Higgins v. C. B. & Q. R. R. Co.*, 161 N. W., 145, that a carrier of perishable freight is not an insurer of its delivery at destination in an undamaged condition; but where the shipper shows the damage occurred while

in the carrier's possession a *prima facie* case is made out and the burden of showing that the damage was not caused by its negligence is upon the carrier.

In this case it was admitted that the damage was caused from the freight, potatoes in sacks, being loaded in cars in which the wood of the bottoms was permeated with salt. These cars were furnished by a prior carrier, and the potatoes transported in them over the line of such carrier and delivered to defendant, a connecting carrier, which continued the shipment to its destination on its line. The unsuitable character of the cars was not discoverable by defendant on any reasonable inspection. It was held that the duty of defendant when it received the cars from the connecting carrier was to use due care, skill, and diligence in inspecting them, that it would be liable for a breach of such duty, but not for a defect which was unknown to it and not discoverable by the exercise of due care, skill and diligence.

Double-deck cars for sheep.—In *Swift v. C. B. & Q. R. R. Co.*, 43 ICC, 56, it was held that for the transportation of sheep from South Omaha and other primary sheep markets, the Burlington's tariff should provide that if a double-deck car is ordered and in lieu thereof two double-deck cars are furnished, they may be used at the rate and minimum weight applicable to the double-deck car provided a period of two days, exclusive of day of notice, is allowed defendant in which to furnish the car ordered.

Tickets for drawing rooms.—It is the general practice of railroads throughout the country to require a passenger desiring the exclusive use of a drawing room in a sleeping car to purchase two railroad tickets. Such a rule was found reasonable in *Railroad Commission of Nevada v. S. P. Co.*, 36 ICC, 250, and it was held January 22, 1917, in *Carter v. Soo Line*, 43 ICC, 51, that no different conclusion is warranted by the record in the latter case.

Cancellation of milling-in-transit privileges on rice.—In *Southern Rice*

Growers' Ass'n v. T. & N. O. R. R. Co., 43 ICC, 96, opinion by Commissioner Hall, it was said: "The principal justification offered by the defendants for the cancellation of their milling-in-transit tariffs is that under those tariffs their earnings were inadequate. But is this a justification? The significant thing about a milling-in-transit arrangement is its tendency to place the miller at an intermediate point on a more nearly equal footing with the miller at the producing point. The establishment of transit by defendants was a recognition of the propriety of such a rate relationship in this case. When defendants concluded that their earnings on the rice traffic were inadequate the logical thing for them to do was to increase their rates. This they subsequently did (see Rice from Texas and Louisiana, 40 ICC, 285, and Rice from Texas and Louisiana (No. 2), 43 ICC, 29), but only after they had caused a disruption of rate relationship by the withdrawal of milling-in-transit. The claim that the 2-cent transit charge applied under the milling-in-transit rules formerly in effect was or is unreasonable has not been sustained by the complainants. The transit arrangement is a valuable service to them and a source of expense to the carriers as heretofore shown.

"Upon the whole record we are of opinion and find that the carriers have failed to justify the withdrawal of milling-in-transit on rice moving from Texas and Louisiana producing points to interstate destinations. We further find that the milling-in-transit charge of 2 cents on the clean rice has not been shown to be unreasonable."

II. *Reconsignment rules on coal established by Illinois Commission January 18, 1917, to expire April 1, 1917, unless otherwise ordered.*

The State Public Utilities Commission of Illinois established, after an extended hearing, the following rates, rules and regulations governing the reconsignment of coal, coke and coal briquettes, applicable on Illinois-intrastate traffic:

"1. *Definition.* For the purpose of applying the following rules, the term

'Diversion or Reconsignment' means a change in the name of the consignee; change in the name of the consignor; change in the route (at owner's request); change in the destination; any instructions necessary to effect delivery and not shown on original billing.

"2. *Requests for Diversion or Reconsignment.* If request is made for the diversion or reconsignment of freight in carloads, this company will make diligent effort to locate the shipment and effect diversion or reconsignment, but will not be responsible for failure to effect the diversion or reconsignment desired unless such failure is due to negligence of its employees.

"3. *Charge for Diversion or Reconsignment.* If a car is diverted or reconsigned in transit prior to arrival at original destination, or if the original destination is served by a terminal yard, then prior to arrival at such terminal yard, a charge of \$2.00 per car will be made for such service, except as otherwise provided in Rules 5 and 8. (See note.)

"NOTE.—On shipments originating within the switching limits of stations on the lines of (this carrier), no charge for diversion or reconsignment will be assessed if orders for such diversion or reconsignment are received at initial billing point before car leaves the yard at which the road-haul begins.

"4. If order for diversion or reconsignment of car is placed with the local freight agent at billed destination, or other designated officer, in time to permit instructions *being given to yard employees* prior to arrival at such billed destination or terminal yard serving such destination, a charge of \$2.00 per car will be made for such service, except as otherwise provided for in Rule 8.

"5. When a car is stopped prior to arrival at original billed destination on request made by consignee or consignor, a charge of \$2.00 per car will be made for such service and the point where the car is stopped will be considered the destination of the freight.

"6. If a car is reconsigned after arrival at original billed destination or

terminal yard serving such destination, or if reforwarded without being unloaded, a charge of \$5.00 per car will be made if the car is reconsigned or reforwarded to a point outside of the switching limits.

"7. *Reconsignments Within Switching Limits After Placement.* Cars that have been placed for unloading and which are subsequently reforwarded to a point within the switching limits of the billed destination will not be subject to reconsignment charge, but will be subject to the published industrial or local tariff rate on file with the State Public Utilities Commission of Illinois, in addition to the rate from the point of origin to billed destination.

"8. *Reconsignments Within Switching Limits Before Placement.* (a) A single change in the name of the consignee at first destination (and/or) a single change in the designation of his place of delivery at first destination will be allowed without charge if order is received *in time to permit instructions being given to yard employes* prior to arrival of car at first destination or at terminal yard serving such destination.

"(b) If such orders are received *in time to permit instructions to be given to yard employes within twenty-four hours* after arrival of car at terminal yard, a charge of \$2.00 per car will be made.

"(c) If such orders are received sub-

sequent to twenty-four hours after arrival of car at terminal yard, a charge \$5.00 per car will be made.

"9. *Freight Rate Applicable.* These rules and charges will apply whether shipments are handled on local rates, joint rates, or combination of intermediate rates. The through rate to be applied under these rules is the rate on file with the State Public Utilities Commission of Illinois from point of origin via the reconsigning point to final destination in effect on date of shipment from point of origin. If the rate from original point of shipment to final destination is not applicable through the point at which the car is reconsigned, in connection with the line moving the traffic to that point, the sums of the locals will apply, plus reconsigning charges.

"IT IS FURTHER ORDERED, That the aforesaid rates, rules and regulations governing the reconsignment of coal, coke and coal briquettes, applicable on Illinois intrastate traffic, and filed in compliance with this order, shall expire at 7 A. M., April 1, 1917, unless otherwise ordered by the Commission. The Commission reserves jurisdiction of the subject-matter and of the parties for the purpose of entering such further order or orders herein as it may deem necessary.

"By order of the Commission, this 18th day of January, 1917."



Interstate Commerce Commission

By J. A. Breckons, Washington, D. C.

A BILL has passed the House and is now before the Senate which proposes to enlarge the Interstate Commerce Commission from seven to nine members, with terms of seven years, and each to receive \$10,000 annually. In reporting the bill to the Senate the Committee on Interstate Commerce urges its passage and, among other things, says:

"It is a physical impossibility for the seven commissioners conscientiously and in a satisfactory manner to acquaint themselves with the facts and issues in so large a number of cases, many of which are very complicated and many of which are close questions, and have much time for anything else.

"In addition to this work, it must be remembered that the commission has the duty of administering the act which calls for an appraisal of the value of the railroad properties from several different standpoints. This in itself is a tremendous work. It is not physically possible for the commission to give proper attention to the work, which it was created to perform originally, and at the same time pass in a satisfactory manner on the multitude of questions involved in this work of valuation. The work of valuation in itself is sufficient to absorb all the time and attention of one division of the commission such as is contemplated in this bill.

"The details obtained in this valuation work must be classified and co-ordinated in such a manner that the commission may be enabled to defend in the courts the principles that are applied and the manner in which they are applied. If this cannot be done, all the work already done will be wasted and great sums of money will be lost to the government.

"These conditions can be met and the difficulties obviated by increasing the numbers of the commissioners to nine. Under the bill the commission would be authorized to subdivide itself into three divisions of three members each. Certain matters would be delegated to each division but the commission as a whole would retain jurisdiction of any especially important matter."

THE INTERSTATE COMMERCE COMMISSION'S VALUATION OF RAILROADS

The Sundry Civil appropriation bill, providing appropriations for the coming

fiscal year, carries \$3,500,000 to enable the Interstate Commerce Commission to continue the work of making a physical valuation of railroad property in the United States as directed by the Act of March 1, 1913.

The Commission has already expended \$9,300,000 on this work, and has 2,000 employes getting pay at the rate of from \$1.00 to \$50.00 a day. Judge Prouty, of the Commission, who is in charge of the valuation work, says that it will take until January, 1920, to complete the field work, and another year to complete the office computations and apply the prices, so that the reports to Congress showing the value of the railroads cannot be made until January, 1921. Thus, it will be seen that the total cost of ascertaining the valuation of the carriers will exceed \$22,000,000; in fact, it may run to \$25,000,000.

There is divergence of opinion as to the utility of the tentative reports which have recently been made by the Commission of the valuations of several small lines on which the work has been completed.

In one of these cases, that of the Atlanta, Birmingham and Atlantic Railroad, the Commission's report shows the valuation to be about \$29,000,000. The company has filed a protest against that valuation and has listed 56 different objections. It claims an original cost of \$43,502,122, and shows a reorganized capitalization of \$39,290,000.

In the case of the Kansas City Southern Railway, the Commission deducts \$7,698,888 for depreciation, which amount is determined by assuming that the various parts of the property have a service life of an *estimated* number of years; then, further assuming that those parts while still rendering efficient service, have lost in value the proportion of the cost which is represented by the years that have passed since they were constructed or put in place. As the rapid

development of the country and its transportation facilities have in the past required the replacement of many parts of a railroad and its equipment, while still capable of years of service, and as the railroads have not in the past—except for equipment—been required to create replacement funds out of earnings, the carriers vigorously protest that an attempt to find value by such a deduction for depreciation is unjust and any such uneconomical treatment of the capital invested in the railroads would make it more difficult if not impossible to obtain the capital necessary to provide additional railroad facilities.

It is contended by the railroads, of which tentative valuation reports have been made, that until the Interstate Commerce Commission has determined the principles and methods of valuation to be finally applied by it and the same are reviewed by the courts the public should not conclude that these tentative reports represent the value of the properties.

In addition to the cost of \$25,000,000 for determining the valuations of railroads it is probable that a permanent charge will be made to keep the valuations current. In his testimony given before the House Appropriations Committee on the current Sundry Civil bill, Judge Prouty, of the Commission, said:

"The act requires that the valuation when made shall be kept good. Now, that is going to necessitate a permanent division of valuation in Washington, and we shall have to do, or somebody will have to do, work of that character next year which will cost some money. I do not know how much, but probably \$150,000, and eventually it will cost the Government—I do not want to make any wild estimate—but I think it will cost approximately \$350,000 a year to do the work that ought to be done in keeping this valuation good."

Thus, after spending \$25,000,000 for obtaining information of questionable value, the Government will be obliged to maintain a permanent division of valuation at an approximate cost of \$350,000 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 ▲ ▲ ▲ ▲

Typhus Fever—How Contracted—How Prevented

Typhus fever is not a common disease in the United States, but because of the ravages done by this disease in the European armies and because of its recent appearance in some of the Middle-Western states, it is of especial interest at this time. The disease is thought to have been brought into this country by Mexicans who have been employed in extra construction camps.

Typhus fever is also known by the names, spotted fever, jail fever, camp fever, and ship fever. It is abrupt in its onset and the patient is quite sick, so that a physician always sees the case shortly after it begins. The progress and severity of this disease is very much more rapid than that of typhoid fever. It is also a very much more deadly disease than typhoid fever and the mortality is especially high in camps and armies.

The Causes—The cause of the disease is an infection which is carried by the louse, either the head louse or the body louse, and bed-bugs will carry the germs

of this disease, consequently the principal cause of the spreading of this disease is overcrowding, lack of cleanliness and malnutrition, so that the resistance is decreased.

The Prevention—The prevention of typhus fever consists chiefly in getting rid of all vermin. If all clothing could be soaked in a disinfectant solution to destroy all vermin and eggs the disease could promptly be stopped. It is also necessary to have the hair closely clipped if there is danger of infection, and besides the body should be sponged with a disinfectant solution. A very good method of destroying vermin in a house or camp car is by fumigation with sulphur.

Prompt disinfection and treatment in this country apparently has stamped out the disease, but it is only by paying special attention to the sanitation and hygienic conditions in extra construction camps that the danger of a recurrence of this dread disease can be prevented.

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

Rolling Fork, Miss., August 31, 1916.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.
Dear Doctor:

I have recently returned from New Orleans, where I spent ten days in

the Illinois Central Hospital, and I would be selfish and ungrateful if I failed to tell others of the splendid treatment I received while there. I thank all of the doctors and nurses for their sympathetic interest shown me and for the kindly attention shown my wife, who was with me at the time. Nor would I fail to mention the efficient employes connected with the hospital who did so much to add to my comfort while in the hospital. It is a splendid institution and I feel that the 50 cents per month is a good investment.

Very sincerely,
(Signed) T. C. Gilliland,
Operator.

Waterloo, Iowa, August 21, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:—

I want to thank you and the Hospital Staff at Chicago for saving my life, and for the very efficient treatment which they rendered me. There was no hope for my recovery when I left for Chicago, but the good work of the doctors and nurses in charge of the Illinois Central Hospital brought me through all right. I am very thankful to them for the services which were furnished me, and I am now well and working and can recommend to fellow employes that whenever they are in need of any hospital treatment they go to the Illinois Central Hospital in Chicago.

Yours truly,
(Signed) Fred Chevalier, Conductor,
Minnesota Division.



Natchez Troops All Fare Well, Says Capt. R. L. Montgomery

IN A letter to Mr. James K. Lambert, Capt. R. L. Montgomery, writing from Camp Wilson, Fort Sam Houston, says in part:

"I want to thank you for following me up with my home paper. It has been one of the few real pleasures that have fallen to my lot to be able to keep in touch with the people and business of old Natchez through your paper while engaged in the arduous duties of serving my country in the field. I have been able to read my paper in camp, in the hospital, in temporary bivouacs, on hikes; in fact, wherever I have spent the night, the splendid mail service of the government and the fine business ability of Mail Clerk Allen Turner of the Natchez postoffice have brought it to me. Turner has supervised the handling of the mail for the regiment ever since we were mobilized until recently, when his efficiency being recognized by the Camp Wilson military postoffice people, he was taken from us and is now stationed with them.

Most of the Natchez boys are faring well, I believe; Major Patterson, Lieuts. Feltus, Geisenberger, Burns and Winchester are "fat," although Capt. Harper has been sick in the quarters a day or two from cold which in one form or another, grippe, tonsillitis, simple sore throat, has been epidemic in the entire division. As usual with your humble servant, he has been assigned the most arduous position within the regiment, having been supply officer since we were first mobilized. The duties have taxed my energies and staying qualities to the utmost, but thanks to a fine and efficient commissioned and noncommissioned staff, the best, I reckon any quartermaster ever had, I have been able to meet them, and we have received many compliments from the regular inspectors. We have tried to do our duty to our state and our country; we have plenty of work, and some hardships inseparable from a soldier's life, but there has been little serious illness and less complaining among our boys. While we have had no fighting (which they all desired most heartily) we have had to face very trying situations at times; for to face these "northers," Northerners, as most of the soldiers call them, wind and rain and sleet altogether they are, and live in rag houses eight months, often with the thermometer around 24, is no joke. We came at the call

of our President; we are ready to stay until he calls us home, but there is no place like Mississippi to a native born, for where our treasures are, there will our hearts be also; and with our loved ones, wives, sweethearts, mothers, sisters, friends awaiting us with outstretched arms, the order to entrain for Mississippi will be received with joy, and executed with a song in our hearts by most of us. A great many of our men have suffered grievously from financial losses occasioned by loss of positions, business disruptions, etc., but thanks to the patriotism and fine generosity of the dear old I. C. R. R., which I have the honor to represent in your city, not one of her employes has suffered loss by reason of serving their country; from the Great Lakes to the Mexican Gulf, all those men in the military service at the time of the President's call to the border have been taken care of, not only in the preservation of their positions for them until such time as they may be released, but every man with a family has been paid his full salary, and every man with no dependents, half salary. That doesn't sound like we were working for a "soulless corporation," does it? I heard a "dusty" remark the other day as he was mailing his Illinois Central half month pay check to his widowed mother at home, in speaking of President Markham and his many kindly acts to Mississippi and Mississippians: "He's what I call a man," and I heartily echoed his sentiments as I added "them's mine."

San Antonio people have been mighty nice to us (I guess we have been nice to them, spending about \$80,000 per month per regiment with them), but honestly, I wouldn't give a forty-acre field in the Natchez district for a section of land out here; that is to say, if I had to live upon it, me and mine. I surely am rejoiced to see that things are booming in Natchez, and especially around old Natchez. A prosperous country round about her will bring her into her own, make of her what she was destined for—situated as she is—to be the Queen City of the Mississippi Valley."

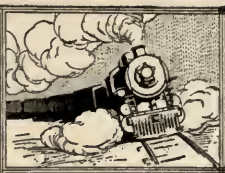
Good luck to you and yours and the kindest remembrances to all my Natchez friends.

Cordially yours,

R. L. Montgomery.



TRANSPORTATION DEPARTMENT



Getting Ready for the Storm

By M. G. Flanagan, Train Master

THIS subject should commend itself to an operating officer, as being the means to achieve the most satisfactory results if due consideration is given to it. No extraordinary intelligence is required to foresee what will happen if no preparation is made to meet the ordinary difficulties that beset railroad operation in the north during the winter months, when business is heavy and weather conditions most unfavorable.

We are face to face with a situation wherein the utmost is demanded of railroad companies to transport the commodities of a thriving, prosperous nation, when comparison can and will be made between those lines, which have been caught illy prepared for this storm of business, with those that, in a great degree foresaw it.

The subordinate officer may be pardoned for feeling a just pride in his company and its operating officials when he happens to be in the service of such as the latter.

Familiarity with the problems to be met enables the subordinate to suggest a means of meeting local propositions or sidestepping them gracefully when the "sidestepping" is economically good.

This may require a word of explanation to dispel the impression that might ensue from the use of the term "sidestepping," and by it is meant the genius to solve a difficult problem in the shortest way. With facilities in the way of splendid power, adequate sidings and terminals provided, there is

opportunity to apply more thought to the methods of handling traffic.

The acute situation with reference to the coal supply which has confronted the railroad companies this season, has suggested to my mind the thought that perhaps a change in the method of handling company coal might be made to our advantage, and without in any way affecting the interest of the company's patrons. In analyzing the subject we find that company coal is crowded to us during the last three days of the week.

If it is possible to do so, a regular movement of company coal would, I believe, result in a more even train load throughout the month, especially in the direction of light traffic, minimize the danger of congestion at terminals, lessen the risk of a shortage in the event of a snow blockade, and possibly avoid delay to revenue loading in extreme cases, should it be necessary to give company coal preference in movement to other dead loading.

The prime necessity of getting ready for the storm, however, appeals to me as that of keeping in constant touch with employes who are handling engines and trains, frequent talks with them to insure their full understanding of the rules, impressing upon them the fact that interest in their own personal safety should command their compliance with the requirements, for after all, the best asset of a railroad company, to my mind, is a corps of efficient employes who are intelligent, steady and loyal, and a major guarantee of being ready for the storm.

Loss and Damage Claims

MUCH has been said and written about Loss and Damage Claims. The Train Master's part in reducing such claims is an important one. To my mind no one can do more to reduce claims than train masters. He should be furnished with copies of all over, short and bad order reports issued on his district, and after receiving same he should personally investigate each case. By doing so I have been able to show a very large decrease in claims on my district.

The book record which is furnished by agent, loss and damage bureau to superintendents each month, I find is a very great help in getting at the leaks. In my mind there is no report sent out which will enable the train master to get at the bottom of claims as this report does. When it is received they should call their local conductors into their office and show them the number of exception reports issued against their handling of freight, and by so doing I have found in most all cases that conductors could furnish information that would show where the responsibility for such exceptions rest. This report shows issuing and originating

station and if the stations are on your own territory it should not be much trouble to locate the responsibility for loss, damage, etc. After going over these reports with conductors and agents I have found that I have been able to correct such things as improper loading and rough handling to a large extent. I have always made it a practice to inspect over, short and bad order reports at all stations on my district, when at such stations have found that by so doing and getting after shorts, etc., at once, they can be quickly located without much trouble. Train crews can very easily be taught to take an interest in loss and damage to freight by explaining to them the importance of trying to reduce claims. I have found that they are always anxious to do their part. Train masters, master mechanic and traveling engineers on the Kentucky division hold monthly meetings with train, engine and yard men and loss and damage to freight, rough switching, etc., are always made a live subject, and by getting the road and yard men interested we have found that our claims have been very materially reduced.

Noble Houpla 118180
Owned by Starkville Jersey Farms



A son of Noble of Oaklands sold for \$15,000.00 and a half brother to Golden Fern's Noble sold for \$25,000.00, the most valuable Jersey bull in the world.

Minutes of First Quarterly Staff Meeting 1917, Held in the Office of the Superintendent, Fulton, Kentucky, Monday, February 12.

PRESENT:

J. M. EGAN, Superintendent.
 A. W. ELLINGTON, Trainmaster.
 E. BODAMER, Trainmaster.
 W. T. MAYS, Chief Dispatcher.
 F. E. ALLEN, Chief Dispatcher.
 T. J. HUNT, Traveling Engineer.
 S. J. HOLT, Roadmaster.
 L. GRIMES, Master Mechanic.
 J. HUDDLESTON, General Foreman.
 J. M. WOODSON, Asst. Roadmaster.
 W. H. COX, Supervisor.
 W. H. PURCELL, Supervisor.
 J. M. JACKSON, Supervisor.
 R. E. HUBBARD, Supervisor.
 T. J. TRAVIS, General Yardmaster.
 M. PARKER, General Yardmaster.
 A. M. MITCHELL, Local Conductor.
 R. B. SMITH, Local Conductor.
 A. J. JEFFRIES, Traveling Freight Agent.
 B. T. ADAMS, Storekeeper.
 W. E. HOYT, Storekeeper.
 J. L. EAST, Agent L&D BUREAU.
 W. W. JOHNSON, Claim Clerk.
 W. C. QUINELLY, Traveling Freight Agent.
 F. B. WILKINSON, Agent.
 J. M. TAYLOR, Agent.
 G. E. GALLOWAY, Agent.
 O. M. WOOD, Agent.
 C. B. SIMONTON, Agent.
 L. S. HAZLEGROVE, Agent.
 W. B. MILLS, Investigator of Practices.

Following subjects discussed and conclusions reached:

Loss and Damage to Freight

Mr. East led the discussion in a general way, after which considerable time was devoted to live stock claims. It was concluded that agents should reject live stock which is not properly loaded, and this includes cars which are over-loaded. It is recommended that this practice be adopted by all agents. It is also recommended that arrangements be made to improve the movement of No. 52, out of Memphis, this train handling stock for St. Louis. Yards are going to call attention to cars which are not properly partitioned or in which animals are not properly secured, and Superintendent's office will undertake to call these conditions to the attention of the Superintendents of the loading division. Conductors will likewise notify Trainmaster or similar cars observed in trains. It was the consensus of opinion that stock should, without exception, be handled near the engine. Oftentimes, drovers in charge of shipments of stock, request that the stock be placed near the caboose. It is recommended that such requests be declined and that the stock be uniformly placed on head end of the train to avoid damage to stock by rough handling.

It is also recommended that movement of stock be confined to stock

schedules and that we decline to accept stock tendered except for movement on designated stock schedules.

Considerable discussion ensued concerning lost packages, and consensus of opinion was that packages properly marked should eventually show up at destination even though loaded in wrong car or otherwise mishandled, if each employe performed his duty to the railroad. The fact that most lost packages are small ones indicates that the most serious situation in connection with lost packages which must be overcome, is pilferage. To prevent this, the close checking of freight in and out of cars and warehouses must be insisted upon.

It is also recommended that every station be provided with marking pot and brush and that shippers be persuaded to procure stenciling machines.

Initial Overtime

The increase in initial overtime was called to the attention of staff, every one present being impressed of the necessity for closely checking the movement of trains, taking advantage of each opportunity which presents itself to prevent the unnecessary expenditure of the company's funds for overtime. Attention was called to the fact that the practice of listing trains on prospective figures contributes largely to the increase in initial overtime and the conclusion was that immediate movement of the business would ordinarily justify the payment of penalties paid in the way of initial overtime.

Tickets and Cash Fares

Trainmasters were instructed to impress upon train crews the necessity of uniformly announcing to prospective passengers that tickets must be shown so that when the passengers approached the train openings they would have tickets ready.

Damage to Equipment

The increase in damage to equipment is of such proportions that it warrants the considerable discussion which it received. The conclusion was that great deal of damage is due to the numerous stops which our long trains had to make account hot boxes.

Hot Boxes

It is recommended that coal cars, moving empty to the mines, be oiled and dope worked up at Paducah and Mounds, so as to avoid the cars running hot after being loaded at the mines.





LOSS & DAMAGE BUREAU



Analysis of Exceptions

By H. G. Duckwitz, Train Master

From information contained in Loss and Damage Bureau reports on Forms Nos. 284 and 927 and other statistics during the past four or five months, it is apparent that the efforts exerted to reduce claims have not by any means come up to expectations. In fact, there has been a noticeable increase in expenses from this source, indicating that notwithstanding frequent station checks made by Loss and Damage Bureau representatives and division officials and resultant improvement in efficiency of station forces, there is still something lacking, and our endeavors to locate the cause and remedy this condition have apparently reached a dormant stage and will so remain unless our present, as well as past, records of exceptions, are systematically analyzed, with a view of locating the weak spots and remedying them.

It must be admitted that there cannot be any better guide for division officers in ascertaining true condition as to causes of exceptions than the statement furnished by Loss and Damage Bureau at the end of each month; all the information necessary is available and can be assembled, classified and analyzed with but little additional work. With such analysis, which may be prepared in statement form, every weak spot must automatically appear, thus permitting remedial procedure at the right place and opportune time.

It is surprising with what ease this information may be secured and with a properly prepared form (which Mr. East will furnish upon request), an

agent can place himself in a position to absolutely account for every exception issued against his station, regardless of its size and should to a large degree remove the often unfounded accusation of incompetence against station force, where an unusually large number of exceptions appear, for the simple reason that with a clear record of exceptions against the individual car, it can easily be determined where the trouble lies.

A recent analysis of exceptions against one of the largest stations on this division developed that out of 220 exceptions 50 were chargeable to spot number 18, which was 22 more than any other car in house setting, and 41 more than the average of a 23-car house setting. This, of course, indicates one of the bad cars which needs fixing. It will further develop when checked against agents' copies of exception reports not only the kind of exceptions but also whether or not the exception was noted before or after car broke bulk, which of course places one in position to readily determine the responsibility and work on this particular point until remedied. In this instance it develops that out of the 50 exceptions, agents' copies of exception reports indicated that none bore notation to the effect that the exception existed at or before shipment reached the break bulk or transfer point, which of course plainly shows where the fault lies.

As a further illustration, Dubuque station, according to Loss and Damage Bureau's January report, is charged

with a total of 220 exceptions, and unless the true conditions were known would reflect discreditably against the station organization, as well as the supervision of the Minnesota division. However, notwithstanding the unusually large number of exceptions, it develops from the analysis that out of this total of 220, 154 were made on shipments destined to distant points on other divisions or beyond, and that more than 90 percent of these were in apparent good condition at either the transfer point or where car broke bulk,

plainly indicating not only that the trouble occurs at other than the originating point, but also shows where pressure may be applied to ascertain the cause of such conditions.

Such collective information places the agent at the loading station in an offensive rather than defensive position and should, with proper co-operation from opposite ends, eventually bring about the improvement desired. For the information of those interested, a sketch of the form in use on Minnesota division follows.

MONTHLY COMPARATIVE ANALYSIS OF EXCEPTIONS ISSUED AGAINST
DUBUQUE STATION, DURING JANUARY, 1917

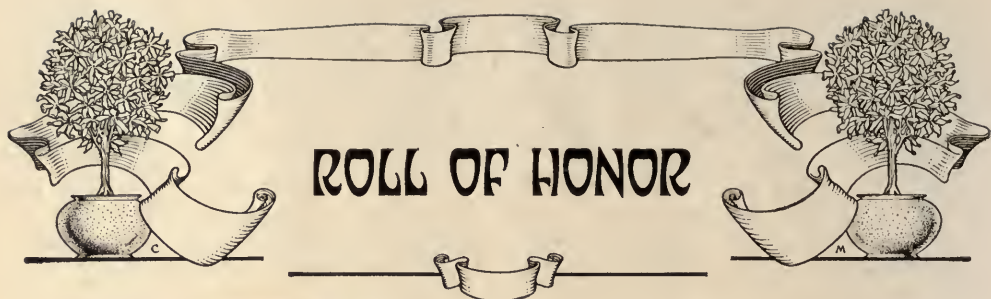
Spot	BREAK BULK or	OVER		SHORT		B. O.		TOTAL				REMARKS
No.	TFR. STATION	This Mo.	Pre. Mo.	This Mo.	Pre. Mo.	This Mo.	Pre. Mo.	This Mo.	Pre. Mo.	Inc.	Dec.	
1	Cherokee											Consolidated
0	Sioux City	7	19	2	4	6	19	15	42	....	27	Tfrd. at Cherokee
2	Ft. Dodge											Consolidated
3	Council Bluffs											Tfr. at
8	Tara-Aurelia	17	10	2	3	9	11	28	24	4	....	Ft. Dodge
4	Webster City-Gypsm											Consolidated
7	Ia. Falls-Blairsburg	6	7	2	2	6	10	14	19	....	5	Peddler
6	Janesville-Chas. City											Consolidated
16	Floyd-A. Lea	2	8	3	2	5	5	10	15	....	5	Peddler
5	C. Falls-Macy	5	7	4	5	5	8	14	20	....	6	Peddler
9	Waterloo	7	4	1	1	1	1	9	6	3	....	Straight
10	Independence	4	4	0	1	3	0	7	5	2	....	Set out Indep. worked and fwr
11	Manchester-Robins	2	2	1	1	3	7	6	10	....	4	to Jesup
12	Cedar Rapids	6	1	0	1	6	1	12	3	9	....	Peddler
13	Dyersville-Earlville	0	3	0	1	3	3	3	7	....	4	Straight
14	Delaware-Doris	1	2	0	1	3	1	4	4	....	....	Set out at Dyersville
15	Julien-Farley	1	3	0	3	0	3	1	9	....	8	Peddler
17	Chicago	5	7	3	2	5	4	13	13	....	....	Peddler
18	Freeport	12	9	18	12	20	31	50	52	....	2	Straight
19	C. & N. W., Galena	0	2	0	0	0	0	0	2	....	2	Straight
20	Galena	2	1	0	2	5	7	7	10	....	3	Straight
21	Council Hill-Eleroy	1	3	3	3	3	6	7	12	....	5	Peddler
22	Clinton, Ill.	11	7	5	4	4	7	20	18	2	....	Straight
23	East Dubuque	0	2	0	0	0	0	0	2	....	2	Straight
		....	....	....	....	....	....	220	273	....	53	DECREASE

Appointments and Promotions

Effective February 19, 1917, Mr. Myron P. Graham, is appointed contracting freight agent, 800 Edison Building, Chicago, Ill., vice Mr. Armin E. Hess, resigned to engage in other business.

Effective January 25, 1917, Mr. William

11 Petty is appointed trainmaster of the Grenada, Aberdeen and Winfield Districts, of the Mississippi Division, with office at Durant, Miss., vice Mr. Bess A. Porter, resigned to accept service with another company.



ROLL OF HONOR



CHARLES ST. JOHN.

CHARLES ST. JOHN.

MR. CHARLES ST. JOHN was born in Port Gibson, Claiborne county, Mississippi, August 27, 1846. When gold was discovered in California in 1850 his father went west and died on the way out and was buried at Santa Clara. His mother, with her three small children, returned to her old home in Port Gibson. When he was nine years old Charles St. John was employed as a messenger boy. At 12 years of age he was considered a very good operator, and at 15 years of age was appointed manager of the

Brandon, Miss., office, and at 16 was sent to Canton, Miss. He returned to Brandon in 1863 and in 1864 he was sent back to Canton the following year being appointed agent and operator at Summit. From Summit he was returned to Brandon, and the latter part of 1865 was transferred to Canton, where he remained until, after 54 years of loyal and efficient service with the Illinois Central Railroad Company, he was retired on a pension August 31, 1916.

During the war he was under the command of General Joseph E. Johnston, and as an operator rendered invaluable service to the Confederate army.

ISAAC DALLAS COURTRIGHT

MR. ISAAC DALLAS COURTRIGHT was born at Texas, Illinois, March 11, 1847. At a very early age he lost both of his parents, who died from Asiatic cholera, which was epidemic in this country in the early fifties.

At the age of fifteen he enlisted in the 76th regiment, Illinois volunteer infantry, and served until the close of the war, participating in the siege of Vicksburg, the battles of Big Black River, Jackson, Champion Hill, Yazoo City, Jackson Cross Roads, and the siege and capture of Fort Blakely, Alabama, as well as other minor engagements. In October, 1863, he was commissioned principal musician of his regiment and held that rank throughout the remainder of the war.

Returning to Illinois at the close of



ISAAC DALLAS COURTRIGHT.

the war, he attended school for two years and took a business course in Bryant & Stratton's commercial college in Chicago, after which he served two years in the office of county clerk, Iroquois county, at Watseka. He then entered the service of the Chicago & Alton Railroad and served that company for twelve years as switchman, baggageman and special agent at Bloomington and Springfield.

He began his service with the Illinois Central as baggageman in the old terminal station at Randolph Street in December, 1884, and was employed in that capacity until 1891, when he was transferred to the general baggage agent's office. For several years prior to his retirement March 31, 1917, at the age of seventy, he has held the position of tracing clerk in the baggage and mail traffic department.

Mr. Courtright will return to the scene of his early activities, Watseka,

Illinois, accompanied by the good wishes of his many friends.

JOHN LUMLEY

MR. JOHN LUMLEY was born in Galena, October 15, 1854. On July 13, 1865, his father died, leaving a widow and three small children. His mother then moved to Dunleith (now called East Dubuque), in the spring of 1866. In the fall of 1869 went to work for the Illinois Central Railroad Company. In 1870 went to work for Mr. C. A. Beck who was the agent, his duties consisting of call boy, taking numbers of cars in yard, firing and later broke on transfer between Dunleith and Dubuque. In 1872 went braking on the road and remained there until 1879 at which time he accepted service with another company, but returned to the Illinois Central in 1885. Promoted to the position of conductor in 1886, which position he held until October 1, 1916, at which time he was retired on a pension.



JOHN LUMLEY.



S. R. LENTZ.

S. R. LENTZ.

MR. S. R. LENTZ was born December 13, 1846, near Dongola, Ill. Entered the service of the Illinois Central Railroad Company at Pulaski, Ill., February, 1867, as helper and student, learning telegraphy and station agency work under A. C. Hall. Worked extra at Dongola, Anna, Carbondale, Rantoul, Wapella, Mendota, Sublett and Dixon. Sublett was his first regular office and he remained there for about two years. Worked as ticket agent and operator for about two years at Cairo.

February, 1879, he was appointed agent and operator at Du Bois (now Bois), and later was transferred to Farina. He worked as relief agent at Odin and was promoted to agent at

Arcola, Ill., December 19, 1879, and was retired on a pension December 31, 1916.

JOHN W. CARLIN.

MR. JOHN W. CARLIN entered the service of the Illinois Central Railroad Company January 2, 1865, and served continuously until the date of his retirement, October 31, 1916, a period of 51 years and 10 months. Mr. Carlin's initial work for this company was in the Stock Transfer Department and later he was made stock transfer clerk. March 19, 1902, he was appointed assistant treasurer of the company, and served in that capacity until his retirement.



JOHN W. CARLIN.

Contributions from Employes

The Loss and Damage Freight Evil—As Seen by the Agent at One of the Smaller Stations

By L. E. Richmond

THE articles which have appeared upon this very important subject have come principally from officials and agents at the larger stations. Little has been heard from the smaller stations scattered along our line. What part are we taking in the great fight which is being made upon the Loss and Damage Freight Evil? For my part, I think we "small fries" have the opportunity to do much good along this line because we are in a position to personally supervise the handling of all of the freight which moves through our station, as well as to get in closer touch with the shipping public along educational lines.

I have long since become convinced that a majority of loss and damage claims, traced to the source, would be found to be due to a bad start or no start at all. I can, with a needle and twine—and my needle and twine is a Howitzer when it comes to fighting claims—sew up a bag of beans which has accidentally come in contact with a protruding nail and avoid a claim, but I cannot, with any amount of care and enthusiasm, deliver the case of oysters left by the drayman in the ware-room of the shipper and overlooked by a careless receiving clerk at the depot. The phrase "loss of entire package" conveys a peculiar meaning. Where does it go? I do not believe it is stolen. I understand very little of it ever finds its way to the Old Hoss Warehouse and it is my opinion that much of it was never received to start with. It is inconceivable that a keg of nails or a box of hardware, properly marked and started on a journey of less than one hundred miles, should utterly vanish in a "now you see it—now you don't" fashion and no trace ever be found of it. Let us use more care in receiving freight for shipment and know positively that we have all the freight our bill of lading calls for before we give our receipts. While it is important that we get all the freight we receipt for, it is no less important that it be in condition to withstand handling. This is especially true of household goods.

A fight upon a household goods claim, or rather to avoid one, should be begun the moment you hear of a prospective shipper. If a man ask you for the rate on household goods it is assumed that he contemplates moving, and he should then and there be given full and complete instructions as to how to prepare his goods properly for shipping. See that he is told how to crate a stove or sewing machine and be sure he knows the treachery of a quilt or paper covering for a glass top safe or kitchen cabinet, which does not protect it but conceals the glass and rather jeopardizes it more than if left open to view. It must be completely stripped and covered to protect it. Instruct him how to pack glass jars of fruit and dishes and the many other things you are familiar with which he is not and above all do all this in a manner that will arouse his interest and show him how anxious you are to get his goods through to destination in good condition. Follow this policy of education not only with household goods shippers but with the shipping public in general. We know that the concerted action of the employes of this company has saved a tremendous amount of money and to secure the enthusiastic co-operation of the shipping public will strike a fatal blow to this evil. Loss and damage freight has been a source of great annoyance to the public and you will be surprised how quickly they offer their assistance to stop it when solicited. The writer has pursued a policy of extreme care and rigid supervision of outbound shipments, with the result that not a single exception report has been issued against the loading at his station for a period of two years.

Let us go after this evil with renewed effort, for it requires constant fighting to keep it down and once you slow up or lose footing the evil grows greater—like the rod of Moses which, when held in the hand was a symbol of power and authority, but once his hold upon it was relinquished, it immediately became a serpent.

The Brakeman at Church

By Robert J. Burdette.

On the road once more, with Lebanon fading away in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall, thin passenger reading, "Gen. Grant's Tour Around the World," and wondering why "Green's August Flower" should be printed above the doors of "A Buddhist Temple at Benares." To me comes the brakeman, and seating himself on the arm of the seat, says:

"I went to church yesterday."

"Yes?" I said with that interested inflection that asks for more. "And what church did you attend?"

"Which did you guess?" he asked.

"Some union mission church?" I hazarded.

"No," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do, I want to run on the main line, where your run is regular and you go on schedule time, and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, "all palace cars, and two dollars extra for a seat, fast time, and only stop at the big stations. Nice line, but too exhaustive for a brakeman. All train men in uniform, conductor's punch and lantern silver-plated, and no train boys allowed. Then passengers are allowed to talk back to the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at all flag stations and won't run into anything but a union depot. No

smoking-car on the train. Train orders are rather vague, though, and the trainmen don't get along well with the passengers. No, I don't go to the Universalists, though I know some awfully good men who run on that road."

"Presbyterian?" I asked.

"Narrow gauge, eh?" said the brakeman; "pretty track, straight as a rule; tunnel right through a mountain rather than go around it; a spirit-level grade; passengers have to show their tickets before they get on the train. Mighty strict road, but the cars are a little narrow; have to sit one in a seat, and no room in the aisle to dance. Then there is no stop-over tickets allowed; got to go straight through to the station you're ticketed for, or you can't get on at all. When the car's full, no extra coaches; cars are built at the shops to hold just so many, and nobody else allowed on. But you don't often hear of an accident on that road. It's run right up to the rules."

"Maybe you joined the Free-Thinkers?" I said.

"Scrub road," said the brakeman, "dirt road-bed and no ballast, no time-card and no train dispatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of a go-as-you-please road. Too many sidetracks, and every switch wide open all the time, with the switchman sound asleep and the target-lamp dead out. Get on as you please and off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass, but I don't like the line. I don't like to travel on a road that has no terminus. Do you know, sir, I asked a division superintendent where that road run to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they had he didn't

know anything more about the road than the passengers. I asked him who he reported to, and he said, 'Nobody.' I asked a conductor who he got his orders from, and he said he 'didn't take orders from any living man or dead ghost.' And when I asked the engineer who he got his orders from, he said, 'he'd like to see anybody give him orders; he run that train to suit himself, or he'd run her in the ditch.' Now you see, sir, I'm a railroad man and don't care to run on a road that has no time, or makes no connections, runs nowhere, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Maybe you went to the Congregational church?" I said.

"Popular road," said the brakeman, "an old road, too; one of the very oldest in the country. Good road-bed and comfortable cars. Well managed road, too; directors don't interfere with division superintendents and train orders. Road's mighty popular but it's pretty independent, too. Yes, didn't one of the division superintendents down east discontinue one of the oldest stations on this line two or three years ago? But it's a mighty pleasant road to travel on. Always has such a splendid class of passengers."

"Did you try the Methodist?" I said.

"Now you're shouting," he said with some enthusiasm. "Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it; steam gauge shows a hundred and enough all the time. Lively road; when the conductor shouts 'all aboard,' you can hear him to the next station. Every train-light shines like a head-light. Stop-over checks are given on all through tickets; passengers can drop off the train

as often as they like, do the station two or three times and hop on the next revival train that comes thundering along. Good, whole-souled, companionable conductors; ain't a road in the country where the passengers feel more at home. No passes; every passenger pays full traffic rates for his ticket. Wesleyan airbrakes on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah, ah!" said the brakeman, "she's a daisy, ain't she? River road, beautiful curves; sweeps around anything to keep close to the river, but it's all steel rail and rock ballast, single track all the way and not a side track from the round-house to the terminus. It takes a heap of water to run it, though; double tanks at every station, and there isn't an engine in the shops that can pull a pound or run a mile with less than two gauges. But it runs through a lovely country; these river roads always do; river on one side and hills on the other, and it's a steady climb up the grade all the way till the run ends where the fountain head of the river begins. Yes, sir, I'll take the river road every time for a lovely trip, sure connections and a good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me; but I paid my fare like a little man; twenty-five cents for an hour's run and a little concert by the passengers assembled. I tell you, Pilgrim, you take the river and when you want—"

But just here the loud whistle from the engine announced a station and the brakeman hurried to the door shouting:

"Zionville- This train makes no stops between here and Indianapolis!"

Lessons in Economy—I Know a Man

By R. L. White

Who uses only half of his pencil when he throws the other half away, account "too short." In addition to this he sharpens a pencil as he would whittle a stick. Roughly figuring, I would estimate that considering the breaking of points caused by crude method of sharpening his pencil he gets about 35 percent usage out of every pencil. In direct contrast to the above man I know another man in the same office who gets his knife sharpened every three months and carefully goes about sharpening his pencils, drawing the blade to him instead of from him and never has a broken point. In addition to this when he first came here he went to a book store and purchased what is known as a "Pencil lengthener" for five cents and he is the man who uses that pencil, which the other man throws away, account "too short." This man has not used a new pencil since he has been here, which is one and one-half years. There is an art to sharpening pencils. Watch the next person who draws the blade to them.

I Know a Man

Who changes typewriter ribbons every ten days instead of reversing the ribbon from top to bottom which can be done on the Remington visible typewriter, thereby giving double life. In direct contrast to the first man another man takes these worn-out ribbons and places five or six in a quart bottle, adding hot or cold water, either will serve purpose, and lets the bottle stand for ten days, after which he gets one quart of as good purple ink as anyone could buy. He has never used any ink but this, and when he draws out ink from the supply he replenishes with water and adds another worn-out ribbon, thereby forming an inexhaustible supply.

I Know a Man

Who fills his ink well brimming full every day or so and never thinks of using a cover for the ink well at night. Result is that in dipping his pen he oftentimes gets too much ink and as result has heavy ink splashes on his work, reflecting upon his neatness. In contrast I know another man who fills his ink well only forty percent full and dips his pen to the bottom and gets just enough ink. He avoids any ink drying up by using a cover for his well, while the first man has a tenth of his ink dry up.

I Know a Man

Who recently cleaned up his desk and threw away exactly 69 unused pen points in his desk. I recently had occasion to ascertain price of pen points and found they cost one cent each. I wonder if this man who did not have time to save 69 pen points would object to the Company making an error of 69 cents in his pay check at the end of the month and under-paying him 69 cents.

IF YOU WERE IN BUSINESS, WHICH OF THE TWO MEN MENTIONED ABOVE WOULD YOU RATHER HAVE WORKING FOR YOU, FROM AN ECONOMICAL STANDPOINT?

WHO PAYS YOUR POSTAGE:

Did it ever occur to you what an enormous expense the average Railroad Company shoulders each year for post card and post stamp expense?

Many is the time I have witnessed a careless clerk throw into the waste basket a slightly soiled freight notice post card when it could have been used, even though ten seconds use of an erasure would eradicate any error that might have been made in addressing same. If this same party would think what they would do with a post card

which his or her money bought they would not throw away the card.

Many is the dollar which is spent annually, caused by Clerks mailing out letters with stamp placed on them to other Railroad Officials which could have as easily and promptly went by Railroad mail. In a majority of the cases where there is such correspondence the party to whom such letters are addressed could get the letter if sent by railroad mail via some Junction point where the senders road connects with that of the addressee. The Railroad mail may not be as reliable as "Uncle Sammy's," but it would be if letters were properly addressed and given the attention they deserve.

Much can be saved in the matter of postage by congregating the mail at each office until the end of the day and then mailing all under one envelope. I have known times when three single sheet letters would be mailed by U. S. mail to one man from the same office at the same time, resulting in loss of four cents to the Company. This item alone is not much, but it is the little things that count; the larger ones will take care of themselves.

All large Agencies have Messenger service which could be used in delivering communications to patrons of the Company, even though the communications originate at the General Offices many miles away. This particularly

refers to claim and other bulky papers. In inaugurating such a system it would be necessary to have such mail come to a certain office where distribution for delivery is made to said messengers, and such as is off their route or too far out could be mailed. One Railroad I know of estimates their savings at Memphis alone to be \$100.00 per month as against an extra messenger costing \$25.00, or a net saving of \$75.00 per month, or \$900.00 annually.

The Clerk or office man or woman who has access to the postage stamps will, in nine cases out of ten, use the Company's stamps for personal mail, which is just as much wrong as it would be to take that much out of their Treasury, as Uncle Sammy charges two cents for each two-cent stamp and there is no wholesale rate with him. The writer is of the opinion that all stamps should be kept under lock and key and have Chief Clerk or Manager of office look over the U. S. mail in the afternoon and furnish stamps to cover. Many letters for Railroad officials can be sent via "Junction Points" and postage avoided, although the average Clerk does not know of these Junction Points, whereas if the Chief Clerk or other person who handles distribution of the stamps would go over such mail they could save postage in many cases, and could eradicate the evil of sending one man two letters at one mailing time when one would suffice.

A Laugh or Two

THIS BRIDGE FOREMAN IS EVIDENTLY AN ECONOMIST

Durant, Miss., Dec. 17, 1916.

Illinois Central Magazine,
Chicago, Ill.

Dear Sir:—

Illustrative of the fact that "The ruling passion is strong in death" and also when there are no fatalities. Bridge Foreman Bernreuter of the Aberdeen district is a born economist; he never wastes anything. About the first of December Bernreuter was driving piles for Jack Lake bridge. While setting a pile the upper end, in some manner, caught, shooting the lower end

out, and it struck Bernreuter in the mouth, knocking out two teeth. As Bernreuter was spitting out blood and teeth his assistant foreman rushed up and asked as to the extent of the injury. Bernreuter pointed out the two teeth and opened up his mouth to show where they came from. After an examination the assistant foreman said, "You have lost three." Bernreuter replied, "That's just my blamed luck; I paid a dollar yesterday to have one, right between those two, pulled." Bernreuter's face has healed up, but he still talks about the dollar he would have saved by waiting.

B. A. Porter.

Meritorious Service

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

Illinois Division

Conductor D. S. Weigel on train No. 4, January 2; No. 23, January 20, and No. 25, January 29, 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. 3, January 24, he declined to honor foreign interline ticket account having expired and collected cash fare.

On train No. 5, January 27, he lifted employe's term pass account passenger not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

St. Louis Division

Conductor John Allen on train No. 66, January 3, declined to honor trip pass account having expired, also lifted employe's trip pass account being in improper hands and collected cash fares.

Conductor C. H. Blaney on train No. 302, January 10, declined to honor card ticket account having expired and collected cash fare.

Conductor A. E. Reader on train No. 23, January 15, declined to honor card ticket account having expired and collected cash fare.

Wisconsin Division

Conductor L. Bowley on train No. 331, January 6, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Reece on train No. 124, January 15, declined to honor card ticket account having expired and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train No. 24, January 2, declined to honor time pass account identification slip Form 1572 having expired and collected cash fares.

On train No. 5, January 3, he declined to honor annual pass account having expired and collected cash fare.

Louisiana Division

Conductor J. A. Fulmer on train No. 34, January 5, declined to honor mileage book

account having expired and collected cash fare.

Conductor R. E. McInturff on train No. 35, January 5 and 7, and No. 23, January 10, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 24, January 22, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor H. T. Erickson on train No. 4, January 13, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. S. Sharp on train No. 313, December 27, lifted mileage book account being in improper hands and collected cash fare.

On train No. 314, January 15, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 314, January 15, he also lifted Banana Messenger's ticket account being presented for passage between stations not covered by shipment and collected cash fare.

On train No. 314, January 22, he lifted identification slip Form 1572 account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

On train No. 314, January 29, he lifted Banana Messenger's ticket account having been previously used for passage and presented for transportation not covered by freight shipment. Cash fare was collected.

Conductor L. E. Barnes on train No. 1, January 27, declined to honor mileage book accounts having expired and collected cash sent another book to cover trip.

Conductor M. Kennedy on train No. 331, January 31, lifted Banana Messenger's ticket account being in improper hands and collected cash fare.

Memph's Division

Conductor B. Smith on train No. 41, January 1 and 29, declined to honor returning portions of Sunday excursion tickets account having expired and collected cash fares.

Conductor R. H. Farley on train No. 40, January 6, lifted employe's term pass together with identification slip Form 1572 account being in improper hands and collected cash fare.

Conductor W. H. Smith on train No. 314, January 19, declined to honor card ticket

account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor C. H. Ferguson on train No. 213, January 22, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

New Orleans Division

Conductor R. E. Cook on train No. 22, January 11, lifted employe's trip pass account being in improper hands and collected cash fare.

Illinois Division

Agent E. O. Wooley, Pesotum, has been commended for observing fire flying in train No. 55, Feb. 28th, and notifying dispatcher. Train was stopped and inspected and it was found that brakes were sticking on car.

Conductor C. E. Maxfield and Flagman G. F. Derment have been commended for discovering and reporting truck frame broken under I. C. 94816, moving in train No. 56, leaving Centralia, Feb. 24th. Necessary precaution was taken to prevent possible accident.

Conductor M. D. Leuck has been commended for discovering broken rail between Culvert and South Crossover, at Arcola, on February 11th, and flagging No. 10 over same to avoid accident. Dispatcher was notified and necessary action was taken to have repairs made.

Conductor C. E. Maxfield has been commended for discovering and reporting I. C. 118284 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Dan Catina, Operator, Clark Street, has been commended for stopping train No. 27 at Clark Street, Feb. 18th, when a broken rail was found by track-walker. This action undoubtedly prevented possible accident.

Conductor I. G. Bash has been commended for discovering and reporting broken arch bar under I. C. 91698 while inspecting train at Galton, Feb. 10th. Car was set out in order that repairs could be made. This action undoubtedly prevented possible accident.

Train Baggage-man Mills has been commended for suggestions offered relative to shipment of milk.

Brakeman M. F. Deane has been commended for discovering and reporting brake beam down and dragging under C. M. & St. P. 84702, while inspecting train at Weedman. This action undoubtedly prevented possible accident.

Switchman Ed. Hughes has been commended for discovering and reporting I. C. 124035 loaded with steel in Extra 1635 South, Jan. 20th. His action in this matter saved unnecessary haul to car as well as delay to freight.

Conductor J. J. Monahan has been commended for discovering and reporting I. C.

88072 moving in train Feb. 7th improperly stencilled. Arrangements were made to have car properly stencilled.

Conductor George Stewart has been commended for discovering and reporting six inches of rail gone and both angle bars broken on track about 15 car lengths north of Bridge North of 147th Street, Feb. 27th. This action undoubtedly prevented possible accident.

Towerman W. C. Campbell, Harvey, has been commended for discovering and reporting brakes sticking on car in train 73, passing Harvey Tower, Feb. 27th. Train was stopped at Homewood and defective brake remedied.

Towerman Theodore Bushnell, Burnside, has been commended for discovering and reporting brake rod dragging on train passing Burnside Tower, Feb. 27. Train was stopped at Pullman Junction and necessary action taken to prevent possible accident.

Section Foreman C. Curtis has been commended for discovering and reporting pair of wheels sliding on I. C. 100119, Extra, 1635, south, Feb. 24th, north of Manteno. Train was stopped and crew released brakes.

Conductor C. B. Davis has been commended for discovering brake sticking on car in train No. 10, passing Monee, Jan. 28th, and flagging train, in order that the crew could release the brake.

Conductor A. J. Haettinger has been commended for discovering and reporting I. C. 118911, moving in Extra 1513 south, Feb. 7th, improperly stencilled. Arrangements were made to restencil car.

Springfield Division

Switchman J. R. Williams, Decatur, has been commended for discovering and reporting broken truck on I. C. 95192 Extra 1537, Feb. 23rd. Car was set out in order that repairs could be made, thereby preventing possible accident.

Conductor O. H. Lawson has been commended for stopping train 19, while backing out of Springfield, Feb. 5th, in time to avoid striking man who had placed himself in front of train with suicidal intent.

Minnesota Division

Crossing Flagman, John Gunn, has been commended for discovering and reporting brake beam down in car in Extra 1589, west, Feb. 26th. Train was stopped and defect remedied, thereby preventing possible accident.

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Tennessee Division

Operator G. R. Michael, Winford, Ky., has been commended for discovering and reporting broken rail in south bound main line on Mayfield Creek Bridge, Feb. 24th, and also flagging train No. 37, thereby preventing possible accident.

Louisiana Division.

Station Student Ed. Grafton, Ticklaw, La., has been commended for discovering and reporting arch bar broken on I. C. 90898, Jan. 20th. Trainmen made necessary repairs, thereby preventing possible accident.

Station Student A. E. Nave, Amite, La., has been commended for discovering and reporting marks on the ground after Train No. 1 had passed his station. Dispatcher stopped train at Hammond and it was found that brake rod was dragging on tank of Engine 1121. Brake rod was removed, thereby preventing possible accident.

Section Foreman E. V. Sheppard has been commended for discovering and reporting car with sfued truck in train second 355. Car was set out at Yazoo City, Miss., in order that necessary repairs could be made, thereby preventing possible accident.

Division News

General Offices

Mr. H. C. Callahan (Barney), formerly interchange clerk, honored the employees of the car accountant's office recently with a visit. That success is crowning "Barney" in his new venture is evidenced by his prosperous appearance and pleasant smile. The boys and especially the girls are always glad to see "Barney" and enjoy a chat with him.

Indiana Division.

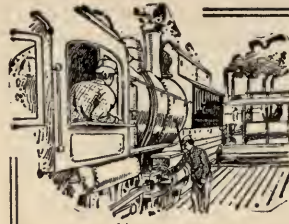
We were mighty glad to see one of Indiana Division towns—Evansville, Ind.—featured in the February issue of the Magazine!

Superintendent L. E. Mc Cabe held a Staff Meeting at Indianapolis, Ind., Sunday Feb. 11th. The division officers were present, and it is expected good results will be forthcoming from this meeting, as much interest was displayed.

A meeting of the agents of the Indianapolis District was held at Indianapolis Feb. 11th. Representatives from several of the offices in Chicago were present who gave instructive talks, and all seemed to be very much interested. A meeting of the agents of the Mattoon-Peoria Districts will be held at Mattoon Sunday, March 4th.

The embargo situation is not improving very rapidly, due to inability of roads east of Indianapolis to accept business.

Movement has commenced of eight hundred carloads of billets which we are receiv-



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ing at Indianapolis for New Orleans, for export.

On account of "congestion" in the accountants' office, a partition is being removed to afford more room in that quarter.

Winston Darnell, accountant, has returned to work after an illness of a few days' duration.

J. J. Sekinger, supervisor, B. & B., has returned to his duties, having been confined to his home in Chicago the last week on account of sickness.

W. O. Walker, instrumentman, has been called to Tennessee by the death of a relative.

H. W. Scharber, assistant right-of-way agent, is on Indiana Division, on valuation work.

Operator D. C. Pate at Bloomington is seriously ill with pneumonia; he is being relieved by Operator Powell, who, in turn, is being relieved by Operator Chrisman.

C. R. Plummer, shop accountant, and J. N. Hardwick, store department accountant, attended accountants' meeting in Chicago,

Feb. 20th, and report many beneficial subjects discussed.

Springfield Division

Dispatcher J. R. Thorne, of Rantoul, is visiting in Florida, being relieved by Extra Dispatcher A. L. Vallow. Mr. Thorne expects to remain in Florida for three months.

Operator J. E. Moore, of Springfield, was granted three months' leave of absence in order to get married. Honeymoon will be spent in Florida.

E. M. and H. O. Williams, operators, were off duty for one week on account of death of their sister at St. Louis.

H. C. Hayes has been appointed assistant engineer on the Springfield Division, vice W. W. Sims, transferred to the Valuation Department in Chicago. Mr. Hayes previously was assistant supervisor of fire protection, with headquarters in Chicago. He has also been instrument man on several divisions as well as a number of construction jobs on the Illinois Central R. R.

T. P. Crymes, rodman on the Springfield Division, has been transferred to the Vicksburg Division, with headquarters in Greenville, Miss. Mr. Crymes left many friends in Clinton who wish him well in his new location.

F. T. Kraft, chairman in the Valuation Department, has been made rodman on the Springfield Division. Mr. Kraft's home is in Clinton.

P. Cheek has been appointed supervisor of tracks, with offices at Springfield, vice M. Sheahan, promoted to trainmaster on the Rantoul District.

Engineer A. Copeland and family are spending a few weeks at San Antonio, Texas.

Engineer D. W. Boggs and wife will visit in Jackson, Miss., during the present month.

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Machinist T. B. Howard and Machinist Apprentice H. A. Lovenguth have left for an extended trip through the South. They will visit New Orleans, Vicksburg, Memphis and Louisville.

Engineer F. M. Moffett and family will visit in Grover Hill, Ohio.

Fireman Wm. McKieck and wife are visiting friends in Jacksonville, Fla.

Mr. R. L. Seats has returned to work in the Car Foreman's Office after a six months' leave of absence. During his absence his place was ably taken care of by Mr. F. B. Lighthall,

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who now returns to his former position of Gang Foreman.

Mr. Hal Hoover, machinist, contemplates a short trip to Memphis, Tenn., during the present month.

Fireman E. P. Snyder and wife are visiting in Bloomington, Ind.

Mr. E. Armstrong, handman, will attend the Mardi Gras.

Fireman H. F. Horn and wife visited in New Orleans during the Mardi Gras.

Erecting Foreman S. C. Hatcher is at Hot Springs, Ark., for the benefit of his health.

Louisiana Division

Atlantic type locomotive, No. 1025, has just been returned from Burnside, where it was given a thorough overhauling, being equipped with Baker valve gear and converted from saturated to superheat boiler.

The McComb shop foundry, the only cast Iron foundry on the entire system, is being equipped with a new twenty-ton cupola.

Apprentice Instructor, Mr. H. N. Seney, advises that Edwin Winnerlund, machinist apprentice, is averaging one hundred per cent in efficiency in the shop and ninety per cent in his class room work. This young man is due quite a bit of credit to make such a nice showing over fifty-six other apprentices.

The boiler maker apprentices have just completed a miniature one-class boiler shell in their sheet-metal layout class. This is only one of the many things these boys have made that illustrates the practical experience they derive through our school co-operative plan.

On the night of January 7th the residence of Mr. H. N. Seney, apprentice instructor at McComb Shop, was totally destroyed by fire. The fire spread so rapidly that Mr. Seney saved only a small part of his household effects.

Master Mechanic C. M. Starke and wife have returned after spending ten enjoyable days in British Honduras.

We regret to learn that the General Foreman's clerk, Mr. P. J. Whalen, of Gwin, Miss., was suddenly called to his home in Canton, Miss., on account of the death of his mother.

Messrs. H. A. Heese and M. S. Briggs, clerks in the Master Mechanic's office at McComb, were recent visitors to the Industrial Institute and College at Columbus, Miss. We naturally assume they had a very good reason for going, inasmuch as this is strictly a girls' seminary, and incidentally we might mention that there are several girls from this city in attendance there.

Lead piece work checker, Mr. B. E. Butler, has been appointed City Clerk of McComb, Miss. Mr. W. S. Avengo, formerly of Memphis, has succeeded him. Owing to the fact

that Mr. Avengo previously worked at this point, in this capacity, we are glad to have him with us again.

A few days ago Mr. Weeks, the Superintendent of Telegraph, came out of Memphis on No. 3. A fresh young operator followed him into the observation car. Mr. Weeks got out his glasses, rubbed them up, spread out the *Commercial Appeal* and laid his hat to one side. The fresh operator said: "Mr. Weeks, excuse me, I mean no offense, but do you know there is a town in Arkansas named for you?" Mr. Weeks replied, "No, sir; what is it?" The fresh operator replied, "Bald Knob." After the laugh had subsided, Mr. Weeks replied: "That's all right—and thinking of such things, do you know there is a town in Tennessee named for you?" The operator wanted information and asked what town. Mr. Weeks replied, "Hollow Rock."

A Loyal Union Man

Pat, a loyal switchman, after the eight-hour law went into effect, saunters down the street and, passing a book store, sees in the window an assortment of books with a sign, "Dickens's Works this week for \$2.50." Pat scratches his head and thinks it over for a minute and says, "A dirty scab."

It was at a reception and the lady, who had been reading up on health culture, mistook Lawyer Williams for his brother, the doctor.

"Is it better," she asked confidentially, "to lie on the right side or left?"

"Madam," replied the lawyer, "if one is on the right side it often isn't necessary to lie at all."



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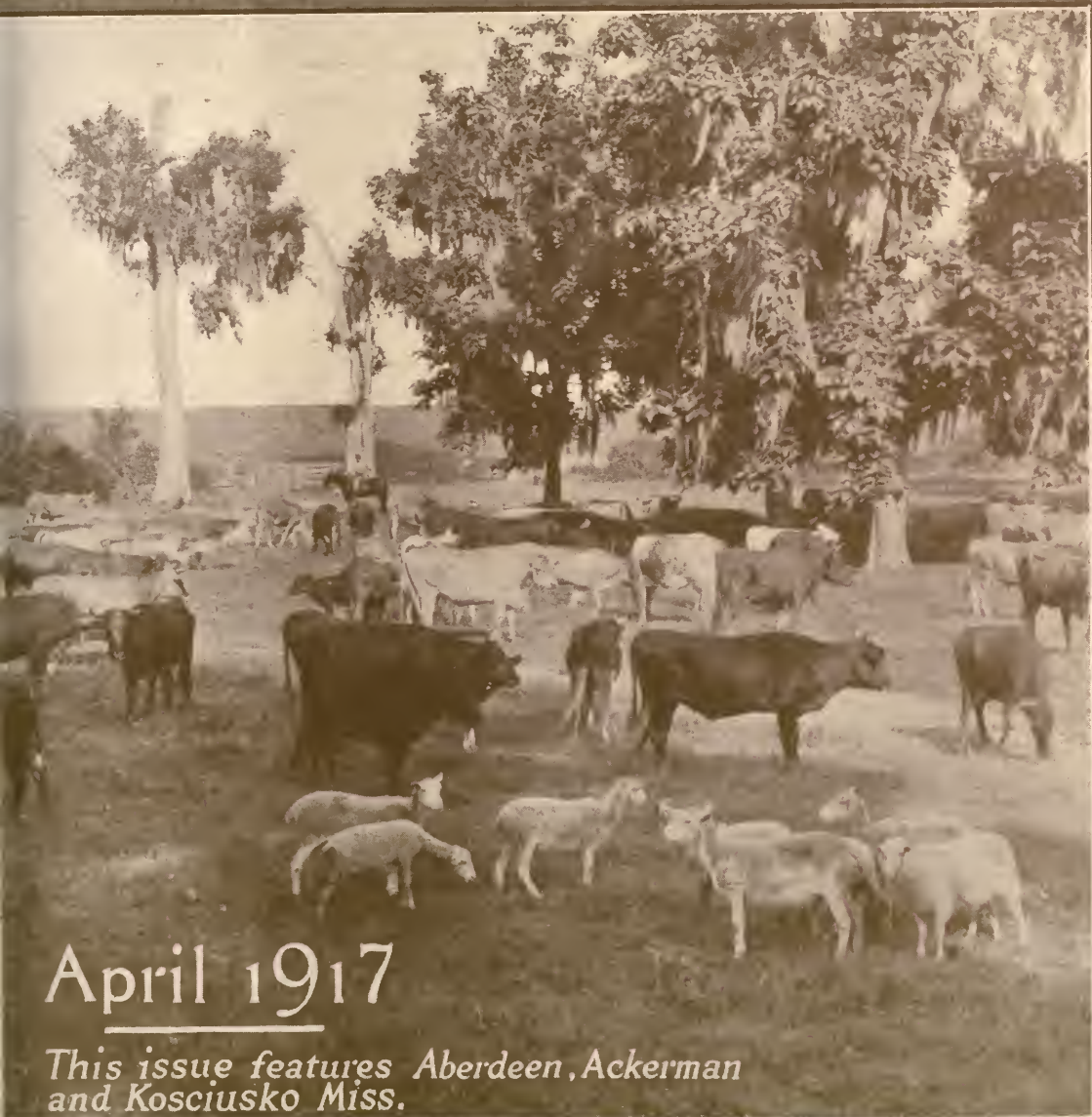
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HENRY BATTISFORE
Superintendent, Illinois Division.

E. H. Harriman Medal In Silver Awarded Illinois Division.

HENRY BATTISFORE was born in Wisconsin. He began his railway career as Station Helper, at Lake Geneva, for the C. & N. W. R. R., in June, 1879. Later he entered train service as Brakeman, was promoted through various grades of the service, to Train Master, continuing in the latter capacity until 1899, when he accepted service with Winston Brothers Construction Company, of St. Paul, where he remained until August, 1900, when he accepted service with the Illinois Central R. R. as Yard Master at Kankakee, serving as Agent at Centralia, 1901; Train Master, St. Louis Division, until 1903; Agent and Terminal Superintendent Chicago, 1903-1908; from the latter date until 1911, Superintendent Chicago Terminal and Chicago Division; 1911-1917, Superintendent Illinois Division.

ILLINOIS CENTRAL Magazine

Vol. 5

APRIL, 1917

No. 10

Extracts from the Testimony of Judge Robert S. Lovett, Chairman of the Executive Committee of the Union Pacific Railroad, Before the Newlands Committee

Washington, D. C., March 21.—The day of independent railroad construction is about over and further railroad building must be done mainly by the existing systems, Judge Robert S. Lovett, chairman of the Executive Committee of the Union Pacific, told the Newlands Committee today. People will not invest their money in new speculative ventures, which may not succeed, he said, unless there is a chance for a large speculative profit which under railroad regulation as it now exists is no longer possible, and therefore, most new construction must have the backing of strong existing systems with ample credit.

Representative Adamson asked if federal incorporation would not increase the power of the older roads to control the building of new and possibly competitive lines. Judge Lovett said that it would be quite as easy to obtain a federal charter as a state charter and that he thought that capital could be more readily attracted to an enterprise operating under the uniform and well-understood provisions of federal corporation laws.

Using his bill providing for the federal incorporation of railroads as a text, Chairman Newlands began the

cross-examination of Judge Lovett today.

Because of triple taxation under the income tax act he said that it was probable that the Union Pacific, Oregon Short Line and the Oregon, Washington Railway & Navigation Co., would be merged. Triple taxation occurs in many states, he said. A fair scheme of taxation, he said would be to tax property at its full value where it exists. Senator Newlands said that he hoped his federal incorporation act would accomplish this.

Federal corporations, said Judge Lovett, should not be relieved of the operation of state police powers in local matters but, he added, the control of *intrastate* rates is not an exercise of local power. He declared that *intrastate* rates are not local matters and that a harmonious rate system would demand exclusive control by the federal commission. It would be a mistake to divide authority between state and federal governments, one of the obvious evils being delay in decision. The exercise of authority is exclusive either in state or federal government, he continued, remarking that the annual conference between the state and federal railway commissioners have

"been a success socially," but had not been productive of concrete results. Railroad managers, after years of experience with state control of rates, are satisfied that a stable, well-knit rate system is impossible so long as state authorities continue to make rates, said Judge Lovett, who declared that the federal government should exercise exclusive control over rates.

"If state authority is to be superseded, Congress must assume control on the ground that the exclusive control of rates is essential to the effective control of interstate commerce," said Judge Lovett, who added that Congress clearly has authority to do this and that it could not escape responsibility for the control of interstate commerce."

"Can a reasonable state rate be a discriminatory rate as compared with an interstate rate?" asked Senator Cummins.

"Yes," said Judge Lovett.

"A state rate must then be more or less than reasonable to avoid being discriminatory."

Judge Lovett replied that a rule for a reasonable rate had not been evolved, to which Senator Cummins suggested that the "value of the service" might be an index to reasonableness.

There should be at least five regional railway commissions and perhaps as many as twenty under the proposed new system, said Judge Lovett. He explained that he was not so much interested in the number of these subordinate commissions or their scope as long as they were part of one integrated system of control operating under one authority and in uniform manner. He said he would approve any system designed to bring the facts of regulation closer to the people.

In a discussion of what would be left for state commissions to do under a system of federal regulation, Representative Adamson undertook to define state police powers as "whatever authority Congress leaves them to exercise."

Judge Lovett said that he did not be-

lieve the Southern states were any more contentious about state rights than other states, expressing the opinion that no state would willingly give up its authority over state corporations.

Senator Newlands called attention to a provision of his proposed bill permitting the cost of employes' insurance to be charged to operating expenses. Judge Lovett said that the Union Pacific had instituted an insurance, pension, club and hospital system which the managers regarded as a part of the compensation of the men and therefore properly to be included in operating costs.

"I do not take much stock in boards of conciliation," said Judge Lovett, in reply to a question, reiterating his statement of yesterday that he thought compulsory arbitration should be demanded of disputes between railroad managers and those employes essential to the operation of trains.

During the discussion last summer of the "mis-called eight-hour day," said Judge Lovett, the railroad managers received many letters and telegrams from shippers urging them to refuse the demands of the brotherhoods on the ground that they were extravagant and warning the railroads that the shippers would not approve any advance in freight rates occasioned by acceding to the demands of the men.

Representative Adamson said that to correct misstatements he wished to say that the Adamson act was genuinely intended to be an eight-hour day law and that he felt railroad employes would find that out before they were through with it. Representative Hamilton pointed out that laws are construed on the basis of what they say rather than what was intended. Judge Lovett said that Representative Adamson probably would have had a strike on his own hands if the Adamson act were intended to provide for a real eight-hour work day.

"Well, that is what the brotherhoods told my committee and that is what the law was intended to be," said Mr. Adamson.

A limitation of dividends, as suggested by Senator Newlands, would involve the pooling of the railway properties, said Judge Lovett, and the strong roads would be compelled to carry the weak roads. He regarded such a limitation as "utterly impracticable," unless the interests of all the railroads were pooled.

Washington, D. C., March 22.—A consolidation of railroads into regional groups or systems each made up of a number of strong and weak roads was suggested by Senator Cummins, of Iowa, a member of the Newlands Committee, today as a method of solving what he termed the "fundamental unsolved question" of the railroads.

"How can you help the weak roads without helping the strong roads many times over?" asked Senator Cummins, when he began the cross-examination of Judge Robert S. Lovett, chairman of the Executive Committee of the Union Pacific. Assuming that one-fifth of the railroads are not earning enough to keep them alive, Senator Cummins said that it would be economy for the government to aid such roads directly, although he did not advocate this course.

"Isn't there a way in which roads could be consolidated to save the public and investors?" he inquired. "Could not the strong roads be grouped with the weak?"

"It can't be done short of government ownership," replied Judge Lovett.

"What prevents the government from requiring consolidation?"

"That would be confiscation," said Judge Lovett.

"Would you have the strong road purchase the weak one?" interjected Representative Hamilton.

"That is what I am getting to," said Senator Cummins. "It is infinitely more important than federal incorporation or the enlargement of the Interstate Commerce Commission. I know the prejudice against consolidation but I do not care what you call it."

The hearing opened today with the suggestion by Representative Adamson of a bill which would retain in the states

control over the federal incorporation of railroads by making federal incorporation permissive rather than compulsory. Judge Lovett said that if railroads retained state charters those charters would be subject to cancellation and that the results of such action would be receiverships and bankruptcy, the whole presenting a situation which would not encourage investment.

The text of Judge Adamson's suggestion reads:

"Any existing state corporation engaged in transporting interstate commerce may on motion of its directors and stockholders, and with the consent of the state which chartered it, register with the Interstate Commerce Commission as a federal corporation and shall immediately become a federal corporation with all the powers and privileges conferred by its charter and such others as may be conferred directly and indirectly by Congress but exempt from all duties and requirements of this charter inconsistent with complete federal regulation."

Representative Adamson maintained that this would be a short cut to federal incorporation, preserving the power of the state to grant or withhold its consent to incorporation.

He asked if federal incorporation would be a short cut to government ownership.

"I don't think it would," said Judge Lovett.

Representative Adamson asked for a statement of the fundamental causes of the railroad car shortage. Judge Lovett replied that the European war, with the consequent destruction and diversion of ocean shipping, was the most important element. An enormous increase in the export business has been coincident with a reduction of ocean tonnage. The unparalleled increase in manufacturing has brought with it demand for unusual shipments of coal and raw products to the factories. He also laid a part of the difficulty at the door of free time regulations at ports and abuse of the privilege of reconsignment. The slides in the Panama Canal and the diversion of

ships formerly transshipping freight by the Tehautepec route have placed on the railroads the burden of hauling much freight from the Pacific coast to the East, which formerly moved only through ocean ports.

"I don't believe myself," said Judge Lovett, "that there is a material car shortage if you ignore the extraordinary situation produced by the European war. With proper use of cars by consignees and the normal ocean shipping there would be enough cars to take care of the business."

He said his own road had asked competitors with available equipment to handle Union Pacific business at junctions, the Union Pacific using its equipment for the transportation of products from towns depending solely on it for transportation. Judge Lovett said that other roads had also done this.

Representative Sims, when it came his turn to examine Judge Lovett, asked if the railroads were not engineering a "political movement" in appearing before the committee, "a movement," he explained, "to affect legislation by influencing public opinion."

The use of the word "political" was manifestly puzzling but Judge Lovett replied that "if public opinion were fully informed it would force this legislation. It would be the greatest thing for the railroads for the people to know the exact facts. I believe this legislation will come in time. The railroad executives felt that for them to advocate a measure might tend to defeat it, because we know of the prejudice against railroads, but we felt strongly that the responsibility for the future of the railroads is more on Congress than on us."

Representative Sims examined Judge Lovett at length regarding his proposal that the exercise of police powers be left with the states under a system of

exclusive federal control. Mr. Sims pointed out that orders for stations, grade crossings or other devices might be so expensive as materially to affect railroad credit.

"I do not fear an unreasonable exercise of the police power by the states," said Judge Lovett. "I am not suggesting federal control in order to get away from the people or from regulation. The controlling thought is to unify regulation. I don't care to whom it is given. But it must be a central authority acting exclusively and uniformly."

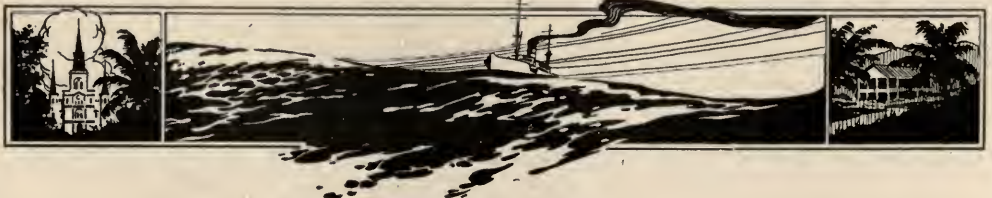
Judge Lovett said that he thought the problem was sufficiently complicated without undertaking at this time to change the taxation system of railroads, faulty though it is.

Representative Adamson asked if there would not be danger of the railroads obtaining additional legislation injurious to the public interests from Congress if a mere federal incorporation act were first passed.

"Most railroad legislation, I regret," said Judge Lovett, "has been passed with the eye of the law-making power fixed on some anticipated evil. You may prevent a half dozen crooked deals but you at the same time injure the transportation system of the whole country."

Representative Sims pursued for some time the question of how far the police power of the state might be exercised.

"The public can no more get all it wants than an individual," said Judge Lovett. "The public cannot get all it wants on the public's terms. The public cannot force the investment of money in railroads." Representative Sims was astonished at a statement that the state of Pennsylvania had to a considerable extent nullified the benefit of the decision of the I. C. C. in the 5 per cent case by ordering a reduction in the intrastate rates on coal in that state.



PUBLIC OPINION



What the

World thinks

WHY I BELIEVE THE INTER-STATE COMMERCE COMMISSION SHOULD HAVE POWER TO FIX WAGES AND HOURS OF LABOR ON INTER-STATE CARRIERS

By O. W. Underwood
United States Senator

You have asked me why I believe the Interstate Commerce Commission should have the power to fix wages and the hours of labor on interstate carriers.

I might answer you that the rights of society and the progress of civilization demand it. It would be a captious answer and yet it would tell the truth.

Since the dawn of civilization the laws have been written to protect the rights of property. Courts have been established to interpret the law and determine what man's rights were under the law. No one questions that a dispute about property should be finally settled in the courts. Should either side to such a controversy resort to force instead of the law the strong arm of the government would intervene and punishment would swiftly come to the party at fault.

Centuries have piled on centuries without the law's recognizing the right of labor in the aggregate to have a court determine what was a fair and reasonable wage, with the resultant effect that when labor was dissatisfied with the wage paid, its only recourse was to quit work. When there were few men employed and there was opportunity for other employment, this was not a serious hardship to the employer or to labor itself,

nor did it endanger the peace, happiness and prosperity of the public at large. But when hundreds of thousands of men are engaged for work under the same terms and the same conditions, and are paid the same wage, then it is practically impossible for one of the men employed in such a service to secure a raise of wages, on his individual merits, as long as he remains in the service because the individual equation is lost in the necessity for uniform hours of service and rates of wage, and if he is not satisfied with the terms of his employment he can only separate himself from his occupation.

On the other hand, if the men engaged in certain occupations are united in a society or labor union for the improvement of their condition and the increase of their wages and they make demands on their employer that he is not willing to accept, the only recourse that they have, unless there is a mutual agreement to arbitrate the questions in dispute, is to declare a general strike, with all the resultant injury both to themselves and their employer: loss of wages and distressed conditions in the home on one side, and loss of business and the destruction of property on the other. And arbitration is merely the establishment of a court, not by law but by the parties to the controversy, to pass on the points at issue. Strike conditions are always wasteful of time and money, dangerous and disorganizing to human society even where they are localized in area and resultant effects. But

when the controversy goes far afield and involves not only the man who earns his bread by his daily toil and the man who has his money invested in the property that is giving employment to labor, but also, as was threatened recently, when the public is more seriously affected by a war between labor and capital than is either labor or capital, then the time has come when neither of the primary parties to the controversy has interests involved that should be considered in preference to that of the public, which has a right to demand that in the settlement of all such controversies the public interests shall be fairly and justly considered. In controversies involving the hours of labor and the rate of wages on the great railroad companies of America, no one can deny the importance of the questions involved to the men who do the work. Nor can it be denied, since at least 43 per cent of the cost of operating and maintaining the transportation companies of the United States is labor cost, that the invested capital in these companies has great interests at stake in determining what is a fair and reasonable wage for its employes; especially when the employer has no power under the law to fix the price of the product of his industry, the law itself fixing the price for which transportation of passengers and freight must be sold.

To state the equation differently, the law, acting through the Interstate Commerce Commission of the United States, fixes the rates of transportation for freight and passenger service and limits the earning capacity of the railroad companies. It is, therefore, apparent that if the expenses of the railroad companies are greatly increased, either by reason of increased interest on their bonded indebtedness, increases in taxes, increases in the cost of supplies, or increases in the rate of wages, a profitable business may be changed to an unprofitable one, success into bankruptcy; unless the Interstate Commerce Commission grants the transportation companies the right to increase their rates of transportation so as to meet as fully as may

be necessary the increased cost of operation. If this is done, of necessity the increased cost falls on the public; the shipper and the traveler must bear the burden. When a controversy that involves the increased cost of transportation arises between employers and employes, surely the rights of the public are at stake as much as the rights of the principals to the controversy. Should these differences be settled as has been the case in the past without the opportunity for intervention on the part of the shipper and traveler, manifestly their rights have not been protected but have been ignored entirely.

For the interests of the immediate parties to the controversy and all of the rights for which they contend are not commensurate with those of the general public. You may say that the rates of wages on the inland transportation companies of the United States amount to more than the annual expenditures of the federal government. You may say that the capital invested in the railroads of the United States amounts to more than fourteen billions of dollars. You may say that the daily wage paid to 1,800,000 railroad employes affects the lives of 8,000,000 people. On the other hand, you may say that the fourteen billions of dollars representing the capital of the railroads of the United States is not owned by a few millionaires, but is in the hands of the savings banks, the trust companies and the insurance companies of America; that the investment bank takes care of the savings of the frugal public; that the reserve funds of the insurance companies guarantee the policies that protect the homes of millions of the good citizens of the republic; that the trust company manages the estate of the widow and orphan. However, both sides of this controversy must pale into insignificance when you recall that the productive capacity of the industrial workmen of America amounts to more than thirty billions of dollars each year and that this productive capacity is of no value until it reaches the market of the ultimate consumer; markets which must be reached by trans-

portation at least a part of the way over the railroad lines of America. To stop transportation for an hour must of necessity paralyze industry for the same hour; to stop transportation for a week would not only stop industry for a week, but would throw out of employment millions of men who are dependent upon industry for their daily wage. To stop transportation for a month in the United States would not only destroy industry and deprive labor of employment, but would produce a scarcity of the necessities of life that would cause actual suffering to the hundred millions of people in continental United States. Therefore it would be idle to contend for a moment that either the labor or the capital employed in inland transportation has an interest in the matter of the stoppage for any cause of the movement of railroad trains that is at all comparable with the interests of the whole people of the United States.

And yet it is claimed by some in this twentieth century since the birth of Christ, in this day when both labor and capital encroach upon the rights of free men, that the only parties who are entitled to be heard in a controversy as to whether wages shall be increased or the hours of labor lessened are the men who work on the railroads and the men who represent the capital invested in the railroads; that for others to intervene is to interfere with the privileges of the contending parties; that, like two battle chieftains of old, these two parties alone are entitled to divide the spoils of war. In this era of advanced civilization, must we admit that, if the contending forces of labor and capital cannot agree as to the matter in dispute, they are entitled to resort to the wage of battle and fight out their controversy by blocking the channels of trade by stopping the natural flow of the nation's commerce, by paralyzing the industry of the people of the United States and by bringing distress and starvation to the homes of the innocent people of America?

This has been the view point of the past, but as sure as man was born of woman, a new birth has come to the

thought and the life of the people of the United States. A reactionary labor leader, or a predatory capitalist, may contend for such positions in the future, but the enlightened thought of clean Americans will wash their hands of the brutality of such transportation controversies for the future, and demand of the government of the United States, in no uncertain tones, that the same government, which protects us from a foreign foe, which was established "to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defence, promote the general welfare and secure the blessings of liberty to ourselves and our posterity," shall maintain a permanent court in this land where the controversies of all men relating to the commerce among the several states, or to the instrumentalities of such commerce, may be heard, and where the rights of all the people of the United States may be fairly and justly protected. This of necessity is the step forward, and this is the step that must be taken. To say that an organization of 400,000 men can stand in the way of the happiness and prosperity of 100,000,000 people is a proposition that cannot be contended for and maintained in any public forum or sustained in the hearts of the people of the United States.

Then how can the proposition be solved fairly to all concerned? We are not prepared without investigation and consideration to say that labor employed by the railroad transportation companies of America is receiving its full and fair return. We know that there are some employes on the railroad that are receiving low wages, and probably an inadequate pay for the service rendered; we know that their wage has not been increased proportionately with the increased cost of living. On the other hand we know that some of the employes of the transportation companies are receiving a wage that not only supplies their wants, but enables them to live in comfort and even in luxury with few hours of work. As to whether the recent controversy of the men, demanding ten

hours' pay for eight hours' service was just or unjust is not a problem that the public or the Congress of the United States is equipped to decide. There can be but one way out, and that is to appoint a tribunal with the power to adjust these matters, which has the time to consider and the opportunity to know the facts. Such a tribunal must not only have the power and be prepared to do what is right and just by the labor employed on the railroad, but must have authority and power to see that invested property is not confiscated by its decisions. For, should you confiscate the property of the transportation companies of the United States, you break down transportation in the same way that you would break it down with a strike, with resultant injury to the public at large.

A tribunal of this kind must also have the authority and opportunity to consider the rights of the shippers and travelers of America who in the last analysis must bear any increased burden that may fall on the carriage of property or persons over the transportation lines. This tribunal must have the authority and power to protect the rights of the whole people of the United States against the recurrence of lockouts and strikes. What body then is most capable of determining all these questions and fairly adjusting them to the interests of all parties concerned? A Board of Arbitration to be appointed by the employers and employees of the railroad companies of the United States will only look to the matters in dispute between the contending parties, and will not have in mind the ultimate rights of the public. The general courts of the land are not equipped either with the knowledge or the power to obtain information in reference to the cardinal facts that must decide the controversy. If you want a final and fair adjustment of such a controversy, you are practically driven to leaving the decision to a commission that has full and ample opportunity to investigate the rates of wage, the earning power of the transportation companies, the burden that rests on the shipping public, and, after a fair and full investi-

gation to determine; first, what is a fair and living wage for the men, and to how great an extent a fair and living wage may be increased to enable the toilers to secure the higher ideals of life and living; second, how far this charge can be placed on the capital of the corporation without breaking it down, destroying the value of its securities, bankrupting its property, and taking away from the investing public a fair return for capital invested; third, how far an increased charge for labor, interest, or supplies can be handed down to the public without doing injustice to the shipper and traveler, and without becoming a menace to the development of the industry of the country. All of these questions must be determined by a court or by an independent commission, but their findings, except in so far as they may determine the rate of wage that must be paid by the railroad companies, and the rate of wage that must be received by the men if they continue their employment, will be academic because they will have no power to operate on the side of the problem in which the general public is interested. The power to determine what are just and reasonable rates for the transportation of persons and property over the interstate railroads of this country is fixed by law in the Interstate Commerce Commission of the United States. This commission alone can determine whether the rates shall be increased and whether a charge made against the railroad company shall remain a charge on its capital or whether, in justice and fair dealing, it shall be handed on to the shipping and traveling public.

It is, therefore, clear to me that the same power that has the right to fix the rates of transportation should have the power to fix the rates of wage and the hours of labor on the great transportation companies of the United States, and that this power and this duty should be given irrevocably to the Interstate Commerce Commission in order that it may do justice between employer and employee. The granting to the Interstate Commerce Commission of the power to determine

the hours of labor and the rate of wage will solve the problem for the future. Men cannot strike against the decrees of the government. After a fair determination of the controversy by an impartial tribunal, public sentiment would force the contending parties to accept the verdict rendered as final. It must be so in the interest of the happiness of the men involved, the prosperity of the people and the peace of the nation.

Until recently the court of arbitration has occupied the same position in labor disputes that the white flag holds in international law. Both have been the pledge of a higher civilization and their abandonment portends ill to our future progress along lines that lead to the high ideals. The settlement of disputes by arbitration should not be abandoned. It is a step in the direction of law and order, but it is only the half way house to final solution of the matter we have under consideration. Arbitration cannot solve the greater question of the public rights, and it calls for a controversy before it can be adopted as a settlement of the pending issue. Labor has heretofore appealed to the Congress to fix the hours of labor and the rate of wage in gainful occupations. The Supreme Court of the United States has held that the Congress may by law regulate the instrumentalities of interstate commerce, and there can be no question as to the constitutional right of the legislative power to do so. Let us hope that the Congress will do its full duty and remove this question from the field of uncertainty by giving ample authority to the Interstate Commerce Commission to decide these questions.

The Congress has recently passed a law temporarily granting ten hours' present pay for eight hours' work in the future, with standard pay for all overtime to the men engaged in the movement of trains; it is said that this increase in wage amounts to 25 per cent of the amount formerly paid and will go to about one-fourth of the men employed by the railroad companies. The combined pay roll of the railroads in the

United States amounts to \$1,005,277,249. If the Congress should grant a like increase to all the men employed by the railroads it would amount to something like a quarter of a billion dollars. Such an amount of necessity must be paid by the public or certain, if not most, of the railroads would go into the bankruptcy court. The railroad men involved have heretofore received fair wages, the average daily wage in the United States having been for engineers, \$5.40; conductors, \$4.60; firemen, \$3.25; and other trainmen, \$3.15. Under these conditions it is only just and fair that the public, which in the end must pay the bill, should be represented in the court of final arbitration. And where else can the public have its day in court if the rate of wage and the hours of pay are not determined by the Interstate Commerce Commission?

ILLINOIS CENTRAL SHOWS RESERVE EARNING POWER.

Has Rehabilitated Its Railroad In Recent Years and Developed Its Income From Investments.

Ocean Steamship Co., a Subsidiary, Participating in Present Large Profits on Sea Traffic—Rapid Rise of Central of Georgia's Surplus for Dividends—System's Unique Geographical Position.

SELLING at a price to yield 5.70%, and earning upwards of 13%, Illinois Central attracts little attention in the market. Possibly the reason is that few persons are aware that it is not only a standard rail stock, but a marine stock and therefore a war stock as well.

Illinois Central is conducting its own railroad operations with conspicuous success. It is applying the same management to the working of the Central of Georgia Railway, all of the stock of which it owns. Through the latter it owns all the stock of the Ocean Steamship Co. of Savannah, which is so conservatively managed that it has

doubled its dividend payments to the Central of Georgia since 1914, while continuing to say nothing about its earnings.

This steamship line maintains services between Savannah and New York and Boston. The wholesale desertion of ships from coastwise to overseas trading since the outbreak of the war has given the remaining coasters more than their fill of tonnage, but the Ocean Steamship Co. has also detached a few of its vessels to pursue the more profitable rates in foreign trade.

Last fiscal year Illinois Central reported earnings of 10.80% on its \$109,285,500 stock, but this did not include any part of the war prosperity of the steamship line, since the connecting link between the two, the Central of Georgia, paid only its regular 6% on the \$15,000,000 preferred and 5% on the \$5,000,000 common. The earnings on the stock for the past dozen years follow:

1916.....10.80%	1910..... 7.17%
1915..... 6.28%	1909..... 7.49%
1914..... 7.45%	1908..... 8.41%
1913..... 6.02%	1907.....12.20%
1912..... 3.10%	1906.....11.42%
1911.....10.35%	1905..... 8.87%

Considering the increase in earnings since the close of the fiscal year, the surplus of the Central of Georgia over current dividends and the steamship earnings, the Illinois Central is earning more for the stock than in the boom period of 1907, when the stock paid 7% dividends and sold in the 170's and 180's. And while the country did not know it, the worst of what may be called the political and social troubles of the railroads were then ahead of them, whereas it is not too much to say that a good deal of the worst is now behind.

It was the shop strike paralysis, chiefly, that brought Illinois Central's surplus earnings down in 1912 to the lowest level in a generation, and soon after forced a reduction in the dividend rate from 7% to 5%. In the fiscal year 1912 alone, the direct cost of the strike, for the protection and preservation of the company's property, was

more than \$1,000,000, while the cost in other expenses and in loss of traffic was many times that.

Since 1912, the road has added \$10,200,000 to its annual gross earnings. It has added (on the basis of last year's maintenance charges) \$4,500,000 to the annual expenditures for upkeep, but it has cut down all other expenses, including transportation, by \$2,000,000, despite the additional traffic carried. It is the old story of a born railroad executive taking hold of a somnolent organization, providing his staff with an adequate physical plant, and compelling them to put it to its right uses. The average trainload in 1912 was 356 tons. In 1916 it had been raised to 515 tons, a difference of 45%; and the transportation expense ratio had been correspondingly reduced from 40.28% of gross to 31.62%. To be sure, that ratio happened to be accidentally high in 1912, but it was 35% in 1911, and 34% in 1910. And so, out of a gain of a little more than \$10,000,000 since 1912, more than \$7,000,000 was added to net.

In 1912 the book value of the Illinois Central's security holdings was \$98,800,000 and the interest and dividends received \$2,895,140, or 2.93%. In 1911 the rate of return had been only 4.52%. The low rate for 1912 was due in part to the inclusion of most of the Central of Georgia income bonds (later converted into preferred stock) on which no return was received that year. But on June 30, 1916, the road's security holdings were valued on books at \$90,720,000 and the returns of the year were \$6,086,630, or 6.70%.

Much of the difference in investment returns was due to the inauguration of dividends on Central of Georgia stock. Southern roads only began in 1916 to recover from the shock of the war. Thus, Central of Georgia increased its gross revenues only \$460,000, or about 4%. Its net earnings, however, increased \$587,800 or nearly 20%. Its maintenance charges were about the same as in 1915 and took a little more than 31% of gross, an ample allowance for a southern road. Transportation

expenses were reduced by \$212,600 and there was a big car hire credit.

Dividends from the Ocean Steamship Co. were \$719,712, the same as in 1915. This corporation began its dividend career in 1909 by paying \$300,000 and continued at that rate until 1914, when it cautiously increased its disbursement to \$319,872. This was 16% on the \$1,999,200 owned by the Central of Georgia, out of a total issue of \$2,000,000. The next two years that rate was supplemented with extra declarations of 20% each.

In 1916 the Central of Georgia's earnings and income, including the dividends actually received from the steamship company, were equivalent to more than 20% on the \$5,000,000 common stock. The final surplus of \$771,000 after all dividends equals 0.7% on Illinois Central stock. In twelve months ended Dec. 31 this subsidiary earned upwards of 30% on the common, the excess over the regular 5% rate indicating an additional 1% on Illinois Central.

There is no more interesting railroad stock than Illinois Central. The geographical position of the system and its chief subsidiaries is unique. Its lines sprawl clear across the map of the "old South," now becoming a new and generally unknown South with a rapidity only temporarily checked the last two years; they reach into the core of the middle-west manufacturing district and offer it its shortest outlet to tidewater; they connect the Great Lakes, the corn belt and the winter wheat states with the Panama Canal trade routes. Its average gross business per mile is 120% of the average for all the railroads of the United States, its bonded debt is 77% and its stock capital 92% of the average.—*The Wall Street Journal*, March 28, 1917.

OLD FASHIONED TICKET-AGENT STILL LIVING

To all the presidents and the vice-presidents of all the railroads in the whole world. Gentlemen: Some

day I want you to go, each one of you, into a ticket office, where they don't know you, and go up to the counter and stand there and look at the man behind the counter. And lean there against the counter and watch him, and stand there, and look at the man, and watch him, and try to grab him when he gets near you; and miss him. And stand there and look at the clock and wonder if all of the people, ahead of you, are going to Europe or Jersey City, or where.

And stand there, and watch the clerk, and see him yawn, and tell somebody a dollar eighty, or whatever it is, and count it and put it away in the cash drawer. And go to the phone, while you're waiting, and hear him talking to the roundhouse, or wherever it is that he always talks to, while you're waiting.

And change feet, and stand there, on the other foot, and watch him, and want to kill him; and stand there, and look at the clock, and it's forty minutes since you came in, and change feet, and stand there, and watch him come over and give you your ticket, and not look at you.

And when you've done that, go back to your office and think it over, and push a button, and tell somebody what you're thinking about.—K. C. B. in the *New York American*.

HEAVIER CAR LOADING REMEDY FOR SHORTAGE

Present practice of Railroads Uses Little More Than Half of Average Freight Carrying Capacity

Twelve Shipping Companies of U. S. Steel Corporation Lead in Campaign to Effect Change—Their Average Loading in 1916 Was 80,400 Pounds Per Car as Against 42,200 Elsewhere—No Increased Expense

As bearing upon the car shortage and congestion, J. F. Townsend, traffic manager of the National Tube Co., points out that the 12 shipping companies of the

U. S. Steel Corporation have long conducted a vigorous campaign for the heavier loading of cars, and in 1916 made an average of 80,400 pounds per car. The average capacity of all freight cars in the country is only 80,000 pounds, while the average loading on all railroads of the country, all commodities, is only 42,200 pounds.

While the 12 companies referred to increased the average carload on out-bound shipments during the year 1916 by only 1,800 pounds per car, there was effected an actual saving of 37,202 cars, as compared with the loading for the year 1915, when the average was 78,600 pounds per loaded car. This does not include the cars used by the Oliver Iron Mining Co. in shipping the millions of tons of ore that were forwarded during the year, all of which cars were loaded to the average of 50 tons per car. Their inclusion would have increased the average load and might have been considered misleading.

According to the basis used by the American Railway Association in its compilation of February 6, 1917 (which places the average earnings of a freight car at least at \$2.50 a day), the railroads have enjoyed a gain in gross earnings

of \$33,946,825 on account of the heavier loading of cars, that effected a saving of 37,202 cars, for it means that these cars were in other service.

To put this the other way round, it means that the 12 shipping companies actually forwarded 1,495,520 more tons of traffic than if the practice of loading one year ago had been followed, and this increased traffic was enjoyed by the railroads without any additional operating expenses.

During the last five years the 12 shipping companies of the U. S. Steel Corporation have effected a saving of 202,898 car loads through the heavier loading of equipment, a record probably unmatched in this country for the period referred to.

The shippers, consignees and the railroads themselves have been greatly benefited in the fewer number of cars switched and weighed, to say nothing of the relief of terminals and great saving in operating expenses that would have been created had it been necessary to handle this additional number of both empties and loads through the various classification and interchange yards of the railroads from point of shipment to destination.—*Wall Street Journal*.



ABERDEEN, MISS.



ABERDEEN, MISS.

William H. Rankin

MR. WILLIAM H. RANKIN, who is president of the William H. Rankin Company, is a splendid example of the advantage that ideals and ambitions are to a boy. This agency handles the advertising of many of America's greatest concerns, notably The B. F. Goodrich Company, Marshall Field & Company, Haynes Automobile, Moline-Knight Automobile, Wilson & Company, Thos. E. Wilson & Company, Baltimore & Ohio Railroad, Chicago, Milwaukee & St. Paul Railroad, Chicago Surface Lines, and many others of equal prominence.

In his youth Mr. Rankin worked in a grocery store, cigar factory, and anywhere that he could "get a job." He lighted the street lamps of New Albany, Ind., and got up before day light to carry papers.

Between working hours he mastered shorthand and typewriting, and later became secretary to Wm. H. Gates, manager, Merchants Despatch Transportation Company. Later he was in the employ of the Louisville & Nashville Railroad Company, as secretary to Assistant Comptroller Charles Hayden. In May, 1900, he was appointed traveling secretary to Mr. C. C. Cameron, now general freight agent of the Illinois Central Railroad Company, and through this connection this company may claim a share in his development.

Mr. Rankin's career has been one continued success after another, and there can be no question that in the future his company will remain in the front rank of the large advertising agencies in the United States.



WILLIAM H. RANKIN.

Aberdeen

Monroe County Mississippi

MONROE County, of which Aberdeen is the county seat, has an acreage of over half a million acres, which consists of all character of soils found in northeast Mississippi. There are 50,000 acres of Houston clay or prairie soil, a natural open rolling land (without stumps) which grows alfalfa without inoculation or other preparation than tillage, having as shown by Technical Bulletin No. 4, from 1,644 to 4,977 pounds of lime to the acre. This, of course, is also corn, hay, cotton and grain land, having been proven one of the best cotton

eight to eight and a half months in the year.

Other land consists mostly of loams with some clays, sandy loam growing corn, cotton, peas, potatoes, beans, soya beans, sorghum and ribbon cane. Potatoes grown in this loam are conceded to be of the finest flavor and contain the maximum amount of sugar, while the ribbon cane is made into syrup that equals the famous "Louisiana Syrup."

Monroe County shipped 112 cars of cattle, hogs and sheep during the past twelve



RESIDENTIAL DISTRICT, ABERDEEN, MISS.

producing sections after years of practical experience.

There are no better grazing lands to be found in the United States, melilotus (sweet clover) Lespedeza and native grasses cover the above land for from

months, the actual count being about 3,000 head of cattle, 2,200 hogs and 1,193 sheep, the accompanying illustrations will show that cattle, hogs, sheep, goats, poultry and live stock are being raised.

The Sunnyside Farms creamery, of which



BUSINESS SECTION, ABERDEEN, MISS.

J. E. Evans is proprietor, was awarded the silver medal on butter at the National Dairy Show held at Springfield, Mass., during October, 1916; the gold medal or first prize was won in Massachusetts by half a point. Considering the fact that the Mississippi butter had been made two weeks and had been shipped in hot cars and that then only lost by half a point on flavor, and that the winner lived within the state where the show was held, Monroe County is exceedingly proud of her product. The Sunnyside Farms held the first auction sale of registered Berkshire hogs ever held in the county, during the month of November, 1916, selling 85 head for \$3,900. They ex-

pect to have their second sale during the fall of 1917. Every hog and all of the hundred head of Jersey cattle owned by this farm are either registered or subject to registration. These sales are made for the purpose of improving the hogs bred in the home community.

Farmers of this county shipped 540 cars of hay from the 1916 crop which commanded the best prices being paid for the different grades, alfalfa bringing from \$15 per ton to \$27.50, prairie grass from \$8 per ton to \$15 per ton, and Lespedeza \$12.50 per ton to \$15 per ton. The climate is as near ideal as is compatible with the crops grown, and the grasses which abound,

the cool spring brings forth beautiful white clover very early, which is soon followed by the melilotus (sweet clover) then the grasses which require more warmth and sunshine of later spring. The thermometer seldom goes below 20 and seldom reaches 100 except for a few hours and while the summers are long the heat is not oppressive and no sunstrokes are ever recorded.

Monroe County has 63 miles of macadamized roads and many miles of improved sand-clay roads. Each district, of which there are five, are now either building good roads, or have voted the bonds for same. A highway from the Great Lakes to the Gulf traverses thirty miles of our macadamized roads and passes through Aberdeen.

While cotton will always be raised successfully in Monroe County, the "new idea" reached us several years ago and diversified farming and cattle raising took hold, and such success has been met with that the one-crop idea will never have sway again. The largest herd of beef cattle in the county consists of 350 head of Angus, but there are many small herds from 10 to 50 head, and quite a few with from 50 to 100 head. These are grade Hereford, grade Angus and grade Shorthorn. While the registered cattle are owned in small numbers they are increasing rapidly and are scattered over the entire county. Cattle raising and dairying have come to stay.



CAPTAIN H. J. B. LANN, AGE 86.

Aberdeen's Oldest Business Man.

1867.....1917

Opened a warehouse, sold the first wagons and fertilizer ever sold in Monroe County.



ABERDEEN, MISS.

A very enterprising and prosperous creamery known as the Aberdeen Creamery, pays Elgin, Ill., price at all times for butter fat. This creamery from a modest beginning two years ago, churns as high as 1,800 pounds of butter per day, and averages 1,000 pounds per day for weeks.

The price of other farm products not enumerated above are as below stated and always find ready sale.

Cattle (native) per pound.....	5½c to 7½c
Cattle, grades, per pound.....	7¼c to 8½c
Hogs, on foot, pound.....	8½c to 12½c
Turkeys, pound	16c to 23c
Chickens, pound	12c to 15c
Eggs, dozen	15c to 40c

The prices on chickens, turkeys and eggs are shown for both the summer and the winter season. Butter ranges from 25c to 35c the pound for country butter.



I. C. STATION, ABERDEEN, MISS.

There is ample timber of all kinds within the county for building purposes and lumber is lower than known in any other state.

Water

No community is fit for a home without plenty of pure water. This we have from many bored and flowing wells. Water can be had at a depth of from 150 to 300 feet and wells are drilled for 25 cents a foot, many of them flowing 50 gallons per minute of pure wholesome water.

This county has no undrained swamps, and no low, swampy lands, but all the land in all parts of the county are easily drained. Nearly the entire county being gently rolling.

The great Alabama coal fields are within 100 miles of us and coal is always low in price and of the very best quality.

This county is entirely free of ticks and cattle can be shipped from here to any point in the United States without suffering quarantine restrictions.

The labor here is the cheapest that can be had in the south.

Horses and mules range in price from \$150 to \$250 per head, meaning good farm stock, not plugs.

There are two rivers traversing this county. Both are good fishing streams with beautiful green banks and clear waters.

Aberdeen, the county seat, has ample facilities for taking care of all business, having wholesale and retail hardwares, groceries, drug stores, markets, produce house. There are three banks, two National and one State. The dry goods stores are fully stocked and up-to-date. Prices in all lines are as low as the quality of goods will permit.

The water and light plant is owned by the city, furnishing first class light to all parts of the city, and water that is pure and soft.

Ten miles of cement walks reach all parts of the town, being situated on a hill which slopes gently to the river, the drainage is perfect for both rainfall and sewerage.

There are no more hospitable people found in the South, offering the warmest welcome to all who come into their midst to live or visit.

To sum up the whole situation for those who seek new homes, come to Monroe County, Mississippi. You can find no more warm welcome, no better lands, no more genial climate, no better educational advantages for your children. We have free schools, both high and agricultural, and we are within thirty miles of the two greatest educational schools in the state, the Industrial Institute and College for Girls and the Agricultural College for boys, both maintained by the state, and have no superiors. Several of the foremost men and women of the country are among the graduates of these schools.

Look at the beautiful homes and illustrations herewith of items of interest taken in Monroe County, Mississippi.

Come and see us. Come and make your home with us. We have no latch string; the doors are always open.

Yours truly,

Industrial Association of Aberdeen and Monroe County,

J. S. HOPKINS, Secy.



Ackerman

Choctaw County Mississippi

AS FIRST constituted, Choctaw County was among, if not the largest county, in the state. Choctaw was established December 23, 1833. In order to create other counties during the mutations of time and the shifting political dramas, since its organization, the topography of the land embraced in the original county would hardly be recognizable in the comparison with that shown upon the map as being Choctaw territory now. Greensboro was the first site and LaGrange the second of the

the world can boast of. Choctaw is moving away slowly, but surely from the one-crop idea, and is giving attention to diversified farming, and is gradually getting into hog, cattle and poultry raising. Fat cattle and hogs are no longer curiosities in Choctaw county, and the up-to-date farmers are raising their corn, meat, potatoes, molasses, and all the necessities of life. Of course innovations are always fought, but the people will drop extensive cotton growing just as soon as clearly convinced



CHURCHES AND PUBLIC SCHOOL, ACKERMAN, MISS.

county. The county was divided into two circuit and chancery court districts in 1897.

Natural Advantages

No county in Mississippi can honestly claim any advantages over Choctaw as to climate, soil and variety of field and garden products, such as cotton, corn, sugar cane, sweet and Irish potatoes, and all kinds of vegetables. We are by this statement striking a balance of all crops of Choctaw as compared with all crops of any other county in the state, and we challenge a comparison with any other county in Mississippi when considered in this way. Louisiana sugar cane is grown extensively in Choctaw, and makes as fine a syrup as

that there is more money in diversified farming.

We desire to emphasize the fact that our people generally have now come to the full realization of the truth that one-crop farming cannot support the country, and are stressing the growing of hogs and cattle, as evidenced by the many carloads of both that are being shipped to the markets. It has been thoroughly demonstrated that Lespedeza can be successfully and profitably grown on our soil, and during the year 1917 the acreage sown to Lespedeza will be at least 100 per cent over the year 1916.

Forest Timber

As to variety and value of timber, Choctaw can well afford to boast. There are

hundreds of acres of almost unbroken forest timber, such as oak, hickory, cypress, pine and other varieties. Some of this timbered land can be bought outright for less than what the timber on the land is worth.

as anywhere. The home-seeker should look closely and ponder well before passing Choctaw County in search of the spot that DeLeon and LaSalle never found.

The Health of Choctaw

As to the healthfulness of Choctaw Coun-



RESIDENCES, ACKERMAN, MISS.

As to Fruits

Any person can raise all the fruit of any variety he desires. Choctaw is a splendid fruit country in the fullest sense of the word. The quality is equal to the best, and is worth a great deal more than the labor and attention usually given to its growth. Peaches and apples will not grow wild, but will come as near to it in Choctaw

ty, we are altogether within the bounds of truth in saying that there is no healthier section in all the land than is to be found right here in Choctaw County. The much dreaded chills and fever of the past are now for the most part only memories. We set forth the facts of pure water and healthfulness as the best blessings of life and among Choctaw's many good advantages.

Ackerman, Miss.

Ackerman took its name from one of the Illinois Central Railroad officials. He need not be ashamed of his namesake. The railroad was completed to Ackerman in 1883, and the first train from Durant to Aberdeen went through on a regular schedule in August, 1884. The town was incorporated by the legislature in 1884. As soon as the town was located, business men saw at a glance that Ackerman was destined, on account of its location, to become one of the best business points in central Mississippi, and men of capital and intelligence settled here and engaged in mercantile pursuits. People can reach here in wagons from every county that borders

variety of fruit and vegetable grown in the South, and perhaps there is no place in the country where there is such a surplus of labor as here of the kind fitted to handle agricultural and horticultural products. Farms suitable for truck farming can be purchased at a mere nominal figure, and with the advantages of the congenial soil, cheap labor and the improved and constantly improving facilities adopted by the railroads for handling perishable agricultural and horticultural products, there is no field of industry that offers a better or quicker return for the outlay than that of truck farming in the vicinity of Ackerman. A "thrifty man in love with work," and his work, can harvest as many shekels and get



ILLINOIS CENTRAL STATION AND FORCE, AND: HOTEL, ACKERMAN, MISS.

upon Choctaw without crossing any large streams, and yet our section is well watered by the small streams that wind their way down every valley and meander almost through every farm. The people who patronize the town are composed principally of small, but thrifty independent farmers.

Truck Farming

There is no more inviting field for the truck farmer than in the immediate vicinity of Ackerman. Truck farming in Choctaw has not as yet been recognized as a distinct industry, and mainly for the reason that the adaptability of the soil and climate for the truck farming industry has not been sufficiently called to the attention of the public. Our county possesses every character of soil to produce abundantly every

him a comfortable home here as quickly engaged in judicious vegetable and fruit growing and shipping as anywhere in the South, or anywhere else. The mines or the quarries may be closed, strikes may paralyze great industries, but the person engaged in producing such things as sustain life will always be safe under his roof-tree and certain of a comfortable income from the products of his field or "patch." We desire to impress upon him who reads, who thinks of changing his location, or his avocation in life, that splendid inducements are offered to all who desire to engage in a quick and paying industry in the land found in the vicinity of Ackerman, and at the most reasonable rates. Markham must have had the territory adjacent to Ackerman in view when he wrote so beautifully about "the man with the hoe."

The Religious Feature.

The people of Ackerman and vicinity believe firmly that "Righteousness exalteth a nation," hence the religious feature of Ackerman has ever been prominent and the town has four churches—the Methodist, Baptist, Presbyterian and Christian churches. The Baptist and Methodist church buildings are brick. The Methodist church has just recently been completed at a cost of Ten Thousand Dollars.

Educationally.

No objections can be raised to Ackerman in an educational way. The town has always looked well to the education of the children. There has never been any laggards in the camp when it came to an educational move. Recently the town has erected a school building at the cost of twenty thousand dollars, there having been scarcely a dissenting voice to the enterprise and outlay.

Finally.

Ackerman has long since passed the stage where we could in an article intended for purposes like this go into details as to the various enterprises, diversified businesses, trades, professions and so on. However, we will state that Ackerman has ever looked well to enterprises in which the public is interested, aside from her churches and schools. We have an up-to-date electric light plant and water works system, owned and operated successfully and satisfactorily by the town. We have here a

first-class compress; two lumber mills, besides such enterprises as up-to-date ginneries, flouring mill, etc. We have two banks with ample capital to do the business for the town and county, and an even wider territory.

Ackerman is at the junction of the Illinois Central, Aberdeen Branch, and the G. M. & N. Railroad, the two roads with reference to their directions from Ackerman taking in the four cardinal points of the compass.

Choctaw county wants, needs, up-to-date, live, progressive immigrants. She needs them and will give them the right kind of welcome. Secretary of Agriculture Wilson said that he was interested in every man, it mattered not where he lived, provided he produced something. Choctaw will be interested in every man who will come to her soil and produce something. Come.

And as a final word about Ackerman, we must say—we do say—that Ackerman is the foremost town from every viewpoint in Central Mississippi. The people who dwell within the town's limits—and the people adjacent, even to the remotest bounds of Choctaw—are as moral, intelligent and refined as any people to be found anywhere in the state or out of it. All enterprising citizens who are willing to work—who will do something—who will produce something—will find a welcome here, and nowhere will they find balmier skies, a more genial climate, a goodlier land, or a more hospitable people. Come.



NEAR ABERDEEN, MISS.

Kosciusko

Attala County Mississippi

ATTALA COUNTY, Mississippi, is one of a number of Counties of the State carved out of what is known as the "Choctaw" purchase of the United States from the Choctaw Indians in the first quarter of the 18th century. It was named from a beautiful Indian maiden and historically and legendarily is rich in folk lore of a most interesting and instructive character. All of its principal streams bear musical Indian names, such as Yockanookany, Apaotka,

dustrial current occasioned some disturbance but the people of all classes are rapidly adjusting themselves to these new industrial conditions and the future beckons them forward with a greater prosperity than the past ever blessed them with. This seems true because past agricultural pursuits together with nature has brought about conditions highly favorable to success.

Under the old regime or cotton rule the County was rapidly put in a state of cultiva-



COURT HOUSE AND PUBLIC SCHOOL, KOSCIUSKO, MISS.

Zilpha, Scooba, Chitta, Seneasha, Cunnahoma and Lobutchka. Geographically it is near the center of the State and is classed among the "hill counties." A name applied to a number of Counties of the State in contradistinction to those known as the "Delta Counties." Among all the Counties of the State it is among the best and in its class it is one of the very best.

Industrially it is strictly an agricultural and live stock section. Prior to the coming of the boll weevil its leading product was cotton but since then the people have directed their energies along other lines particularly to live stock, hay and grain. Naturally this change in the direction of the in-

tion and much of it worn unprofitable even for raising cotton under favorable conditions and hence large areas were abandoned as "old fields" only to be seeded by nature with indigenous growth of grasses and clovers that, both in a green or cured state is rich in the various food elements for live stock of all kinds. Chief, and among the most valuable of these native growths is Lespedeza and Bermuda, one or both of which rapidly "homesteads," as it were, all abandoned land that has proved unprofitable in cotton or other culture. Not only are these natural growths valuable in rich livestock food elements but they are very cheap of production, harvesting and preserving.

In addition to these advantages that are so favorable for the progress and prosperity of the livestock industry in this Attala County, there are many others two of which are of vital consideration to success; favorable climate and an abundance of pure water. For nine months of the year all farms of live stock are self-supporting on pasturage while,

width. While this is true yet there is a very small area of marshy or waste territory in the entire County.

As an illustration of the growth of the cattle business here, five years ago there was possibly not two dozen registered cattle of both sexes in the County, while at present they number in the hundreds besides the



RESIDENCES, KOSCIUSKO, MISS.

during the other three months very few days, comparatively, are so cold as to necessitate special feed or housing.

In the matter of water the County has every advantage desirable, being traversed by one small river ten or a dozen ever flowing small streams. Besides these bold springs send out rippling streams of the purest water down almost every hollow of any depth or

thousands of grades. These represent all the leading breeds, both dairy and beef types, also at that time only an occasional car of cattle was shipped from the County while during the past twelve months 183 cars have been shipped from here. The County was among the first in the State to adopt the Government method of eradicating the ticks and the result has been a great stimulus to



CATTLE NEAR KOSCIUSKO, MISS.

the cattle industry both in the number, kind, health and profits of those grown.

Concomitant with cattle business generally the dairy business has grown by rapid strides, and whereas five years ago there wasn't one-half dozen farmers in the County giving any special attention to this industry, today there are hundreds of them patronizing the railroad and "cream router" leading to near by creameries. It is proving very profitable, so much so indeed, that milk cows of any grade or capacity are at a premium.

What has been said in the foregoing has been in reference principally to the cattle industry but this does not mean that there is not satisfactory profits, in this favored section, in other live stock. Hog raising is assuming proportions which will in a few years put Attala on the "Rooter" map. Liberal investments are being made by the farmers and others in registered hogs and car load shipments are bringing good financial returns to hundreds of people, many claim that in such favored section a few hogs properly cared for will "root" a man out of debt quicker than any thing.

But the cow and the hog doesn't tell the whole story of Attala County's resources and prosperity for naturally in a section so blessed in climate and feed the "humble hen" comes in to claim her part in swelling the coffer of her master, and justly so when for throughout each year she taxes the I. C. R. R. to receive her products by the car load and transport them to the hungry millions in the cities. One wholesale groceryman in the County, Mr. J. N. Boyd, annually ships

from 30 to 35 cars of this delicious and strength giving "fruit."

The raising of sheep, goats, horses and mules have not as yet assumed industrial and commercial proportions but only because they have not been agitated—all necessary conditions for success in them are present here.

The present progressive Board of Supervisors of the County have employed an able county demonstrator in the person of Mr. R. J. McReynolds, graduate of the Agricultural and Mechanical College of the State to take general directing and supervising authority over the agricultural and live stock industry of the County and with him and the various boys and girls clubs, such as corn clubs, baby beef clubs, pig clubs, canning clubs, etc., it is hoped and confidently expected that prosperity will daily bless our people with a bewitching smile.

But the material prosperity of any County is of small moment unless it is accompanied with moral and intellectual development, and that Attala County is not lacking in these latter considerations can be seen by investigating the churches and school conditions that control here. The people as a rule, are moral and God-fearing and quite a number of the various Christian denominations and church organizations are liberally supported and earnestly adhered to.

The public schools of the County are fast reaching the highest form of the most efficient rural system, the consolidated system. While a few years ago it was difficult to locate in the rural section of the County in easy reach of a good school it is now diffi-



BUSINESS SECTION, KOSCIUSKO, MISS.



INDUSTRIES, KOSCIUSKO, MISS.

cult to locate out of easy reach of a better one.

Transportation and easy access from one point to another is always a major consideration in estimating the advantages of any County. Both of these are already either in existence or in the process of being in existence in Attala County. The Aberdeen branch of the I. C. R. R. traverses the County from west to east, while the main line runs in easy reach of the northern section, this making transportation in easy access to every section. In the matter of public highways the County is a little behind some sections of the State, yet within a few years at the present rate of progress the entire County will be neighbors through modern highways. The old Natchez Trace road, full of pioneer history and which is being put in modern condition from Nashville, Tenn., to New Orleans, La., traverses this County from north to south. So dear reader, you can readily see that ere many years Attala County will be in easy access to north, south, east and west.

Kosciusko.

On the Aberdeen branch of the I. C. R. R. are situated the following villages, towns and cities: Sallis, Kosciusko, Ethel and McCool. Of these Kosciusko is the largest and is the seat of the County government. It is situated 18 miles east of the Junction of the Aberdeen branch with the main line and is in the center of a good farming section and commercial activity. As the reader recognizes it bears the name of a Polish patriot

who helped to purchase American independence with his able and unselfish military service.

Kosciusko has a population of about 2,250 of as social, honest and clever people as ever honored any city by living in. It has never been afflicted with rich caste in society or the "elect" of poverty but its citizenship has always been of that type that when the traveler reached it the very social and business air caused him to involuntarily utter "Alabama"—here I rest.

In business enterprises there is located here a cotton seed oil mill, a cotton factory, a cotton compress, and ice factory, and other smaller enterprises such as bottling works, general repair shops, etc., all of these are under good business management and are financially prosperous besides these industrial enterprises there is a full quota of mercantile establishments both retail and wholesale.

There are two banks here, the Merchant and Farmers Bank and the Kosciusko Bank, W. B. Potts being the president of the former and F. Z. Jackson of the latter, both of these gentlemen are business men of splendid ability and unquestioned integrity.

There are two newspapers here—the Kosciusko Herald and the Kosciusko Star, both of these papers are ably edited, the former by Mr. R. U. Galloway, and the latter by Hon. Wiley Sanders, these papers do not belong to the "tri-weekly" class, but both issue regularly once a week an interesting and clean sheet.

There are three Church organizations here—Methodist, Baptist and Presbyterian, all of these have a large intelligent and pious membership, the zeal and liberality of which support three able and consecrated pastors to-wit: S. A. Brown, W. A. Roper and C. Q. Groves.

For the past twenty years Kosciusko has maintained one of the best public school systems in the State at present it is under the principalship of Prof. S. M. Byrd and thirteen assistants all of these are successful educators and hold the school strictly in line of affiliation with the higher educational institutions of the State.

ceased, for many years of the Supreme Court of Mississippi, Judge C. H. Campbell, deceased and Col. C. L. Anderson, ex-Congressman for this district and at present a member of the law firm of Anderson and Davis, Attorneys for the I. C. R. R.

The city has always been well governed, the present officials being D. H. Glass, Mayor; Walter V. Davis, Marshal; J. G. Smyth, City Attorney; C. Q. Townsend, J. W. Rimmer, Dr. J. W. Allen, Lee Thornton and W. C. Leanard, Aldermen.

The present County officials are : C. T. Blanton, Sheriff; B. W. Jordan, Chancery



RESIDENCES, KOSCIUSKO, MISS.

Kosciusko has always nurtured education and hence a number of her citizens have risen high in the religions. Among these might be mentioned Bishop Chas. B. Galloway, deceased, who was to national and international form as a pulpit orator; Dr. F. D. Smyth of Memphis one of the leading surgeons of the South, Judge H. C. Niles of the United States Circuit Court, and B. B. Jones a millionaire oil king of Oklahoma. To these might be added a number of those who have received more than local honors from the public, namely: Judge Jas. F. McCool, Judge J. A. Teat, Judge J. A. P. Campbell, de-

Clerk; L. W. McCool, Circuit Clerk; Prof. W. A. Hull, Superintendent of Education; C. W. Prevost, Assessor and Gaston Ray, Treasurer.

Real estate can be purchased either in the County or in Kosciusko at very reasonable prices when values are considered and any one desiring to purchase property in this naturally highly favored section of Mississippi can get further information by addressing any of the above named officers of the City or County. Honest, intelligent and industrious citizens are invited to make this their home.

Railway Troops

By Capt. C. L. Bent

THE war in Europe has demonstrated not only the great importance but the absolute necessity of possessing, in time of peace, a thoroughly organized and trained body of expert railroad men who, in the event of war, are immediately available for use by the Government if the exigencies of warfare require their services.

By perfecting this organization beforehand, a competent and complete force is always ready, at short notice, to construct and operate strictly military railroads; to reconstruct and operate railways which may have been captured on foreign soil; or, in case of invasion of the United States involving capture and destruction of American railways, to reconstruct such railways as soon as they shall have been recaptured by our armies, and to operate them until such time as it may be possible to restore their normal commercial operation in rear of the base of military operations.

As this service is required in the immediate theater of operations in time of war, their officers will accordingly have to be commissioned and their men enlisted, which conditions the Government has recognized and met by the passage of the National Defense Act in June of the past year, authorizing the formation of a Reserve Corps in the United States Army. A part of this Reserve Corps therefore is to be composed of railway regiments.

The War Department desires that a start towards obtaining the necessary number of regiments be made by organizing three regiments at once, one at Chicago, one at St. Louis and one at New York City.

With this in view, it has asked the co-operation of all employes of the Chicago Great Western, the Chicago & Northwestern, the Rock Island, the Atchison, Topeka & Santa Fe, the Chicago, Milwaukee & St. Paul and the Illinois Central Railroad Companies in the formation of one company, with headquarters at Chicago, on each of these railroads.

This company will consist of four officers and one hundred and sixty-four men. The officers will be commissioned in the U. S. Engineer Officers' Reserve Corps and the men will be enlisted in the U. S. Engineer Enlisted Reserve Corps. An officer's commission will be for a period of five years and a man's enlistment for four years.

From those who volunteer their services and are capable, a Superintendent, Trainmaster, Master Mechanic, Roadmaster, Engineers, Firemen, Conductors, Brakemen, Yardmaster, Yard Foreman, Switchmen, Dispatchers, Agents, Operators, Track Foremen, Car Inspectors, Car Repairers, Bridge and Building Foremen, Wrecking Foremen, Storekeepers, Traveling Engineers, Round House Foremen, Stationary Engineers, Machinists, Blacksmiths, Boiler Makers, Gas Engineers, Electricians, Linemen, Carpenters, Masons, Steam Fitters, Pile Drivenmen, Stenographers, Clerks, etc., selected. It matters not whether applicants who apply for the position of their choice are actually engaged in such work at the time the application is filed, all that is required is that they have a certifica-

tion from their superior officer that they are competent to perform the duties that will be required of them.

The railway regiments will be part of the reserve citizen force of the United States, completely under Federal jurisdiction and subject to call for training in time of peace for periods not to exceed fifteen days in each year. In time of actual or threatened hostilities, although organized with a specific purpose in view, they may, however, be called out for any service that the President may require. In time of peace, military training in camp is the only service that can be required of them under the law and no other restrictions are imposed.

There is no age limit for commissioned officers, but the men must be between the ages of 18 and 45.

All must be citizens of the United States or, in the case of the men, have declared their intention to become so.

They must be physically qualified, but no mental examination is required, the endorsement of superior officials taking the place thereof.

It is desired by the War Department to accept only such men, not officers, as are reasonably free as to personal and family obligations.

Each man, when he enlists, will be given military rank and when called into service, either in peace or war, he will have the same rank as held in the reserve. When called into service, either in peace or war, he will receive the pay to which his military rank entitles him, also all subsistence, medical attendance, clothing and equipment.

Transportation to and from training camps is furnished by the United States.

When called into service, the men are required to undergo a physical examination. If rejected at this examination, they receive transportation back to their home.

After one encampment, a member of the company is entitled to wear a distinctive rosette which no person not in the reserve can wear except under penalty of the law.

The various grades and pay in the Military Railway Company, rank and file, will be as follows:

Rank.	Pay per month.
First Sergeant	\$45.00
Sergeant, first class.....	45.00
Mess Sergeant	36.00
Supply Sergeant	36.00
Stable Sergeant	36.00
Sergeant	36.00
Corporal	24.00
Cook	30.00
Bugler	15.00
Private, first class	18.00
Private	15.00

The enormous increase in the regular establishment of the army considered, it is not improbable that many of the enlisted men who demonstrate their fitness may be later on promoted to the permanent army as officers.

The above information is given to the readers of this magazine in order to bring to their attention the wishes of the War Department and to give to those interested, the principal features connected therewith.

Progress

SINCE the March number of the Illinois Central Magazine went to press, the following developments have taken place in Stop, Look and Listen regulation applicable to automobilists:

The Stop, Look and Listen bill, which was introduced in the Tennessee legislature, passed both Houses and received the signature of the Governor and has thus become a law. Any automobilist who crosses a railroad track at grade within the State of Tennessee, and fails to Stop, Look and Listen, is now a violator of the law and subject to fine. If this law is complied with there will be no automobile catastrophes within the State of Tennessee.

Birmingham, Ala., has passed a Stop, Look and Listen ordinance and the same is now in effect.

The towns of Tilden, and Central City, Ill., have passed Stop, Look and Listen ordinances.

Gradually, the people are becoming aroused to the importance of educating automobilists along the lines of Safety, and are realizing that the best way to begin the educational campaign is through the passage of the necessary law.

The prescription of Stop, Look and Listen for automobilists is popular with the people. They delight in requiring the auto-ists to take liberal draughts of this medicine.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 28



WALKER PERCY.

Walker Percy

RECENTLY the Company has had to mourn the loss of its distinguished District Attorney for the State of Alabama, Honorable Walker Percy. Born of a distinguished ancestry, his extraordinary ability as a scholar early attracted attention at college and law school. His whole professional life was spent at Birmingham, Alabama. He was appointed District Attorney for the Illinois Central Railroad Company March 1st, 1906, and until the time of his death was one of its most valuable counsel and most capable defenders. The following extracts are made from a memorial prepared by a committee of the bar of Jefferson County, Alabama:

Walker Percy was born in Washington county, Mississippi, November 18th, 1864.

Mr. Percy's academic education was secured at the University of the South, from which he was graduated with the degree of B. A., in 1883. He secured his legal education at the University of Virginia, from which he was graduated in 1885 with the degree of LL. B.

In 1886 Mr. Percy located in Birmingham, began the practice of law, and continued in the active practice until his death on February 8th, 1917. Almost from the beginning he represented large interests, and his practice grew rapidly. For years prior to his death the practice of the firm of which he was the senior member was one of the largest in the state, in both volume and importance. Mr. Percy conducted his practice with marked success, and was at his death one of the really eminent lawyers of the South.

Nature cast Mr. Percy for a major role. He was a man of splendid physique, commanding presence, dignified bearing, courteous and cordial manners—withal a dominating and yet charming personality. And nature completed his equipment for the role, for he was a man of gigantic brain, heroic courage, sound judgment, invincible resolution, all harnessed by a controlling spirit of justice and fairness tempered with generosity.

We have said that he was a man of gigantic brain, because he looked with a constant and penetrating vision deep and wide afar, and because he analyzed and eliminated with a keen and true discrimination.

We have said that he was a man of heroic courage, not only because he was a man of unflinching physical and moral courage, but because he possessed that rarer quality—intellectual courage. He sought the facts, the hard and stubborn facts—and he would not be led or turn

astray from the lead of the light of truth. There was in him no self-deception, no evasion, and no easy drifting along the lines of least resistance.

We have said that he was a man of sound judgment, because he eliminated the trifles and irrelevants, and went straight to the heart of things, and because, when the process of elimination was complete, he weighed the controlling facts with a poised and proportioned judgment.

We have said that he was a man of invincible resolution, because when the controlling facts were in hand and weighed, his final judgment crystallized as it formed into an inflexible determination. He had faced the issues squarely, solved them soundly, adjudged them finally, in order that there should be appropriate action, and it followed with him as of course to the very end.

We have said that in him all these splendid qualities were controlled by a spirit of justice and fairness. To him, the law was the last effort of the continuing struggle of man to compel what was just and right, and the imperfection of its methods did not circumscribe the majesty of its spirit. Accordingly the minor rules and technicalities of the law no more concerned him than did trifling and irrelevant facts. And he was fair. He asked no quarter, for he stayed always well on his side of the line, but there was woe to him who crossed his own. Yes, he was just and fair even to the end of his resolution.

And we have said that his spirit of justice and fairness was tempered with generosity. As an illustration: We believe that no lawyer ever dealt with Mr. Percy without being made to trust him without reservation. And when doubtful questions arose, it was his generous spirit to resolve them against himself. It was characteristic of him, done in a spirit of mere courtesy and as of course, to give more than he asked, and to err in giving more, rather than less than was due. His success at the bar was due not less, we believe, to his generous fairness and bigness withal, than to his intellectual attainments and great driving force.

Broad as are the fields of law, Mr. Percy was not a mere lawyer. He was a man and a student of affairs, and particularly of civic affairs. When the occasion demanded community action, whether political or civic, or action by the bar alone, Mr. Percy was in the lead—bold, confident, an audacious crusader if need be, persistent and compelling. No citizen of Birmingham ever gave more thought, time or effective

effort, and all without reward or expectation, to bettering its affairs than did Mr. Percy. And no citizen ever received from the community a higher degree of admiration, a fuller measure of confidence, a deeper sense of gratitude. With one accord he was our first citizen, and his community was both confident and proud in following and supporting him.

He was truly a big lawyer, easily equal to every occasion and with increasing power in reserve. To encounter tremendous difficulties but rejoiced his strength.

As a citizen he justly held first rank. In his private life he vigorously maintained high standards. In his make-up there was little room for foibles. Such as there were—and he was intensely human—were just his playthings, and lost themselves in the shadow of his stature. By and large, he was a man—a man who commanded our admiration by his strength and his courage and his force—a man who earned our confidence by his justice and generous fairness—a man who won our gratitude for his unselfish and effective service to the bar and to the community.

Illinois Central Not Tenant of Pottawatomie Indians

Eight members of the Pokagon Band of Pottawatomie Indians, on behalf of themselves and all members of the Pottawatomie Nation, sued the Illinois Central, the City of Chicago, and others, in the United States District Court at Chicago. They asked in their bill that defendants be enjoined from occupying or building upon plaintiffs' lands reclaimed from the waters of Lake Michigan, or from asserting any claim, title, or interest therein; that the defendants be made to pay a reasonable compensation for its use, and that the Indians' title be quieted, established, and confirmed. The Indians contended that the Treaty of Peace with the United States did not cede the title to the lands that were formerly beneath the waters of Lake Michigan, "whether reclaimed, artificially made, or now or formerly submerged," and that these are still the lands of the plaintiffs; that while in 1833 the Pottawatomie Nation migrated west of the

Mississippi river pursuant to a treaty with the United States, this band was left in possession, occupation, control and sovereignty of so much of the nation's original country as remained unceded. The District Court dismissed the bill; the Indians appealed; and the Supreme Court held (*Williams v. City of Chicago, et al*, 242 U. S. 434): opinion by Justice McReynolds; that the right of the Pottawatomie Nation in lands on or near the shore of Lake Michigan now in Illinois was no more than a right of occupation; that if the occupancy ever extended to lands formerly submerged such as are the subject of this litigation, the court notices historically that it was long ago abandoned and that for more than half a century no pretense of such occupancy has been made by the tribe; and that the treaty did no more than confirm the tribal right of occupancy, and when that was abandoned all interest of the tribe and its members was terminated.

Limitation of Liability. Reduced Rate in Consideration of Release of Larger Damages. Every Shipper Is Charged With Notice of Interstate Traffic

In *Western Transit Co. vs. Leslie, et al*, 242 U. S. 448, opinion by Justice Brandeis, the Supreme Court held, re-

versing the Supreme Court of New York: Plaintiff consigned goods from Michigan to New York City over a

"lake and rail" route constituted of defendant's steamship line as far as Buffalo and the line of a railway company thence onward. Plaintiff paid the freight, obtaining a reduced rate allowed in the tariff for this route by agreeing in the bill of lading to a maximum valuation and release of larger damages. A separate tariff, filed by plaintiff pursuant to Sec. 6 of the Act to Regulate Commerce, entitled plaintiff to have the goods stored for a time at Buffalo without extra charge before forwarding to New York and to divert them to some other destination upon readjustment of rates. By direction of plaintiff, defendant was holding the goods stored under this arrangement when a part was stolen.

Held (1) That defendant was liable as carrier and not as warehouseman.

(2) That the damages could not exceed the maximum value agreed in the bill of lading and upon which the freight rate was based.

(3) That a letter written by defendant to plaintiff while the goods were so stored, acknowledged their custody, and stating that they would be held subject to a circular enclosed with the letter and which but described the terms of the storage as they were stated in the separate tariff, did not operate to create a contract of warehousing independent of the contract of carriage.

Every shipper is charged with notice of terms of the interstate tariffs governing his shipments.

A shipper by his bill of lading valued several tons of goods at not to exceed \$100 per ton, and agreed that this as a maximum should govern the computation of any loss or damage for which the carrier might become liable. *Held*, that the maximum liability of the carrier for the loss of a part was not the total valuation so fixed, but the value, at the ratio of \$100 per ton, of the part lost.

Lost or Damage Freight Replacement

In a case with the above title, 43 I. C. C. 257, opinion by Commissioner Clements, the Interstate Commerce Commission sustained the cancellation of Western Trunk Line rule providing for the waiver of freight charges when portions of shipments have been lost or damaged and duplicates thereof shipped to replace such lost or damaged articles; but the Commission recommends a uniform rule to meet the situation. The objections to the cancellation came principally from the National Implement & Vehicle Association, whose members have frequent occasion to replace parts of shipments lost or damaged in transit. This association desires a rule which will permit the duplicate shipment to move from the place most convenient and by express or freight as may meet the demand of each particular situation, and that rule was suggested in lieu of the one the carriers' sought to cancel. The opinion of the Commission proceeds:

"The liability of common carriers for

the loss of or damage to shipments rests upon definite legal principles, and the enforcement of such liability is not within the jurisdiction of the Interstate Commerce Commission. This liability should be kept separate from the freight charges. *Larkin Co. v. E. & W. Transportation Co.*, 34 I. C. C., 106-108. The present rule, while perhaps of value to some shippers, operates to the disadvantage of others. Where a shipment of farm machinery or implements is made and one or more pieces lost or damaged, it is generally necessary that the lost or damaged piece be promptly replaced. To do this, shipment must be made from the most convenient point and by the most expeditious route.

"The rule here sought to be canceled, as well as the one shippers propose, is but a method of discharging in part a damage claim with free transportation. In *L. & N. R. R. Co. v. Mottley*, 219 U. S., 467, the Supreme Court of the United States after quoting Conference

Ruling No. 207, which among other things provides, 'nothing but money can be lawfully received or accepted in payment for transportation,' said:

"The passenger has no right to buy tickets with services, advertising, releases, or property, nor can the railroad company buy services, advertising, releases, or property with transportation."

"From all the facts of record we find and conclude that respondents have justified the tariffs under suspension and an appropriate order will be entered."

"It was contended in the Larkin Case, *supra*, and appears from this record that rules relating to the replacement of lost articles or damaged portions of shipments to be of value must be the same by all carriers. We can

not, with only the parties now before us, determine and prescribe such reasonable rules and regulations for general application. This is, however, a subject which should have the prompt and careful consideration of all carriers. There appears no reason why there may not be uniformity in this respect. Such rules should not limit the right of shippers to receive or recover the damages to which they would reasonably be entitled under the law; and it should be understood that nothing here said is intended in any way to limit such right. Neither is any language contained in our reports in the Larkin Case to be construed as precluding the carrier from allowing as an integral part of a claim for the property damaged the transportation charges paid on the duplicate shipment."

Indiana Coal Rate Advances at Five Cents Per Ton Are Sustained

Following an elaborate opinion of 74 pages, rendered March 30, 1917, "In the Matter of the Proposed Horizontal Increase of 5 Cents Per Ton on Bituminous Coal from Indiana Mines to all Indiana destinations, Moving Via Intrastate Routes, and On Proportional Rates Within the State," No. 1926, the Public Service Commission of Indiana finds: "That the rates on bituminous coal originating at the mines in Indiana, moving to state destinations via intrastate routes, are in most instances lower than rates obtaining in other states, or on interstate movements for similar distances. That operating expenses, taxes, and rentals have increased out of all proper proportions to operating revenues. That the proposed advances are just and reason-

able and should be permitted to become effective, except from the mines in which is known as the Booneville group to Indianapolis and the gas belt points."

The orders suspending the operation of the advanced rates have been set aside and said advanced rates are to become effective "at the time when the carriers filing the same shall file with this Commission joint rates for the transportation of coal from the mines designated as the Booneville group to Indianapolis and gas belt points." The carriers filing said joint rates are authorized "to charge less for the transportation of coal for longer hauls to Indianapolis and gas belt points than for shorter distances along the line of said carriers."

Less than Carload Minimum Handling Charges

By rule 18 of the western classification, a charge of $1\frac{1}{4}$ cents per 100 pounds is in force for loading and a

like charge for unloading 1. c. 1. shipments upon which carload rates and minimum weights are applied, but the

rule does not state in specific terms whether such charges will be based on actual weights or on minimum carload weights. It was proposed to amend the rule so that the loading and unloading charges will be based upon the minimum carload weights. The Sacramento shipping interests protested. The Commission found the new rule had not been justified. Its opinion reads in part (43 I. C. C. 267):

"It is clear that reasonable charges may be assessed for the service of loading and unloading. There are good reasons for basing carload rates upon carload minima, but there is no appa-

rent reason for basing loading or unloading charges on the carload minimum weight. The amount of the service performed for the transportation charge does not vary substantially with the variations in the weight of shipments below the minimum, while the amount of the service performed in loading and unloading varies directly with the quantity of freight in the car. The reasonableness of such charges depends upon the service performed on the traffic actually handled. If the compensation to respondents is insufficient to cover the cost of the service, the method proposed is not the proper course to remedy that condition."

Congressional Legislation, 1917—Intoxicating Liquors—General

Section 5 of an Act of Congress approved March 3, 1917, Postoffice Appropriation Act, reads as follows:

"Sec. 5. That no letter, postal card, circular, newspaper, pamphlet or publication of any kind containing any advertisement of spirituous, vinous, malted, fermented or other intoxicating liquors of any kind, or containing a solicitation of an order or orders for said liquors, or any of them, shall be deposited in or carried by the mails of the United States, or be delivered by any postmaster or letter carrier, when addressed or directed to any person, firm, corporation, or association, or other addressee, at any place or point in any state or territory of the United States, at which it is by the law in force in the state or territory at that time unlawful to advertise or solicit orders for such liquors, or any of them, respectively.

"If the publisher of any newspaper or other publication or the agent of such publisher, or if any dealer in such liquors or his agent, shall knowingly deposit or cause to be deposited, or shall knowingly send or cause to be sent, anything to be conveyed or delivered by mail in violation of the provisions of this section, or shall knowingly deliver or cause to be delivered by mail anything herein forbidden to be carried by mail, shall be fined not more than \$1,-

000 or imprisoned not more than six months, or both; and for any subsequent offense shall be imprisoned not more than one year. Any person violating any provision of this section may be tried and punished, either in the district in which the unlawful matter or publication was mailed or to which it was carried by mail for delivery, according to direction thereon, or in which it was caused to be delivered by mail to the person to whom it was addressed. Whoever shall order, purchase, or cause intoxicating liquors to be transported in interstate commerce, except for scientific, sacramental, medicinal and mechanical purposes, into any state or territory the laws of which state or territory prohibit the manufacture or sale therein of intoxicating liquors for beverage purposes shall be punished as aforesaid: *Provided*, that nothing herein shall authorize the shipment of liquor into any state contrary to the laws of such state: *Provided further*, That the Postmaster General is hereby authorized and directed to make public from time to time in suitable bulletins or public notices the names of states in which it is unlawful to advertise or solicit orders for such liquors."

By public resolution approved on March 4, 1917, Section 5 will not take effect until July 1, 1917.



CATTLE RAISING, NEW ABERDEEN, MISS.

**MAYOR BOSSE APPRECIATES THE ILLINOIS CENTRAL MAGAZINE
WRITE-UP OF EVANSVILLE.
OFFICE OF THE MAYOR.**

Mr. J. E. Rhodes,
Care of I. C. R. R. Co.
City.

Evansville, Ind., February 24, 1917.

My Dear Mr. Rhodes:

I am in receipt of the Illinois Central Magazine for February, and I want to express my appreciation on behalf of the City for the liberal amount of space and the splendid review of Evansville's advantages, her homes, manufacturing plants and public buildings. Also assure you of my appreciation giving Evansville this splendid opportunity for so much valuable space in your splendid magazine.

Yours very truly,

Benjamin Bosse,
Mayor.

Safety First

The American Museum of Safety

18 West 24th Street, New York



Incorporated by Special Charter, Chapter 152, Laws of 1911, State of New York

Devoted to the Safety, Health and Welfare of Industrial Workers
and the Advancement of the Science of Industry

Office of the President, Irving Place and Fifteenth Street

March 31, 1917

H. Battsifore, Esq, Superintendent
Illinois Central Railroad Company
Illinois Division
Chicago, Illinois

My dear Mr. Battsifore

It gives me great pleasure to notify you that,
as a result of the competition which closed on October
15th, 1916, the E H Harriman Medal in silver has been
awarded to your Division in recognition of its splendid
record in accident prevention during the year ended
June 30th, 1916, as shown by the statistics submitted
in the contest.

The presentation of this medal will be made
at our annual dinner to be held on Thursday evening,
April 19th, at 7 o'clock, at the Hotel Astor. I trust
it will be possible for you to be a guest of the
Museum at that time and to receive the medal on behalf
of your Division.

Congratulating your Company on all it has
accomplished and trusting that you will be with us on
the evening of April 19th, I am

Yours sincerely

Arthur Williams
President.

Trustees

Mr A A Anderson
Hon Joseph H Choate
Dr Norman E Dittman
Mr Philip T Dodge
Dr Charles A Doremus
Mr Robert A Fraoka
Mr Lewis B Gawtry
Mrs E H Harriman
Dr Frederick L Hoffman
Mr Albert A Hopkins
Prof Frederic R Hutton
Dr George F Kuns
Mr T Commerford Martin
Mr William J Meroo
Mr Fred E Rogers
Dr Louis L Seaman
Mr Albert R Shattuck
Mr James Speyer
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Subscriptions

Mr Albert R Shattuck
Chairman

International Safety Exposition

Mr Arthur Williams
Chairman

Plan and Scope

Dr George F Kuns
Chairman

Building

Mr Lewis B Gawtry
Chairman

Mr Henry D Whitfield
Official Architect

Social Service

Miss Edith Wetmore
Chairman

Labors

Hon John Mitchell
Chairman

Chemical Industries Section

Dr Charles A Doremus
Chairman

Educational Section

Dr Gustave Straubenmiller
Chairman

Hygiene Section

Dr Norman E Dittman
Chairman

Communicable Diseases

Dr William H Park
Chairman

Food and Industrial Dietetics

Prof Charles A Sherman
Chairman

Illumination

Mr Louis B Marks
Chairman

Sick and Injured

Dr Charles H Peck
Chairman

Ventilation

Mr D D Kimball
Chairman

Water Supplies

Mr Allen Hazen
Chairman

Factory Planning

Mr Frank E Wallis F A I A
Chairman



MAINTENANCE OF WAY EMPLOYES:

THIS picture shows some men taking an unnecessary chance in the operation of a hand car. They are all facing in one direction. The safe practice is for men to be so stationed on the car as to obtain a constant view to the front and the rear; it is not safe to depend on hearing only.

CONDUCTORS, BRAKEMEN, YARD FOREMEN, YARD HELPERS:

YOUR ATTENTION has been repeatedly called to the danger of going between moving cars. The rule says:

"Never go between moving cars FOR ANY PURPOSE. If the coupling apparatus should fail to work, thus making it necessary to go between, STOP THE CARS BEFORE DOING SO."

MANY employes are maimed for life and some are fatally injured on account of making light repairs on cars outside repair yards without protection of the blue flag.

A RAILROAD man is supposed to have **two good eyes**; but what good are eyes if you don't use them?

If a blind man undertook to walk unattended through a busy railroad yard, there would likely be a job for the doctor or undertaker.

No blind man with any sense would do such a thing, would he?

FREIGHT TRAFFIC

DEPARTMENT



To the New Freight Solicitor

By H. G. Powell, Division Freight Agent

My Dear Jack:

I am glad to note that you have been added to the list of freight solicitors, and feel sure that you will be successful in this new field of work.

Your work up to the present time has been in the preparatory school. You have now been promoted to the freshman class of the great College of the Railroads. This college confers the degrees of "Master of Self," "Master of Difficulties," and "Master of Men," all of which are open to you. The college of the railroads is one of the great universities that pays students while educating them. The first requisites to a successful completion of the course of study prescribed, are the development of personality and the building up of your character. The college yell is not a "whine," or a "squeal," but a full-lung roar of enthusiasm. Your work in the past has been observed by the officials, otherwise you would not have been selected for advancement to the collegiate course.

Webster has defined "solicit," as to "beg," to "ask earnestly." In your work, the first definition is obsolete, for you do not have to beg anyone for business. You are representing one of the most important corporations of the present day, in the commercial life of this country—a corporation on which all business and commerce is

fundamentally built, and there is no business man on whom you will call who represents any greater industry.

In your work you will meet the gentleman, and the grouch. Don't overlook the fact that the freight traffic of the grouch is handled under the same tariff rates as the business of the gentleman. Don't let the grouch worry you. He is only another fellow, and the law will not permit him to cripple or maim you. As you call on the business man, do so with a full confidence and assurance that you are entitled to, and will receive a courteous hearing. Don't offer apologies for your company. If you find this necessary, you should change your occupation, as you are in the wrong line of work, and have not the first essentials of success as a freight solicitor.

Don't permit yourself to believe that all the burdens of the company are resting upon your shoulders. The president is carrying a few burdens and the Vice-President a few more. The President may be trying to solve the problem of where to obtain five or ten million dollars with which to purchase motive power and the Vice-President may be trying to solve the problem of evolving a basis of freight rates that will develop and hold for the company, a traffic which will pay for the maintenance of these engines,

interest on the investment, and leave a profit for the stockholders, while the only thing you have to worry about is how to obtain a hundred cars of freight from the shipper, who has an imaginary grievance against the company, and therefore dislikes us.

Where a complaint is made regarding the local office, go at once to the Agent and get his side of the story, and you can rest assured that there are always two sides to the question, and our Agents are just as anxious to handle business in such a way as to redound to the credit of the company, as you are.

Where a complaint is made in regard to the Operating Department, because of delays in transportation or switching service, go to them and get the facts in the case. Possibly the car was delayed in movement with good reason. I have never yet found the Operating Department deliberately setting out any particular cars to delay them; but wrecks, bad order cars, etc., are things that will occur on any road.

Where complaints are received in regard to switching service, you will generally find that there has been good and sufficient reasons for these delays, for the real Yardmaster is a company man, the same as you are, and is not deliberately delaying the work.

You are going to frequently meet with the shipper who wants a special switch given him, and a special movement made of his freight. Switch service today, is based on a very low remuneration to the company, of \$2.00 and \$3.00 per car, whereas a switch will sometimes consume one to two hours at an expense of \$5.00 to \$6.00 per hour. Keep away from the "special switch," for it only takes one or two special switches per day to demoralize and congest the average terminal when business is moving freely.

Freight rates today are based on scheduled service, and no shipper can ask or expect a special service or additional runs on these rates. He is not granting concessions of this kind in his business, and should not ask it of the transportation companies.

In days past, the freight solicitor, in some cases, was looked upon by the shipper, as an advisor or traffic manager for the shipper's business. Today, the shipper generally has a regularly employed traffic manager of his own, or is allied with a traffic bureau in charge of an expert, who is better qualified to look after the shipper's interests than you ever thought of being, and today the freight solicitor must qualify himself to protect the company he represents from the traffic expert.

The freight solicitor of today should know the rates and divisions and the net revenue per minimum car to his company, on all traffic moving to and from his territory. He should carefully analyze the revenue and the tonnage of traffic offered and secured, bearing in mind that each individual item of traffic should pay its own way. Tonnage is desired, but don't overlook the revenue.

Where he finds the rates, revenue or minimum low, he should be prepared to discuss intelligently with the shipper or consignee, the desirability of an increase, either in the weight or rate, and if this is gone about in the proper spirit, he will, in a great many cases, be able to bring them to his views. No business man wants his freight to be unattractive and undesirable to the railroads. In fact, he cannot afford to have it so.

The freight solicitor of today is best equipped for his position when he makes the business of the railroad he represents, his personal business; that is, he should endeavor to handle it as though he owned the company, and every dollar of expenditure, and every dollar of revenue was coming from and going into his own pocket.

Remember always that you are working for the Company, and keep before you the three injunctions:

"Be honest with yourself."

"Be honest with the shipper."

"Be honest with the Company."

Trusting that in course of time we will hear of your further progress, I remain,

Yours truly

George.

Appointments and Promotions

Effective April 1, 1917, Mr. Walter S. Williams is appointed Terminal Superintendent, with headquarters at Chicago, vice Mr. George W. Berry, resigned, account ill health.

Effective April 1, 1917, Mr. William Atwill is appointed Superintendent of the St. Louis Division with headquarters at Carbondale, Ill., vice Mr. Walter S. Williams, promoted.

Effective April 1, 1917, Mr. Louis E. McCabe is appointed Superintendent of the Minnesota Division with headquarters at Dubuque, Ia., vice Mr. William Atwill, promoted.

Effective April 1, 1917, Mr. Henry J. Roth is appointed Superintendent of the Indiana Division, with headquarters at Mattoon, Ill., vice Mr. Louis E. McCabe, promoted.

Effective April 1, 1917, Mr. William J. Leahy is appointed Superintendent Freight Service, with headquarters at Fordham.

Effective April 1, 1917, Mr. Daniel E. Hilgartner is appointed Superintendent Passenger Service with headquarters at Randolph Street.

Effective April 1, 1917, Mr. Arthur M. Umshler is appointed Train Master Freight Service with headquarters at Fordham, covering territory South Water Street to Matteson.

Effective April 1, 1917, Mr. Fred Ehretsman is appointed Train Master Freight Service with headquarters at Clark Street, covering territory from foot of Freight Incline 12th Street to Broadview.

Effective April 1, 1917, Mr. Abner Bernard is appointed Train Master Passenger Service with headquarters at Randolph Street.

Effective April 1, 1917, Mr. Charles E. Barron, is appointed Traveling Engineer, Chicago, Bloomington, Pontiac and Tracy Districts and Gilman Line, with headquarters at Kankakee, Ill., vice Mr. Charles W. Robinson, granted leave of absence account ill health.

Effective April 1, 1917, Mr. William Haywood is appointed Assistant General Freight Agent, headquarters, Chicago.

Effective April 15, 1917, Mr. V. C. Kuhne is appointed Traveling Passenger Agent, with headquarters at Dubuque, Iowa, vice Mr. A. V. Sawbridge, promoted.

Effective March 15, 1917, Mr. A. C. Linton is appointed Traveling Passenger Agent, with headquarters at Chicago, Ill., vice Mr. W. W. Wilson, promoted.

Effective March 15, 1917, Mr. J. F. Barber is appointed Traveling Passenger Agent, with headquarters at Milwaukee, Wis., vice Mr. W. J. Bowes, deceased.

Effective March 15, 1917, Mr. A. A. Williams is appointed Traveling Passenger Agent, with headquarters at Memphis, Tenn., vice Mr. A. C. Linton transferred

Effective March 1, 1917, Mr. A. J. Lightfoot is appointed Traveling Passenger Agent, with headquarters at Dubuque, Iowa, vice Mr. D. B. Woodman, resigned



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 ▲ ▲ ▲ ▲

Teeth, Tonsils and Adenoids

DECAY of the teeth, defects in the throat, nose and ears were not always as common as they are today. This is not entirely due to the fact that they were not so well recognized. Of every thousand children examined, more than half of them will be found to have decayed teeth and a large number will have adenoids, large tonsils and defective hearing. Few men and women have perfect teeth, unobstructed air passages of the nose and throat and a normal hearing.

We do not know just why or just when these defects in teeth, nose, throat, and ears began to appear. They probably came when man left coarse food, pure air and the freer life of the fields to dwell in cities. No one can tell whether the children of old suffered from adenoids and large tonsils, but we do know that in Egypt, more than four thousand years ago, decay of the teeth was as rare as decay of the bones. The writer believes that good teeth are the offspring of a healthy parentage, that they are developed before birth and that even a healthy nursing mother has much to do with good perfect teeth.

The teeth may be irregular and decayed early in life, but they should be saved. Never pull a tooth if you can avoid it. Save it if possible. Often the gums become sore, and when the gums are infected, there may be an Arthritis or inflammation of a joint. Often this

inflammation of the gums extends to the root of the tooth and is known as Pyorrhea. It has been recognized for the past number of years that a small abscess at the root of a tooth will produce general symptoms, such as rheumatism, eye diseases, affections of the nerves and even heart disease. These small abscesses may be the avenue through which invading organisms pass into other structures of the body.

Children who have adenoids often have as a symptom the gritting of the teeth. They also usually snore loudly, breathe through the mouth and keep the mouth wide open. The nose also usually runs. The child is dull and stands and looks at you with mouth open. Adenoids grow from the back of the nose where the nose and throat join.

Adenoids are shaped like a small head of cauliflower and are red in color. They grow from the back part of the nose, obstructing the air passage and making the child breathe through its mouth. When air is taken through the mouth it is not warmed, moistened and filtered as when drawn through the nose. Much dust and many more germs are thus taken into the body. These adenoids often produce the vacant expression, open mouth with noisy breathing, more or less impairment of the hearing, with a peculiar muffling of the voice and a cough.

These vegetations or growths exert an

injurious influence on the physical development and are met with in all classes of life and in all climates.

In making an examination have the child open its mouth, press its tongue down with the handle of a spoon and see if the tonsils stick out into the throat, especially when you press with finger on the outside of the jaw. Look at the nose and see if one nostril is not smaller than the other. Is your child's nose stuffed up? Is the child's upper lip short? When it sleeps is the upper lip pulled back so as to show the front teeth? See if there are not some lumps or kernels in the neck, just back of the ear. These are enlarged glands. They always mean that there is some poison or irritation in the nose, throat, ears or teeth. This poison should be removed promptly if you wish to keep the body well.

Adenoids and enlarged tonsils stop up the nose and throat so the child cannot breathe or smell properly. They cause the glands to enlarge from overwork, in an effort towards throwing off the poisons.

Enlarged tonsils and adenoids hold poisonous germs which may be carried by the blood to the heart and cause heart disease, or to the joints and cause rheumatism. The germs in the tonsils and adenoids may be also carried to other parts of the body and may cause other diseases. This may prevent the body from growing and also prevent the face and jaws from growing, so that many children with adenoids and large tonsils have poor little bodies and faces which look like the faces of babies. Their body resistance is also lowered and they cannot withstand the onslaught of disease. Then, too, if they do get any disease they have it much harder than others who are stronger.

The tonsil acts as a fulcrum for the pharyngeal or throat muscles and as a prop to the soft palate, especially in singers. This threefold function should be considered carefully before removal

of the tonsils. But in cases of recurrent tonsillitis or quinsy in which the patient is frequently incapacitated, the tonsils should be removed. Also in cases of malnutrition in children and growing young people in which the tonsils and adenoids are diseased or obstructive, the removal of these organs gives the most gratifying results. In inflammation of a joint or muscle, such as rheumatism, when associated with attacks of tonsilitis, removal of the tonsils alleviates or cures the condition. Often in Chorea or St. Vitus Dance the removal of a diseased tonsil relieves the condition. It is also claimed by some authorities that tuberculosis first attacks the tonsils and when this is removed the disease is arrested. The cultures made from the discharges of a diseased tonsil when injected into a rabbit frequently produce the death of the animal. How important is it therefore to have the source of such infection removed from the body.

It is very necessary to have the nose and mouth clean. All inflammatory conditions arise primarily from dirt, so when the gums are inflamed it is largely a question of cleanliness. When pus appears around the root of a tooth it should be well cleaned out and treated by a capable dentist. It is also true that alveolar abscesses like tonsillar and other affections may be latent so far as any marked effect on the general health is concerned. Nevertheless, they are a great source of possible trouble and from the medical as well as the dental standpoint, this diseased condition should be eliminated. However, the recognition of the important relation of these abscesses to a general systemic disease is a great step forward, and the period of the extreme neglect of the past will never return.

Education in these matters is of the greatest importance, for thereby we learn of the benefits to be derived from the proper treatment of these heretofore neglected conditions.



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

Canton, Miss., August 25, 1916.

Dr. Wm. W. Leake,
Assistant Chief Surgeon,
New Orleans, Louisiana.

Dear Doctor:

After being down more than a year with inflammatory rheumatism I am back on the job and heartily believe in my ultimate recovery, owing to the kind and efficient treatment given me by the attending staff and nurses while I was a patient in the Illinois Central Hospital. I was confined from June 2nd to August 11th, when I was discharged from further treatment.

I also wish to convey to you the sincere thanks of members of my family for your kindness shown them while I was in the hospital, and also the information imparted to them, which I very much appreciate.

Very sincerely yours,

(Signed) J. R. Youngblood,
Operator,
Canton, Miss.



ABERDEEN, MISS.

Washington Letter

By J. A. Breckons, Washington, D. C.

Petition for Advanced Rates Filed with I. C. C. by Eastern Roads.

Washington, March 23.—On behalf of the railroads in Official Classification Territory, covering the region east of the Mississippi River and north of the Ohio and Potomac Rivers, a petition was filed this afternoon, with the Interstate Commerce Commission, intended to pave the way for a flat percentage increase in freight rates, to become operative at the earliest possible date.

With this end in view, the Interstate Commerce Commission is asked by the carriers to amend its rules so as to permit the application for advanced rates to be made by simple amendments to existing tariffs.

This, it is pointed out, will avoid the necessity of filing complete new tariffs for each separate rate, which would entail a delay of from four to six months. The petition sets forth that the act to Regulate Commerce empowers the Commission to amend its rules in such a way as to allow this procedure.

"Enormous decreases in net operating income" is the reason set forth in the petition as making a general advance in freight rates imperative. This condition is attributed to "large increases in wages, cost of fuel coal, and the cost of other material and supplies and equipment, and in taxes; and to increased cost of capital."

Strengthening the position of the railroads, it is declared in the petition, is absolutely essential to the welfare of the nation, not only for commercial reasons, but to meet the needs of the national defense, which require "that the transportation machine shall be as efficient as is humanly possible." The petition adds: "That cannot be done under the present revenues and rates of the carriers."

It is urged upon the Commission that the proposed flat percentage increase in freight rates, for which application will

be made as soon as the necessary amendment to the rules of procedure is authorized, shall "be permitted to become effective without suspension."

Bituminous coal, coke and ore, it is announced, will not be included in the proposed flat increases. Rates on these commodities, it is set forth, can be dealt with in accordance with the present rules. Proposals for advances in certain of these rates are now pending before the Commission.

The petition was filed by George Stuart Patterson, General Solicitor of the Pennsylvania Railroad Company, Clyde Brown, General Solicitor of the New York Central Lines, George F. Brownell, Vice-President and General Solicitor of the Erie Railroad, and Hugh L. Bond, Jr., General Counsel of the Baltimore & Ohio Railroad, acting as counsel for the Eastern Presidents' Conference.

The following signatures are appended to the petition:

Erie Railroad Company, F. D. Underwood, President.

Baltimore & Ohio Railroad Company, Daniel Willard, President.

New York, New Haven & Hartford Railroad Company, Howard Elliott, President.

Boston & Maine Railroad, J. H. Hustis, temporary receiver.

New York Central Lines, A. H. Smith, President.

Pennsylvania Railroad System, Samuel Rea, President.

Lehigh Valley Railroad Company, E. E. Loomis, President.

Western Maryland Railway Company, Carl R. Gray, President.

New York, Chicago & St. Louis Railroad Company, J. J. Bernet, President and General Manager.

The text of the petition follows:

BEFORE THE INTERSTATE COMMERCE COMMISSION.

In Re Proposed Increases in Freight Rates in Official Classification Territory.
PETITION.

To the Honorable the Interstate Commerce Commission:

Your petitioners on behalf of themselves and other carriers in official classification territory represent that they are sustaining and are threatened with enormous decreases in net operating income due to large increases in wages, in the cost of fuel coal, in the cost of other material and supplies and equipment, and in taxes and to increased cost of capital.

Nothing is more essential to the welfare of the nation than that the railroads should be in position to respond to the fullest demands made upon them, either by the general commerce of the country, or in connection with the subject of national defense, and it is absolutely essential to the adequate preparation of the industrial and other resources of the country for the present crisis that the transportation machine shall be as efficient as is humanly possible. That can not be done under the present revenues and rates of the carriers.

Your petitioners further, represent that the present high increase in the cost of railway operation has resulted and is resulting in inadequate net earnings and surplus, that they are unable to secure sufficient money to provide the facilities to handle the volume of traffic tendered to them and that the threatened further depletion of net earnings and surplus must seriously aggravate this condition.

Your petitioners further represent that substantial increases in freight rates are imperatively demanded by their financial condition and that the emergency requires that these increases should be made in the most expeditious manner and with the least possible delay.

If advances in freight rates be proposed and filed with the Commission in compliance with its present rules governing the publication of tariffs a delay of from four to six months must neces-

sarily ensue before such tariff publication can be prepared and made effective.

Your petitioners are advised that by virtue of the powers conferred upon the Commission by the sixth section of the Act to Regulate Commerce "that the Commission may, in its discretion and for good cause shown, allow changes upon less than the notice herein specified, or modify the requirements of this section in respect to publishing, posting, and filing of tariffs, either in particular instances or by a general order applicable to special or peculiar circumstances or conditions" it is within the power of the Commission to so amend its rules as to permit the publication of flat percentage advances to existing tariffs and that such supplementary tariffs could with the consent of the Commission be published and made effective in less than thirty days, thus affording the immediate relief which the emergency demands.

Your petitioners recognize that such publication would necessarily affect to a slight extent existing differentials as between rate groups and it would be their purpose if permitted to make such tariff effective to amend them as soon as possible by tariff publications naming specific rates in compliance with the usual rules and preserving existing differentials as they were preserved under the order of the Commission in the Five Percent Case.

WHEREFORE, your petitioners respectfully request that this Commission in pursuance of the powers vested in it by the aforesaid section of the Act to Regulate Commerce so amend its rules of tariff publication as to permit the carriers in official classification territory by brief supplements to existing tariffs to make a percentage advance in all class and commodity rates, excepting bituminous coal, coke and ore, which can be dealt with in accordance with the present rules and as to certain of which proceedings for advances are now pending before the Commission and that such advances be permitted to become effective without suspension and if possible upon less than thirty days' notice.

Washington, D. C., March —: The Interstate Commerce Commission's

rules governing car service, announced in January and originally to become effective on February 21, were postponed until March 15, in order that the car-service commission of the railways might have a free hand in attempting to remedy the difficulties of the winter. Apparently the Commission believes progress is being made; for on March 15 it again suspended its rules, this time until April 15.

On March 15 the car-service commission, a representative of the Commerce Commission, and representatives of grain shippers at Chicago had conferences.

Abuse of reconsignment privileges has been alleged as a cause of congestion of traffic. Tariffs filed by the roads to increase these charges very considerably have been suspended by the Commission, until July. At present coal, lumber, grain, and some other commodities may be reconsigned, usually upon payment of a charge of \$1 per car when the change in destination is indicated before the car has arrived at its original destination, and upon payment of \$2 a car if the car has arrived before the new order is entered. The new rates proposed in the tariffs which have been suspended are \$2 and \$5, respectively.

Transcontinental Rate Case.

On March 13 the Interstate Commerce Commission made public a cor-

rected proof of an elaborate opinion it has prepared regarding railway rates to and from the Pacific coast and comparable rates to and from the intermountain region.

This opinion, which will run toward 100 pages, in effect sets out a program on which the Commission has tentatively decided as a means of permanently adjusting these rates. The Commission asks the railways to file any objections they have to make before April 2. Arguments will be heard on April 3.

The plan of the Commission appears to be to readjust all rates from the East to points west of the Missouri river in such a way that when competition by water route through the Panama Canal is revived reduction of rates to the Pacific coast may be made without disturbing the structure of rates to intermountain points. Accordingly, the Commission suggests that rates from the Missouri river on commodities in carloads should be graded upward according to distance, by not more than 55%, 70%, 80% and 90% of the rates to the coast, for distances respectively of 600, 950, 1,300 and 1,500 miles from the Missouri.

The rates for heavy commodities to the Pacific coast, the Commission suggests, are generally too low, with exceptions as to a long list of articles including many metal goods, electrical goods, tobacco and rice.



INDUSTRIES, ABERDEEN, MISS.

Passenger Traffic Department

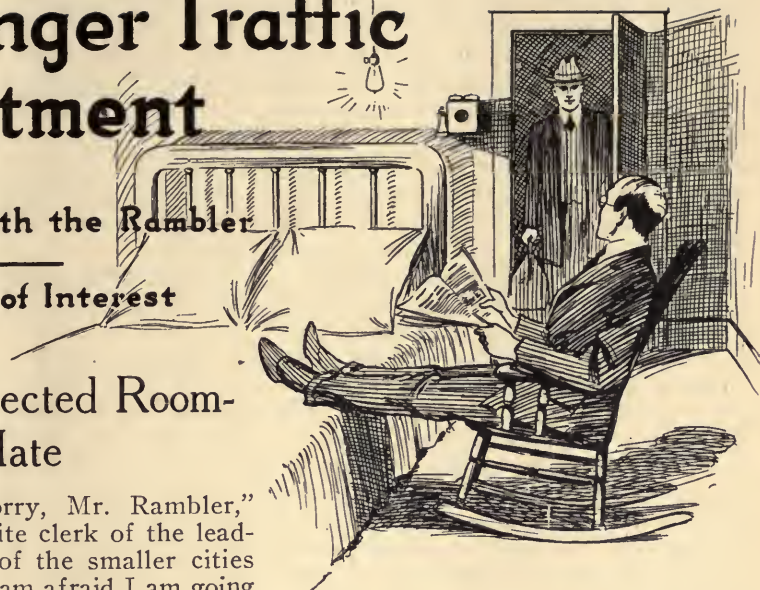
Little Talks with the Rambler

Service Notes of Interest

An Unexpected Room-Mate

"I AM very sorry, Mr. Rambler," said the polite clerk of the leading hotel in one of the smaller cities on the line, "but I am afraid I am going to have trouble in placing you satisfactorily for the night. We are full up, and I have had to turn away several parties already. Of course, however, we will somehow take care of an old friend and customer like you, but I hope you will not mind my having to make a shift of it." "O well," was the somewhat absent-minded response as the Rambler was scanning a page of the hotel register by running his finger hastily down the column of names, "I'll be glad to meet you half way. But who's this?" he said with sudden animation as his finger stopped at my name. "Is it a bald headed, bespectacled little shrimp of a looking chap? If so I'll turn in with him. That is, if there are two beds in the room, or if not, if the room is large enough to have an extra one put in."

This was told me later by the hotel clerk with a great deal of gusto, he evidently thinking the description given of myself very funny, although he pretended to be particularly amused at the lordly way in which I had companionship thrust upon me. It accounts, however, for my sudden surprise on unexpectedly seeing the Rambler enter



my room with grip in hand and smilingly announce that inasmuch as I had seen fit not to let him know I was coming to the same town that he was to be in on that date, he guessed he would get even by sharing my room; in which connection, he hastily added, he had arranged to have an extra bed put up. I, of course, was delighted to see him, the fact being that when I had unexpectedly left town there had been no opportunity to inquire as to his whereabouts, I simply knowing at the time that he was on the road somewhere. After my evening meal, being somewhat tired I had gone to my room, remembering an easy rocker that formed part of its furniture, and was comfortably reading a magazine when the Rambler put in his unexpected but welcome appearance. The housekeeper's crew soon arrived at the room to put up the extra bed, and the Rambler took special delight in selecting the spot where it should be placed, and in a bustling good natured way in bossing the job generally. Matters finally becoming settled to our mutual satisfaction, he proposed the movies, but I explained it had been a hard day with

me on some especially intricate business that had proved rather exhaustive. Hence, if he would excuse me, I would prefer to remain where I was. He made no objection to this, and we sat chatting and smoking until it occurred to me that something I had been reading would be of interest to him. So picking up the magazine, which had been thrown aside on his entrance, I said, "By the way, Rambler, I have been reading a story in the Saturday Evening Post here and in it find a passage or two which will interest you. The story is by Ring W. Lardner and entitled 'The Water Cure.' The gist of it is that a certain male head of a family was firmly set against the beau of a visiting sister-in-law, while the wife, the other head of the family, aided and abetted the courtship. The male head is not called by name, as he is telling the story himself in a facetiously quaint way, but I will call him 'Mr. Head.' The sister-in-law is called 'Bess' or 'Bessie,' and his wife the 'Missus.' Now, then, Mr. Head, as I have said, disapproved of Bess's beau. He knew him to be a fourflusher, but the more he opposed the wife and the girl in the matter the more persistent they became to land 'Elmer Bishop,' the later being the name of the man in the case. Arguments, pleadings and even insults availing him not a whit in his efforts, Head finally began to scheme as to how he could on his own resources effect a separation. During his scheming he was made uneasy by the constant presence of Elmer about the house, but one evening when the Missus, to possibly relieve him on that score, asked Elmer if he and Bess were going out anywhere, he obtained his inspiration as to how to break up the match. And here is where that part of the story that will particularly interest you comes in," I continued as I took up the magazine which had been tossed aside when the Rambler joined me, and began to read aloud the following extract from Lardner's story:

"No," says Bessie. "It's too hot and they ain't no place to go."

"They's lots o' places to go," says the Wife. "For one thing, they're havin' grand opera out to Ravinia Park."

"I wouldn't give a nickel to see a grand opera," says Bess, "unless it was Ada, that Elmer took us to last winter."

So they went on talking about some-thin' else. I don't know what, because the minute she mentioned Ada I was all set.

I guess maybe I better tell you a little about this here opera, so's you'll see how it helped me out. A fella named Gus. Verdi wrote it, and the scenes is laid along the Illinois Central, round Memphis and Cairo. Ada's a big wench, with a pretty voice, and she's the hired girl in the Mayor's family. The mayor's daughter gets stuck on a fat little tenor that you can't pronounce and that should of had a lawn mower ran over his chin. The tenor likes the colored girl better than the mayor's daughter, and the Mayor's daughter tries every way she can think of to bust it up and grab off the tenor for herself; but nothin' doin'! Finally the mayor has the tenor pinched for keepin' open after one o'clock, and the law's pretty strict; so, instead o' just finin' him, they lock him up in a safety-deposit vault. Well, the wench is down in the vault, too, dustin' off the papers and cleanin' the silver, and they don't know she's there; so the two o' them's locked up together and can't get out. And when they can't get away and haven't nobody else to look at or talk to, they get so's they hate each other; and finally they can't stand it no longer and they both die. They's pretty music in it, but if old Gus had of seen the men that was goin' to be in the show he'd of laid the scenes in Beardstown instead o' Memphis.

Well, do you get the idear? If the mayor's daughter had of been smart, instead o' tryin' to keep the tenor and Ada from bein' with each other she'd of locked 'em up together a long while ago, and, first thing you know, they'd of been sick o' one another; and just before they died she could of let 'em out

and had the tenor for herself without no argument.

The Rambler laughed, as I laid down the Post, and said, "Well, how did Head apply that Aida idea to the case of the two turtledoves?" "By taking them on a week end steamboat trip where they couldn't get back before Monday morning, and by the use of all kinds of subtle craft to keep himself and the Missus away from the young people so that they were thrown practically together all of the time. As Head expected, the supposedly lovers saw so much of each other without respite that their affair was quite promptly nipped by the rapid growth of a mutual dislike due to too much Bess and too much Elmer."

"Not a bad thought," commented the Rambler as I ceased speaking. "It is on the same principle as what I understand they do in a candy shop with the salesladies. They allow them to pick and eat all the candy they want when they are first employed with the result that they become so satiated that there is no difficulty in the matter of 'eating up the profits' in the long run. In fact, the idea can be applied in many ways, and I recall one angle of it in my experience. We once had an office boy who was taken on at the earnest solicitation of his mother because, as the latter said, the lad was simply crazy about railroad trains. He played hooky from school to roam around railroad yards until driven off. He sat on the stone wall overlooking the lake and the intervening railroad tracks to see the trains go by. He knew the name of each train that passed, and in the case of those inbound whether they were late or on time. In short, the mother explained, she could do practically nothing with him on that one account, although he was a good and tractable boy in every other respect. So she had concluded that the best thing to do was to get him started in the direction in which his whole mind and heart seemed to be bent. I talked with the lad, whom I found to be very bright, and urged him to continue at

school until he was older and knew more of what was taught him there; trying to impress him with the fact that in the long run he would get along better even in railroading by so doing. The mother smilingly said in an aside that she had been through all that with him repeatedly, and feared that I would have no better success. I then told him that clearly what he should do was to start in the Operating Department, but that at his age they would not take him on except for doing minor office boy's routine work, and that he would have practically nothing to do with trains for a long, long time, if ever. I said nothing about the shops, as his mother did not appear to be the kind of person that would take to such a proposition. The long and short of it was that after several visits we took him on in our department as an office boy. Other than showing evidence of a willingness and intelligence he was of but very little use for a long time; partially due to the fact that on every opportunity he was at the window looking out on the tracks watching switching operations, the passing to and fro of suburban and freight trains, and the passenger engines that made short appearances within the range of his window after being unhooked from the through trains arriving in the train shed below. He learned to know the difference between all classes of engines and, to a certain extent, of cars. He learned to recognize on sight the different classifications of the latter and to tell the difference between Mikado, Atlantic, Pacific, Consolidation or Mogul types of engines; and he would remark in an offhand way, when pulled back to his work, whether some engine that he had just seen was a twelve, ten, eight, or six 'wheeler.' But there was something likeable about the chap, so we were all patient with him and finally whipped him into line as far as his window gazing was concerned.

"But his disease in time assumed another form—that of an insatiate desire to ride on the trains. We learned that at first practically all of his Saturday

afternoons and Sundays were spent in riding the suburban trains on his quarterly ticket. In time, as he gained confidence and experience, this evidently became too tame and he began asking for passes for week end trips. I questioned him somewhat about this last and found that these little trips were not so much a matter of a means to an end—a desire to see the country and places to which he went—as it was the fascination to him of actually being on a train. He talked of practically nothing else if anyone would give him a hearing, and by little stolen minutes he became acquainted with the make-up and structural features and furnishings of the through trains as they stood in the station preparatory to going out.

“With this trend of mind it naturally followed that his first vacation was spent on the road—as many hours of it as the transportation we furnished enabled him to keep moving. In time, of course, he became of some value to us in the office, for as he grew older he naturally became more thoughtful of his responsibilities and we had no reason to complain of his work during the regular hours. Still, his penchant for being on a moving train seemed to suffer no abatement. On one pretense or another, on his own time and expense except in the matter of transportation, he experienced the joys, to him, of having traveled on our limited trains to New Orleans, the Seminole Limited as far as Birmingham, the Daylight and Diamond Specials to St. Louis, and the Limited to Sioux City and Omaha. He did not, however, always neglect, in this latter part of his growing experience, riding long distance local trains, for, as he said to me on one occasion, there was lots of fun on those that one failed to get on the through trains. Questioning him as to this, I was pleased at the demonstration he gave of the keenness of his powers of observation. ‘Why,’ he said, ‘don’t you know, on a through train if you are in the sleeping car the conductor comes in in a quiet, unobtrusive manner, takes up your pass, gives you an identifica-

tion check for it and, except for his occasional passing through in connection with his business of running the train, that is all you are apt to see of him or any of the rest of the train crew unless you happen to be on the flagman’s end. The people in your car remain the same for a great many hours and perhaps you get tired of them. Even if you are in the chair car or a coach of the same train, if they are carried, the change in faces and the bustle of new sets of people is infrequent owing to the long runs between stations. But on a long distance local train there is more activity, and you see all kinds of human nature. Relatively frequent stops are made, and a different set of people are constantly getting out and in. The conductor and the brakeman seem in closer touch with the people they carry. The former passes through between every station, and perhaps with a nod or a little word now and then to some one he knows. He and the brakeman both help the passengers in and out, and if the train is crowded the latter hunts up seats or makes room by mildly suggesting to some thoughtless traveler that he take his feet down from off the opposite seat so it can be turned over and room made for a woman with a baby in her arms. In a dozen different ways he adjusts things generally in seating the passengers and aiding their comfort. Sometimes the conductor even takes a hand in such matters. I couldn’t begin to think of all the little things that are done on some of those local trains. That is,’ he added quickly, ‘if the train is a well known and popular one.’

“I grew to like that boy,” continued the Rambler, “and thought I saw in him something worth while after his corners had become rounded and he had gained experience. So in a quiet, unofficial way I encouraged, suggested and sometimes helped him in his opportunities for riding. I took frequent occasion, however, to suggest to him that he was not getting all there was in it by apparently concentrating his mind wholly on the mere fascination of feel-

ing the motion of a train under him and noting how it was run. I urged him to forget that he was riding a train and try to absorb part of what he saw from the car window, or at the places to which he went. I called his attention to the characteristics of the country through which he had passed on some given trip that I knew of as against those of another of his trips. I questioned him as to what he did when he got to some distant terminal while waiting for a return train, but could not learn that he occupied himself in any particular way except to kill time until he was on the move again. I explained to him that he should have used that time, in the absence of anything specific to do, to get an idea of the region, town or city where he was, and tried to explain the broadening influence of such knowledge. My efforts for a long time seemed to fall on barren soil. He would tell me a host of things about the detail of the train, speed, and the effect on said speed by grades, curves, class of engine used and length of the train, but not a word came from him as to the beauties of a passing landscape en route, or the contrast in general appearance of one city made picturesque by its hilly contour with the monotonous characteristics of one located on a dead level. He got along well enough in the office in a certain way, and from time to time received merited promotions, and I had begun to believe that there was no use further attempting to divert his mind from the channel which had apparently become so grooved as to be beyond eradication. But, however, one day he surprised me. He actually said he didn't care to go on a little trip that I had planned for him. On being questioned as to why he simply said he was tired of riding. He would rather stay at home and read. Nevertheless, I forced him to make my proposed trip, charging him, however, to bring back to me some information from an entirely different point of view from that he had gathered in his previous experience. He went reluctantly, and came

back with a rather thin set of different viewpoints which he reported to me without enthusiasm. I didn't press him in the matter, but as opportunity offered I forced him further. It was sometimes hard work to get him started; for at last he had become entirely satiated with the fascination of train motion and matters pertaining thereto, and had not as yet found himself along further lines."

"Nothing strange about his being satiated," I said to the Rambler. "One gets sick of most anything if they have too much of it; but did the boy's hallucination ever return?" "Not from the same angle," was the reply. "He did, however, finally get out again on his own account and gradually began to see what he had overlooked for so long. That is, what was going on in the outside world and what the world looked like, as made possible for him to learn by railroad travel. But best of all, he returned to his first passion to a sufficient extent to have it harmonize in proper proportion with the new thought. He thus made of himself a most intelligent and enthusiastic traveler, and still loves to be on the go as much as ever, but now in a rational and sensible way. Incidentally," the Rambler concluded, "I might add that he has also become a better, broader and more intelligent worker for the road in consequence. We consider him one of our valuable and rising young men."

"But where," I said with a yawn, for it was getting late, "does the application of all this to the Opera of Aida come in?" "Some people are not over bright in mind at times," he replied as he arose from his chair and, stripping off his coat and vest, hung them on one of the bed posts. "I suppose you mean where is the parallel between Lardner's application of the Aida plot and my story. Well, in his case did he not throw the two young people together in such a way that they became sick of each other, and did not I keep that boy moving after he became tired of his own way of doing things until the proper way finally

dawned upon him?" This was said in a tone of finality which I accepted as I sat on the edge of my bed and curiously watched him go through a trick which I was afterwards told was one of his little eccentric traits. Although he himself had specified as to the place for his extra bed, at the last minute it did not satisfy him. So, after partially disrobing, he in the meantime having been glancing at the bed and

over the room as though sizing the matter up, he began to pull and work that bedstead about until he had placed it in a new position. Finally getting it where its location seemed to be satisfactory, he quickly got under the covers and said tersely as he drew the coverlet up under his chin, "Hurry up and get into bed, Old Man, I want that light turned out."

Getting Closer to the Public

The Southern Pacific Railroad has adopted, at some of their large stations, low counters over which the business of the ticket agent is transacted. It is thought in this way the company can be brought into closer touch with its traveling public. No one would expect to find the officials of the Information Bureau anywhere except behind a counter, and where the ticket agent acts in a dual capacity, the benefit may well be given the public in the matter of accessibility, although it may, in some particulars, not be the conventional method.

It is a fact that a ticket agent who may be inaccessible or appears engrossed at a desk behind a screened window is somewhat repellent to a timid traveler. Thoughtful agents so plan their work as to render themselves accessible at train time, and are alert to meet the objections to a closed office. Many individuals when traveling hesitate to intrude, and will not ask for information they are entitled to and should have. A look of encouragement, or sometimes a direct inquiry from an employe, suggesting that he may be of help, will make a fast friend for the company. Nearly all of the smaller offices are necessarily protected, as they must be left at intervals to attend to other duties. An agent can, however, quite generally accommodate himself to any condition and satisfy the public. The little incident where an employe

goes out of his way to assist a patron, if properly timed and discretely handled, is the one that generally brings forth the spontaneous commendation, and if not so far reaching as to excite this degree of gratitude, they leave a good impression, nevertheless.

It is often remarked that the local agent and the passenger conductor are the two individuals who come in contact with every patron, and upon their attitude depends, to a great extent, the impression upon the public of the railroad's efficiency.

Where there is a disposition to serve the patrons to the best of one's ability, a way can be found regardless of individual environments. Courtesy is founded upon loyalty to the company. It makes itself manifest without any great difficulty, or much seeking of the opportunity. Promptness and efficiency at a crowded ticket window is refreshing; passengers are more or less nervous, with a number of little matters to attend to, such as checking baggage and securing Pullman accommodations. They are apt to expand the time actually consumed in waiting upon some one ahead of them into an exaggeration, and then a grievance.

A pamphlet issued by the Educational Bureau several years ago contains some pertinent suggestions as to Courtesy, from which apropos extracts are made:

"That courtesy is essential to those who desire advancement, must be accepted as a fact. It is essential, not only in the transaction of ordinary business, as between employes and officials, but as a stock in trade in dealing with the public, of value not only to the ambitious employe, but to the company. Without it, men with other talents and qualifications seemingly sufficient, have failed; with it, those lacking in many other ways have been successful. It is, therefore, so important that, at an early stage in the work, it is considered necessary to fully impress its value on those seeking knowledge through the Educational Bureau.

"The patrons of a road are peculiarly nervous when making a journey, the cause for this, undoubtedly, being due to the sensations incident to the disturbance of their daily habits and routine. The phlegmatic German may be as uneasy as the emotional Frenchman or the vociferous Irishman. It requires careful discrimination, however, to recognize this. It may be accepted as a general proposition that a large percentage of the passengers on a train are in a more or less abnormal condition, ranging from uneasiness to positive hysteria, or nervous prostration. In many cases, passengers so affected have succeeded in doing themselves bodily harm. This indicates that unusual conditions exist in a mild form with nearly all passengers unused to railroad travel. Unlike sea travel, which has a soothing effect, railroad travel, be the reason what it may, has the opposite effect on all but those habituated to it. This semi-dementia commences when the patron arrives at the ticket window, and remains until the journey is ended and normal conditions are restored by rest and quiet.

"The things which seem to irritate the patrons of a railroad are, at times, incomprehensible to the agents, conductors, or other employes, with whom such patrons come in contact. They are, apparently, passing emo-

tions brought about by the temporary excitement of a mental condition which is abnormal. Such patrons may ask questions which seem irrelevant; they may make unreasonable demands, or demands that cannot be complied with. Dismissal, to be obtained through influence, is frequently threatened in the attempt to obtain discrimination or preferential attention. No attention should be paid to such singularities—nothing personal is intended. Chesterfield, again, gives some good advice which applies to such conditions: "Patience is a most necessary qualification for business; many a man would rather you heard his story than granted his request. One must seem to hear the unreasonable demands of the petulant, unmoved, and the tedious details of the dull, untired."

"A kind word to those in the waiting rooms, who may be too timid to ask questions, show thoughtfulness, and is received with appreciation. Courtesy of this kind is seldom vouchsafed, and when such interest is not manifested, the impression may be given out that the Company's representative is taciturn and sour, although the contrary may be the case. The Agent is looked upon as the Company itself. He has the right to know that patrons are satisfied, and no offense can be given or taken through a polite inquiry as to whether anything can be done to assist the traveler. With the waiting room full of people, a few minutes, spent among its occupants in this way, may bring many dollars to the Company in return.

"On the train, the conductor has many opportunities to increase the value of his services with a little personal effort that costs him nothing, and wins smiles of approval that are certainly more desirable than frowns of disapproval or sneers of contempt. Many very prominent and learned men have been flattered by a word of recognition from the conductor; in what esteem, then, must his affability be held by those of less importance or fewer attainments?

"There are other employes of a railroad who come in contact with the pub-

lic, though perhaps not as frequently as the agent and the conductor. They should all cultivate politeness and courtesy. A crabbed employe, no matter what his position may be, is unpopular. He will, perhaps, unconsciously, impart a bad impression to the patrons of the road. Outside of his working hours, he will convey, either directly or through the medium of his family, this bad impression—to the merchant, the doctor, or the teacher. Giving the public a bad impression of a railroad, results in unpopularity which may lead to adverse legislation or impositions, that in time may affect the prosperity and domestic affairs of the employe. Such things travel in a circle, and there is no escaping their consequences.

"If all the complaints made against employes reached the officials, and could be referred for explanation to those against whom they were made, corrective methods could easily be applied. The majority of complaints are never made known, even to those against whom the grievances rest. It is therefore impossible for the offender to explain, or to offer a defense. For this reason, the rank and file should so school themselves that they will anticipate and prevent cause for complaint. For example: The patrons of the dining cars should be given opportunity to express their displeasure by being asked, "Was the meal satisfactory?" the patrons of the coaches, "Is the ventilation all right?" There are also many other ways in which to disarm criticism.

"One discourtesy will offset many courtesies; therefore, if for any reason, one cannot be affable, he surely should refrain from being discourteous. He

has *positively no right* to be discourteous; no such prerogative is conceded him, let the circumstances be what they may. If he is not sufficiently trained and educated to appreciate the value of patience and politeness, he must be stoical enough to guard against that which is unpardonable—the giving of offense; he will then at least keep out of trouble, and may save the Company annoyance and possible loss of business.

"A railroad for which all employes are loyally endeavoring to win the good will of the public, would need no better advertisement—it would stand invincible against the competition of other lines."

Courtesy begets courtesy and heightens mutual regard.

The old saying that "honesty is the best policy" may be supplemented by adding that 'courtesy and honesty are the best policies and are the measure of the man.'

The Golden Rule has lost none of its virtues in the passage of time.

It is the personal relations with one's fellows, which, when rightly entered into, bring joy and inspiration into our lives and lead to success, and which, on the other hand, if disregarded or wrongly interpreted, bring equally sorrow and discouragement and lead to failure.

In the army, where formerly the man who had become the most perfect machine was regarded as the best soldier, it is coming to be accepted that in addition to being obedient and subject to discipline, the man who thinks, who is capable of acting on his judgment when occasion arises, who is bound to his fellow soldiers and his officers by personal friendliness, admiration and respect, is a far more efficient soldier.



Service Notes of Interest

A Marine Carnival to be held under the auspices of the Seattle Yacht Club, whose membership includes the leading business men of Seattle and Puget Sound, will be held at Seattle, Washington, July 5 to 7 to celebrate the opening of Lake Washington to commerce. Included in the features of the Carnival will be sailboat races (for Sir Thomas Lipton Cup), motor boat races, hydroplanes, submarines, men-of-war, marine parades, aquatic sports, aeroplane and monoplane races, and spectacular fire works display.

Seattle, it may not be generally known, is through its unique location, particularly adapted for the successful staging of such a carnival. On two sides of the city is Puget Sound, skirting the majestic Olympics. Within the city limits is Lake Union, with its two and one-half square miles of fresh water, and forming part of the waterway of the new canal. Back of Seattle is Lake Washington, nestling in the embrace of the Cascade Mountains, and watched over by that snow-clad sentinel, Mt. Rainier. The canal connects the waters of Puget Sound and Lake Washington.

As has been said, the Carnival celebrates the opening of Lake Washington to commerce. At this time the Canal and Locks, similar to and second in size only to the Panama Canal, will be officially opened with fitting ceremonies, and part of the Carnival Flotilla and ocean steamers will pass through the Locks and Canal into Lakes Union and Washington.

At the close of the Carnival at Seattle, there will be a 10 days' cruise to Alaskan waters; for the Carnival also celebrates the semi-centennial of the purchase of Alaska, that wonderful country of riches and realization, and of splendors of scenery and resources. This Alaska Cruise will leave Seattle at 2 P. M., July 7th, in company with U. S. Government vessels and special steamers carrying high government officials and the Seattle Chamber of Commerce and Commercial Club. For those not having accommodations on yachts and desiring to participate in the cruise, the Seattle Yacht Club has chartered a number of palatial steamers, on which reservations may be made upon inquiry to John F. Blain, General Secretary, 206 New York Block, Seattle, Washington.

The flotilla mentioned will join Alaska in a grand celebration of the semi-centennial of its purchase as the squadron reaches the various important southeastern Alaska towns, which will stage their festivities co-

incident with the steamers' arrival. Visits will also be made to the Glaciers and over the White Pass and Yukon Route to Lake Bennett.

The Denver & Rio Grande Railroad has issued an attractively illustrated leaflet entitled "Through the Royal Gorge, Colorado, by David M. Steele." In the text, which is a chapter from a book published by G. P. Putnam's Sons, entitled "Going Abroad Overland," Mr. Steele incidentally says the following that will be of particular interest to all classes of railroad employees.

* * *

"The railroads are the enemies of sectionalism and the chief agents in democracy."

* * *

"The fact is, railroad men themselves have no conception of the way in which those outside of their circle look upon both them and their business. To us the whole business of railroading is mysterious and the whole fraternity of railroad men are masters. I know of nothing else except this almost uncanny fascination which can explain how it is that railroads get into their service, oftentimes for relatively small pay, such relatively good men. But certain it is that ever since the Civil War railroading as a career has been more attractive to the bold and enterprising men and to the ambitious youth of America than any other occupation.

"Is it possibly for this reason? Every man in the service of a railroad has something, whether it be a uniform, a cap, a flag, a brake bar, an oil can, a ticket punch, or what not, which gives him the distinction of a definite place, which marks him as a member with a rank in a company, and which makes him of indispensable importance. He does something in some place which nobody else can do quite so well, and he does it in the eyes of a populace who today esteem his form of labor as one of special dignity.

* * *

"There is no other field in which it is so nearly impossible for square men to get into round holes."

The Monthly Bulletin of the Union Pacific has extended announcements in regard to 1917 Yellowstone Park arrangements, among which are the following:

"Ten-passenger automobiles, operated by

Yellowstone Park Transportation Co. will provide all transportation service through the park, for hotels as well as camps, to and from all gateways. Horse-drawn stage coaches will be abolished entirely. Y. P. T. Co. will have a number of five and seven-passenger touring cars which may be chartered by the day. First auto stage will leave each gateway (Yellowstone, Gardiner and Cody) June 20; last automobile will leave each gateway Sept. 15, making 5-day tour of Park."

"Automobile fare for complete 5-day tour of Park will be \$25.00, in or out via same or different gateways. Stopovers permitted at any point without extra charge. This is higher than previous stage fare because it covers more points of interest, for instance, a free side trip to Great Fountain Geyser, and the trip from Grand Canyon to Mammoth Hot Springs by way of Dunraven Pass and Tower Falls, instead of via Norris as heretofore. The automobiles will also provide quicker and more comfortable service than was ever available before."

"Five-day tour through Park will cost \$52.00, using hotels, \$43.00 using camps, including stage fare. This applies from any gateway. Fares include meals and lodging at hotels or camps, also one breakfast and one supper at rail gateway to the Park."

"Yellowstone Park Transportation Co. will carry free 25 pounds of baggage per passenger. Trunks and excess baggage will be transported through the Park at reasonable rates."

Have your business letters degenerated into a repetition of stilted, routine phrases?

Most business correspondence is guilty of that charge, as William Cushing Bamburg points out in his Talks on Business Correspondence (Little, Brown & Company). You would never think of talking such phrases as "came duly to hand," "thanking you in advance, I beg to remain." Why spoil your letters with them?

"Carefully avoid such words and stock phrases as 'beg to acknowledge,' 'beg to advise,' 'beg to inquire,' etc.," continues the author (quoting from System). "Don't 'beg' at all."

"Don't say 'kindly' for 'please.' Avoid 'the same' as you would the plague."

"Don't write 'would say.' Go ahead and say it."

"Don't say 'inclose herewith.' 'Herewith' is superfluous."

"Don't 'reply' to a letter: 'answer' it. You answer a letter and reply to an argument."

"Don't use a long or big word where a short one will do just as well or better."

"Carefully avoid the appearance of sarcasm."

"Beware of adjectives, especially superlatives."

"Finally, don't forget that certain small words are in the language for a purpose—'and,' 'a,' 'the,' are important, and their elimination often makes a letter bald, curt, and distinctly inelegant."—Exchange.

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

Organization, Location and Date.

Western Economic Society, Chicago, April, 1917.

American Urological Association, Chicago, April, 1917.

National University Extension Association, Chicago, April, 1917.

Grand Lodge I. O. O. F., Special Meeting Grand Officers' Annual Visit, Chicago, April, 1917.

National Association of Lumber, Sash & Door Salesmen, Chicago, April, 1917.

Millwork Cost Information Bureau, Chicago, April, 1917.

Royal League, Chicago, April, 1917.

United National Clothiers, Chicago, April, 1917.

National Conference on Community Centers, Chicago, April, 1917.

American Association of Teachers of Journalism, Chicago, April, 1917.

Conference of Women's Clubs, New Orleans, La., April 9-14, 1917.

Associated Technology Clubs, Cleveland, Ohio, April 19-21, 1917.

National Cloak, Suit and Skirt Mfrs. Assoc., Cleveland, O., May, 1917.

International Sunshine Society, Wilmington, Del., May, 17-19, 1917.

National Electric Light Assoc., Atlantic City, N. J., May 28th, 1917.

Nat'l Assoc. Piano Merchants of America, Chicago, May, 1917.

National Musical Show, Chicago, May 19-26, 1917.

Knights of Columbus, State Meeting, Danville, Ill., May 7-8, 1917.

Church of God in Christ, (annual meeting), St. Louis, Mo., May, 1917.

The Burlington makes the following announcement in regard to Yellowstone Park Service.

"Plans have just been completed by the Burlington for the erection at Cody, Wyoming, of a glass-enclosed cafe-lounging room with club, rest and retiring rooms for the tourists entering and leaving Yellowstone via the new Cody Road. The estimated cost of this improvement is \$25,000.00. The building which will be of the bungalow type will stand in a park near the Burlington Depot. Passengers for the Park,

arriving on the morning trains from the South (Denver and Rocky Mountain Park), and from the North (Glacier Park), will breakfast here, and the auto stages which will load from this station will take these passengers over the Cody Road and land them at the palatial hotel at Yellowstone Lake, in time for luncheon. Passengers coming out of the Park will leave the Lake Hotel after luncheon, cover the Cody Road, have dinner here and leave on the evening train for the North or South, as the case may be."

The Bulletin of the Grand Trunk Railway System in an item pertaining to the use of upper berths in standard sleeping cars says, among other things:

"Aside from the fact that the charge for use of an upper berth is twenty per cent. less than that for a lower, many travellers consider there are other advantages, in addition to the extra privacy enjoyed by the users of upper berths, which amply offset the little extra effort required when entering or leaving same. * * * permanent clothes hangers, individual lamps and mirrors are provided in upper as well as in lower berths; the spring mattress used in the upper berth, too, results in the bed being equally as comfortable as that of the lower berth. It is a mistake, therefore, for ticket agents to inform passengers they have "only upper berth left" or to make other remarks calculated to depreciate the convenience of upper berths, or to retard the rapid progress this type of accommodation is making in gaining the favor of an important section of the travelling public."

On and after March 15th, the Central's Panama Limited, train No. 7, will arrive at New Orleans at 11:15 A. M., instead of 11:30, thus shortening its schedule southbound by 15 minutes. There will be no other changes in the departures and arrivals of No. 7 and 8, except some minor adjustments on No. 7 south of the river. This change is made for connection of the Panama Limited with the westbound Sunset Limited of the Southern Pacific for Houston, San Antonio, El Paso and the Pacific Coast; which train will, on the same date, have its departure changed from 11:00 A. M. to 11:30.

The Union Pacific has established a twelve section drawing room electric lighted standard sleeping car service between Omaha and Cheyenne in their trains 19 and 6; the car being set for occupancy at Omaha, Union Station at 9:30 P. M. A feature of the service is that passengers boarding train 19 at Omaha, but destined to points beyond can transfer the following day at

Cheyenne into the Los Angeles or San Francisco sleeping cars, the Pullman conductor issuing transfer check and giving the benefit of the through Pullman fare.

Advance information as to the Mesa Verde National Park arrangements for the tourist season of 1917 has been announced in the Rio Grande Service Gazette. Among the items mentioned is one saying that automobiles will leave Mancos at 2:00 P. M. and Spruce Tree Camp at 8:00 A. M., that the time consumed in each direction is three hours; also at Spruce Tree Camp, near the ruins, that there are comfortable tent sleeping accommodations, and first class meals.

The following changes in passenger representatives have been made:

Mr. A. C. Linton has been appointed Traveling Passenger Agent at Chicigo, vice Mr. W. W. Wilson, appointed City Passenger Agent at Chicigo.

Mr. V. C. Kuhne has been appointed Traveling Passenger Agent at Dubuque, vice Mr. A. U. Sawbridge, appointed City Passenger Agent at Chicigo.

Mr. A. A. Williams has been appointed Traveling Passenger Agent at Memphis, vice Mr. A. C. Linton transferred.

We are advised that the Intercolonial Railway's "Ocean Limited" train will again be put in regular service for the season of 1917, beginning April 14th. The train will leave Montreal 7:15 P. M. daily for Quebec, Campbellton, Moncton, St. John, Truro, Sydney, Halifax and intermediate points.

The Colorado Midland Railway announces that the hotel Colorado is making extensive improvements under a new ownership in both the Hotel and Hot Springs properties, and that it will be open for the tourist season of 1917 on June 7th.

The United Fruit Company have resumed fortnightly calls at Santiago De Cuba, both southbound and northbound, in their New York, Kingston, Puerto Barrios, Puerto Cortez, and Belize service.

Your baggage is "luggage" in England,
Your trunk is your "box," you will find,
You'll avoid quite a bit of confusion
By bearing these changes in mind.

Locomotives draw "coaches" in England,
Not conductor but "guard" is the word,
A train isn't switched, it is "shunted."
The street cars are "trams," as you've heard.

A cop is a "bobby" in England,
A cane is a "stick," don't you know!

You must call it a "jug" not a pitcher,
Don't say: "Have a drink"—"Have a go."

Overshoes are "goloshes" in England,
Not faucet, but "tap," you must say;
If you're cooking and say, "Fetch a spider,"
They'll shrink from you startled away.

They don't mail their letters in England,
But always they "post" them instead;
Molasses they speak of as "treacle,"
And Z isn't zee, it is "zed."
—Boston Transcript.

A suburbanite who has a henroost near
the railway was complaining to a friend
about havin' some of his birds killed by
passing trains.

"You should hang a time table up in
the henhouse, and then they could look
when the trains were booked to come past,"
said the friend.

"Time table be hanged!" said the owner.
"They know well enough when the ordi-
nary trains will pass. When I've had
one killed it has always been by a special."
—Chicago News.

"Charley, dear," said young Mrs. Tor-
kins, "I am going to be in favor of gov-
ernment ownership."

"Have you given the matter any
thought?"

"Yes, indeed. If we had government
ownership of railroads I might be able to
tell any conductor who didn't find me a
seat on the shady side of the car that I
wouldn't vote for him next election."—
Southern Illinois Herald, Carbondale, Ill.

The description of a suitcase is something
that, in a railroad car, cannot be placed in
the aisle near you, in the rack above you
or in the seat beside you, is not altogether
complete, because it can be, and very fre-
quently is, placed on the feet of the pas-
senger next you.

—Christian Science Monitor.

Captain—"Fifty cents to stay on the
deck."

Passenger—"Oh, I thought this was the
quarter-deck."—Punch Bowl.

A bundle on the end of a stick is a pretty
sure sign that the man who carries it has
lost his grip.—Puck.

Excited Tourist—Information given out
here?

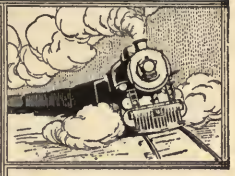
Tired Attendant—It has.—Yale Record.



ABERDEEN, MISS.



TRANSPORTATION DEPARTMENT



“Prompt Movement of Freight Cars to Avoid Freight Congestion”

By H. G. Bridenbaugh, Trainmaster Wisconsin Division

IN the last two years we have had astonishing prosperity that has resulted in part, from improved domestic conditions, and in part from the European War.

The railroads have attracted the attention of the public and the press, “Worst Car Shortage in Recent History,” reads the headlines in our daily papers. A car shortage is an unending source of difficulty to the railroad officials and contrary to public opinion are many times beyond his control.

We realize we cannot progress economically without good railroads, the life and future of our factories and all business is involved in a correct solution of these problems.

Many business men that are very reasonable along other lines cannot reconcile their mind to the statement that the Agent cannot furnish him cars for the proper conduct of his business, still harder is it for him to realize that many times he is responsible to a certain extent for the condition, as he has delayed releasing cars from his unloading point.

The business of the railroads is to keep the freight cars moving, for there is more revenue in the circulation of their equipment than in allowing it to stand on sidings, and shippers should empty their cars as soon as received.

The prompt delivery of freight is a subject of mutual concern to the railroad, the shipper and the receiver, so we must have co-operation of railroad

and shipping public, as a more intelligent dealing with the railroad is needed.

During car shortage periods, like the present, the loading of cars to their full capacity contributes more than any other single factor to a prompt marketing of the tonnage which has to be moved, as by loading all cars to their full capacity there will be many cars saved, which can be utilized for other loading and at the same time increase the earning capacity for the cars and by loading cars in station order, as near as possible, we can avoid unnecessary handling of merchandise.

Less than car load shipments can be handled promptly only with the co-operation and a more friendly feeling between the departments of the commercial houses and the department of the railroad offices having to do with shipments. The commercial houses can tell us a great many things that will benefit us, and we, perhaps can explain to them that the rules laid down are necessary and important, not only to the railroad but to the shippers, and the consignee, that prompt delivery of freight may be effected, but all these efforts are lost if the consignee is slow in taking delivery of freight after it reaches its destination.

The railroads must have facilities to meet the increased business if we are to avoid car shortage. Capital's reluctance to invest in railroad stock, has kept the railroads from issuing hardly

any new stock for new capital, which we must have to furnish new equipment.

I would like to see a more friendly attitude of the governing powers towards railroads' necessities.

The next big problem of the railroad is the problem of the men; the men, like the business they work for, must be progressive.

To make a success of our business we must have hard work, ability and loyalty and a man must find pleasure and satisfaction in the work he does, let us take pride in our work, look upon our position as an opportunity for advancement. Work "with" our superior officer, not "for him." Dignify our work and look upon it in the same light, as if the railroad were our personal property, be watchful for its welfare and interested in its progress.

Let us avoid mistakes, they are too costly, carelessness is regulated by our own actions and carelessness is one thing that will not be forgiven. Errors of judgement, we all make and it is but human, but disobedience to orders deserves no mercy and receives none. An error on the part of a minor employee can tangle our great system.

There are little leaks in every business, through which failure can work its way and sweep down all that hard work and purpose have accomplished.

The Illinois Central Railroad is one of the large systems of the country, carrying the population from place to place, and transporting over its lines vast quantities of freight, bringing the very necessities of life to us. If we would stop occasionally to realize how important to commerce and industry our company is, we would feel proud to know we are one of a large body of employees by whose efforts the railroad is operated. Then let our battle cry be to fight down inefficiency, incompetency and wastefulness. In this lies assurance and safety for many hundred investors in our railroad securities.

Then let us put forth our best efforts to eliminate freight congestion, keep the freight car moving as it is the dividend earner of the railroad, remembering when we tie up the freight car, the progress of commerce is retarded.

Persistency is everything, success rewards the good fight, remember "Anything is possible to the man who believes nothing is impossible."



CHURCHES, KOSCIUSKO, MISS.



LOSS & DAMAGE BUREAU



Over Short and Damaged Shipments

By J. L. East, Agent

IT has been found that the elimination of over, short and damaged shipments cannot be successfully combated by dealing in generalities, but that it is necessary to learn the source and the cause, and apply corrective measures at the necessary points.

There are approximately 20,000 short and bad order reports received in the Loss and Damage Bureau in the course of a month, which is of such volume that the individual investigation of each report is prohibited. We are able, however, to compile information from each of these reports in a condensed form that allows each Agent and Local Conductor to determine how the reports issued against him can be reduced.

The book record of exception reports issued against each station on the system and each Local Train Conductor contains information in connection with reports issued against the loading from every station and local freight, together with those issued by each Agent. There are fourteen registers, one for each division, in which every station on the division appears. On one side of the sheet is entered all over, short and damage reports issued against that particular station, as shown to have been billed by him, while on the other side are listed all of the reports issued at that station.

At the end of the month this register is sent to the Division Superintendent, who handles with each Agent on his division, asking that a careful analysis be made in connection with the information shown. There will appear, for instance,

a large number of short reports against one station on one particular commodity, destined to one particular point, which readily suggests that sufficient precaution is not being exercised at some point in the handling of these shipments. At the larger stations it is possible to determine which particular cars are causing the greatest trouble, or which are the source of the majority of shortages. These cars can be given special attention, and if necessary extra loading checks to determine if the shortages are the result of improper loading at their platform.

Various stowmen can be ranked monthly from this record as to the number of exceptions charged against their cars. It might be shown where there are more bad order reports being issued against one's station on a certain commodity, which in the investigation might develop that such shipments are improperly prepared for ordinary transportation handling, or improperly stowed in the car. Perhaps the trouble is at the other end, which is especially suggested if this same commodity is not arriving in bad condition at other destinations, although accorded the same handling at the originating point.

It is possible from the entry column of over reports to locate a source of mishandling of waybills, as well as improper loading, for in many instances over reports are caused through the mishandling of waybills.

While the daily issuance of over, short and bad order reports might not necessarily suggest to an Agent that shipments from one particular point, or

one particular commodity, or group, are especially irregular, it is strongly suggested when all of the reports which he has issued for one month appear before him in an abstracted form, that special attention can be given to the receipt of such shipments in the future, from which intelligent investigation can be conducted back to the point of origin.

In the register of similar information against the Local Freight Conductors it is possible for the Conductor to locate especially the source of exception reports for which he might be responsible, and it clearly impresses upon him and his crew the importance of carefully handling every shipment in order to avoid the claims which will of course result from these reports entered against his handling.

Comparative statements are issued from this record and sent to the various Agents, showing how their loading and handling compares with the same period for the previous year, as revealed in this register.

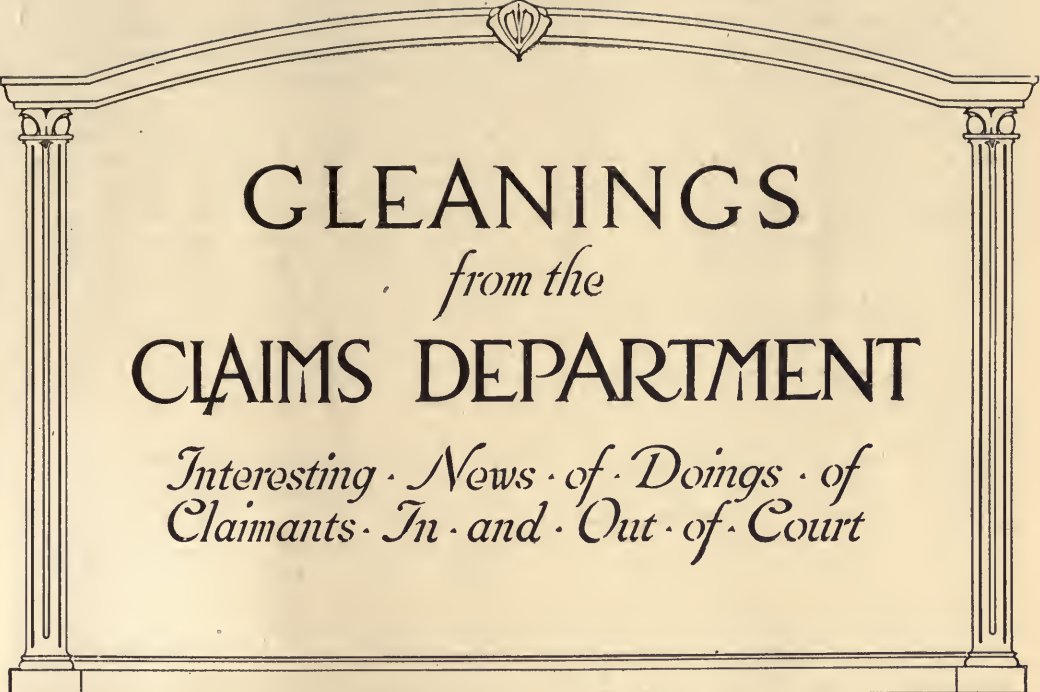
It is very important that care be exercised by the Agents when issuing these reports in order that we might not erroneously charge a station with a report for which he is in no wise responsible,

and while we do not intend to make a direct charge against the station for each entry, we have found that the large majority of reports entered against the stations are generally due to mishandling at their station. If in the analysis the Agent is able to show where the reports are not the cause of any mishandling at his station we must follow up to locate the cause and apply the remedy.

This information is received by the Superintendent and transmitted to the Agents and Conductors before the cases are old, and is of additional value on that account, as of course it is a great deal easier to investigate and locate responsibility on current business than when the information is given some months later when claim is presented. It might be stated that practically all of our claims grow out of these very exceptions which are entered in this book, and when making an analysis of the information each Agent should think that these reports entered against his loading will eventually result in claims, and while it is too late to correct the handling of these shipments, action will be taken by him to strengthen the weak points at his station in order to prevent future cases and the resultant claims.



RESIDENTIAL SECTION, KOSCIUSKO, MISS.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

ADDING INSULT TO INJURY

Sam Carlisle, a farmer of Quitman County, Miss., instituted suit against the railroad for \$2,000, based on the alleged failure of the company to promptly bury two hogs killed near his home during April, 1914, alleging that the noxious and sickening odors from these carcasses made him sick. Of course, he might have gotten him a negro and a spade and interred these animals, presenting a bill to the company for the labor, but had he done so he would have deprived himself of a law suit for damages, so instead, he held his nose, sought an attorney and brought suit. Unsuspected delays were encountered and his case was not reached for trial until last January, when he had an opportunity to recite to twelve good men and true the indignities he had sustained through neglect of the railway employees.

During the summer of 1916 Carlisle became so thoroughly imbued with the belief that his fortunes were to be repaired by a judgment against the rail-

road that he contracted for a Ford with the intention of entering the Jitney business. His case, however, then being continued, he returned the machine.

After Carlisle's case was called and most of the evidence introduced, the way seemed so clear and the returns so certain, that he again placed an order for one of Mr. Ford's machines. The old adage that "It is better not to count your chickens until they are hatched," still holds good, for the jury, after weighing the evidence pro and con and devoting, two whole days and nights to a careful consideration of all features of the case, returned a verdict for \$1.00 damages and costs. While the noxious odors, of the decaying swine offended Carlisle's olfactories, the size of this verdict offended his taste far more, so that he spat out his disgust, whereupon the judge promptly hailed him before the bar of the court and assessed a fine against him for \$2.50 for expectorating in a public place. As his attorney had a contingent interest of 50 per cent in his

recovery, the net proceeds of his damage suit was \$2.00 short of defraying his fine and, besides he was put to the unpleasant necessity of again cancelling his order and foregoing the pleasure of "Rambling all around, in and out of town" in that Ford machine.

JUST COMPENSATION FOR THE RUNNERS

Text of Resolution Introduced At Bar Meeting

Following is the resolution which, it is alleged, was introduced at the recent meeting of the Warren County Bar Association. This resolution which, it is declared, was unopposed at the meeting has caused much talk and many strange tales:

Whereas, A new condition has arisen in the practice of law in this community, whereby runners or "ambulance chasers" are regularly engaged in procuring damage suits for lawyers in whose service they are employed upon a promise of a commission on sums recorded in such damage suits, and,

Whereas, It is necessary and highly expedient that the commissions that are promised to the "ambulance chasers" or "runners" should be regular and uniform in order that all men engaged in the practice of law may have an equal opportunity of procuring the most efficient and alert runners engaged in this work; and,

Whereas, It is common report that the runners and chasers now operating in this locality are not careful in their statements of the estimates placed on the life expectancies of persons injured, killed and in most cases, the expectancies of the injured persons are grossly exaggerated; Therefore, be it

Resolved, First, that not more than ten per cent commissions on the amount received in all damage suits secured through the activities of runners be and the same is hereby fixed as reasonable and just compensation for the services of such chasers, and in order that no injustice or sharp practice may be in-

dulged in by an attorney, a failure upon his part to pay the compensation agreed upon shall be regarded as unethical and unprofessional and therefore sufficient cause for disbarment.

Second, That it is the fixed and determined policy of this association that all lawyers who employ runners shall provide their runners with a book containing the approved mortuary tables, and that these tables must be exhibited to the persons solicited for damage suits in corroboration of all statements made as to the life expectancies of the persons injured or killed.—*Vicksburg (Miss.) Herald, March 8th., 1917.*

JUDGE BRIEN ON "AMBULANCE CHASING"

Judge E. L. Brien, who is said to be one of the biggest and brainiest Judges on the bench at the present time in Mississippi, in his charge to the Grand jury upon the opening of the April term of court in Warren county on the 2nd inst., dwelt upon the recent discussion of "ambulance-chasing" in Warren County, and declared that if he knew of any attorney in his district who was guilty of this offense, he would see that disbarment proceedings were started against him without delay, irrespective of who the guilty attorney might be. The following account of Judge Brien's remarks is copied from the Vicksburg Evening Post of the 2nd inst.:

In regard to "ambulance chasing," the judge said that he was speaking on this subject of his own volition and not at the suggestion of any one. "The attorneys are officers of this court," said Judge Brien, "though it is possible you did not know that. It is true, however. I read in the local papers of a recent meeting of the bar association where this deplorable practice was condemned. It must have been a lively meeting. I wasn't present but from the reports I judge that it was a very lively meeting indeed. Since then I noticed in another paper from another county that the matter was referred to and our bar association and our court was ridiculed.

They made fun of us. You gentlemen are authorized to investigate this matter and to indict anyone you think fit. If you find an attorney guilty of this practice, have him brought before me, if you cannot find a guilty man, then forever hold your peace.

"I know no one who is guilty of this thing. If I did I would tell him cold that he had better prepare himself for disbarment proceedings. I don't care who he is, I would tell him that, even if it were my own son. There has been a lot of smoke raised about this matter and if there is no fire back of this smoke, the sooner this fact is brought out the better it will be. If the charge is not true, then we have been grossly slandered. The position of an attorney is an honorable position and anyone who indulges in the practice of having an agent solicit cases for him is not entitled to the honor which he would like to receive. I pray God that no member of this bar is guilty."

The judge read to the grand jury the law on this question and emphasized the principal points.

QUESTION FULLY ANSWERED

Every once in a while we are asked in what respect it is unprofessional or unlawful for a lawyer to solicit personal injury cases. The question is answered in an admirable manner by a recent decision of the Supreme Court of Wisconsin, as follows:

"A firm of lawyers requested another lawyer to go around among the flood sufferers and persuade them to employ the firm to prosecute their damage claims and to execute assignments of their claims to one person for the purpose of facilitating the litigation; the second lawyer undertook the task, was successful in his work, and has recovered the value thereof.

The mere intermeddler, the officious stirrer up of litigation in which he has no interest save the possibility of a commission or a fee, has been condemned by courts and legislators since the earliest times. This is so because the practice

of the law is not a trade but a ministry.

Chief Justice Ryan well said in his eloquent address before the graduating law class of the University of Wisconsin for 1873:

"The pursuit of the legal profession for the mere wages of life is a mistake alike of the means and the end. It is a total failure of appreciation of the character of the profession. This is the true ambition of a lawyer: To obey God in the service of society; to fulfill His law in the order of society; to promote His order in the subordination of society to its own law, adopted under His authority, to minister to His justice, by the nearest approach to it, under the municipal law, which human intelligence and conscience can accomplish. To serve man, by diligent study and true counsel of the municipal law; to aid in solving the questions and guiding the business of society, according to the law; to fulfill his allotted part in protecting society and its members against wrong, in enforcing all rights and redressing all wrongs; and to answer, before God and man, according to the scope of his office and duty for the true and just administration of the municipal law."

The ideal here expressed is high; it is by no means always lived up to, but it is none the less the ideal towards which the profession should ever strive. It is because the ideal is frequently lost sight of, because many lawyers practice their professions as if it were a mere business like the buying and selling of groceries, that the profession falls into disrepute. The great Chief Justice died before the evolution of the personal injury action and that degraded form of lawyer commonly known as the "ambulance chaser;" what he would have said of them can better be imagined than described.

The twenty-eight canon of ethics adopted by the American Bar Association treats the subject as follows:

"Stirring up litigation, Directly or Through Agents.—It is unprofessional for a lawyer to volunteer advice to bring a law suit, except in rare cases where ties of blood, relationship or trust make

it his duty to do so. Stirring up strife and litigation is not only unprofessional, but it is indictable at common law. It is disreputable to hunt up defects in titles or other causes of action and inform thereof in order to be employed to bring suit, or breed litigation by seeking out those with claims for personal injuries or those having any other grounds of action in order to secure them as clients, or to employ agents or runners for light purposes, or to pay or reward, directly or indirectly, those who bring or influence the bringing of such cases into his offices. * * * A duty to the public and to the profession devolves upon every member of the bar, having knowledge of such practices upon the part of any practitioner, immediately to inform thereof to the end that the offender may be disbarred."

This court in the past has taken an elevated view of the duties of an attorney in the practice of his profession, and we have no inclination to take any less elevated view now. The standard should be raised, rather than lowered, for the age in which we live is one which is much concerned with money and the things which money will bring. The fact that the lawyer must support himself by his professional labors, and that he receives his compensation from a purely private source, unquestionably has a tendency to commercialize his work and obscure even from his own mind the fact that his real client is Justice. To successfully combat this tendency, we must have lawyers who not only say, but really believe, that they are ministers of Justice, and not men hired by their clients to circumvent or outwit the law. We cannot have such lawyers if such contracts as this are to be approved.

It is stated in respondent's brief that the claims secured by the aid of the plaintiff were all assigned to one person, that one action was commenced thereon, but that before trial a settlement was made for a sum somewhere between \$50,000 and \$60,000, out of which the defendants by virtue of their contracts with the claimants, retained 40 per cent, or about \$22,000. These facts are not

in evidence, but they may properly be assumed as true as against the party who asserts them. This then was the scheme to the consummation of which the plaintiff agreed to contribute, i. e., a scheme to get hold of all the claims possible, and in case of success 40 per cent of the proceeds was to go to the lawyers and 60 per cent (probably after payment of costs) to the people whose property had been swept away.

Attorneys are entitled to good pay, for their work is hard; but they are not entitled to fly the black flag of piracy. Such contracts as are here in question tend to make the lawyer forget his high duty as a minister of Justice and to convert him into a mere grubber for money in the muck-heaps of the world. They also tend to make the name of lawyer a proverb and a byword among laymen.

A COSTLY JOKE

How a practical joke cost the railroad company over \$500.00 is shown in the suit of Dent Tisdale Vs. I. C. R. R. Co. This was a suit for \$3000.00 damages brought in the Circuit court of Lawrence County, Mississippi. The plaintiff alleged in his declaration that he was traveling over defendant's road and that the conductor refused to put him off at Nola, Miss., that he was carried by, a distance of four miles and that he was forced to walk back in the rain. As a result of this wrong he contracted cold and was damaged to the amount claimed. He also alleged that on this particular occasion he had an appointment with the trustees of the Nola school to close a contract for employment as teacher and that on account of being carried by his station he lost the position of teacher.

On the trial of the case in the Circuit court the plaintiff took the stand and swore positively that all the allegations in his declaration were true. He had only one witness and that was his uncle who took the stand and swore that Tisdale came home with a cold, that he gave him a few pills from his medicine chest, that he was not confined to his bed, that he charged him the enormous

sum of \$25.00 for his services. The plaintiff had no other witnesses and rested his case.

In defense to the allegations the company produced all the members of the Nola school board and they swore that at the time of this man's being carried by Nola that he had already accepted (in writing) the position as teacher, that he was there on a visit to see how he liked the place, that they had no engagement whatever with him on that date or any other date and that some time after his visit he wrote them that he could not take the place as teacher as he had secured a better job with more pay in a drug store. Therefore it would seem to any reasonable man that the plaintiff did not sustain any damage on account of the school proposition.

On the proposition of his having been carried by Nola it was clearly shown that when the train stopped at Nola this man put his head out of the window and asked several boys who were standing on the platform if that was Nola and they answered him, "No; Nola is the next stop." Four boys took the stand and swore that this was the truth. In fact other witnesses took the stand and swore that this occurrence was a neighborhood joke and that at the time it was known all over the town. Two traveling men swore that they were positive that the conductor called the station and that the train stopped at Nola that day about twenty minutes unloading freight.

The jury retired after hearing the arguments of counsel and receiving the instructions from the court returned a verdict for the plaintiff for \$50.00.

There were five lawyers representing the plaintiff, three of whom traveled a distance of fifty miles and consumed the better part of four days in disposing of the case. The plaintiff went from Oxford, Miss., a distance of nearly two hundred miles and lost six days attending court.

The company was put to the expense of defending the suit, paying the expense of over fifteen witnesses and in addition will have to pay a judgment of \$50.00.

Is it fair? Just because a railroad company is a big corporation must a judgment be rendered against them regardless of the facts? Part of this expense is borne by the very men who sat on the jury and rendered the verdict.

PLAIN DRUNK CAUSE OF MUCH COMMOTION

Word came along the wires to Kankakee this morning that a man, believed to have been struck by an I. C. train, had been picked up in an unconscious condition between Kankakee and Otto, by the crew of train No. 8. The railroad offices were notified and all hands turned out when the train arrived to take care of the dead or dying man.

Among the railroad men who left their offices at the I. C. and went down to meet the train were such celebrities as Trainmaster Hanley, Chief of Dispatchers Carl Davis and Charles Cary, claim agent. Mr. Cary, in order that he might be on the job, bore one end of the stretcher which was to be used in carrying the mangled form of a man.

The party of trainmen, accompanied by Policeman Bill Barrett, and a reporter, who had an idea that something was going to happen, walked well down to the north end of the platform at the depot in order to be handy at the front end of the train where the body was supposed to be. As the train pulled in they were waved to the back end of the train.

A man was helped to the ground, but still able to walk with a guiding hand on his arm. He was drunk and as evidence of the fact the porter handed out after him two pint bottles of whisky. Charley Cary cut diplomatic relationships with his end of the stretcher at once. A piece of paper on which he had been figuring out the probable sum which the road would have to pay to a widow and a large family of children, flickered away on the frosty morning air.

The man who proved to be Jack Neavens of Clifton on one of his pilgrimages to Kankakee was taken into custody by Mr. Barrett and locked up. He had

been to Kankakee and was going home loaded. In all he carried three pint bottles of whisky.

He had started to walk home and when he became tired he laid himself down to sleep on the track and the train had to stop for him.—*Kankakee (Ill.) Republican.*

CONDUCTOR POPE WINS OUT.

An old gentleman of Crutchfield, Kentucky, by the name of I. D. Morgan, and Mrs. Ethel Kerby, his daughter, and a minor child of the latter's, were in St. Louis, on August 6, 1916. Desiring to return to their home—Crutchfield—they properly purchased two whole and one half tickets St. Louis to Crutchfield. They boarded New Orleans Special train No. 201 and changed to the main line connection at Carbondale. There was on all three tickets this plain printed notice:

"Good for one day from date of sale for continuous trip via short line (except where otherwise specified) on train scheduled to stop at destination. Otherwise passenger must transfer to local train."

Morgan was notified before he reached Cairo Junction that he and his party would not be able to get off at Crutchfield, as train No. 1 was not scheduled to stop at that village. Upon arrival at Cairo Junction, however, this distinguished old gentleman—distinguished chiefly for the supply of "cut plug profanity" which he carries in stock—in total disregard of the plain contractual notice on the tickets, argued matters with Conductor W. B. Pope who there took charge of the train, eventually becoming offensive with his "cut plug" which passengers say Mr. Pope firmly stopped. Morgan and his party declined to debark at Cairo and take a local train later—the obviously correct course he should have pursued. After the train crossed the river, however, Morgan decided to pay the small additional fare to Fulton and return upon another train.

Suits for large damages were later filed and in addition to the charge of a failure to carry under the contract of

carriage as evidenced by the tickets purchased, it was set up that the conductor abused and cursed the plaintiffs.

Morgan's suit came up lately for trial. It was clear that he alone was at fault all through and the jury exonerated the railroad. At the conclusion of Morgan's effort the Kerby suit was abandoned. Morgan made the mistake of trying to "put one over" kind, courteous Conductor Pope—every inch a gentleman of the first water. He made the additional mistake of undertaking to deceive the Kentucky courts. The courts hold that railroads have the right to stop certain trains at certain points, other trains at still others, and other trains at all points.

WHALEN CASE IS SETTLED, \$5,000

A petition was filed and sworn to this afternoon in the County court by George Whalen, guardian of his son, "Timmie" Whalen, for leave to settle the Whalen case against the Illinois Central Railroad company for \$5,000, and for an allowance to the attorneys for Whalen, Elmer & Cohn, of Chicago, \$1,666.66, each party to pay its own court costs.

The petition represented that the case was now pending in the Appellate court and that Whalen would probably be absolutely defeated in the Appellate court and not be able to secure any of the \$18,000 judgment secured in the Circuit court because there was no proof of negligence on the part of the company charged in the remaining count of the declaration.

The attorney fees and court costs to be paid by Whalen will amount to about \$2,000, probably more, netting the boy about \$3,000. Before the trial, through the influence of General Manager Foley of the I. C. R. R. the general claim agent of the railroad, Mr. Hull, offered Mr. Whalen \$3,000 in settlement.—*Clinton, (Ill.) Daily Public, March 17, 1917.*

ON THE "WATER WAGON" NOW.

G. W. Lofton, more familiarly known among his neighbors of Florence, Ky., as "Wash," went to Paducah on the morning of December 23, 1916, to do

some Christmas shopping. Like a great many, he had evidently postponed it too long, and had a lot to do at the last moment. He managed to keep pretty busy during the day, and when evening came, he had accumulated the "Holiday Spirit" to such an extent that he "just couldn't remember everything that happened." What actually occurred was that he took his team from the wagon yard, and started home; after wrapping the reins carefully around his whip, he went to sleep, as he was pretty tired, and his faithful team knew the way home. Unfortunately for the success of the trip, however, they reached Tennessee Street about the time No. 101's engine was coming from the Union Station, and of course the crossing gates were down. Finding their way blocked, the team turned off and wandered down the track, just in time to collide with the aforementioned engine, with the usual result that the lighter body suffered most of the damage. "Wash," still sleeping peacefully, was taken to the Police Station, and was subsequently rescued by anxious relatives and removed to a more comfortable bed.

A short time later, some one told "Wash" that the Railroad was always glad to pay for any damage sustained on their property, so he dropped in on the Claim Agent, to get his share. The latter had a fairly good idea of what had happened, but was curious to get "Wash's" version of the affair, which was as follows:

My name is Wash (G. W.) Lofton; am 52 years old; am a farmer and live near Florence Station, in McCracken County, Ky. On December 23rd, 1916, I was slightly injured—had one rib broken or torn loose; my horse was nearly killed, and my wagon was badly torn up when it was struck by an engine in the yards at Paducah, Ky., near Tennessee St., about 6:30 p. m. I was drunk and was asleep at the time and do not know how the accident happened; all I know is what I have been told.

I had come into town about 10:00 a. m. that day, with my son. I was all alone at the time I was hurt, as my son was waiting for me out at the home of

my brother-in-law on the Mayfield Road near the Union Drug Store.

I had been drinking off and on all day, and the last thing I remember is going to Salen's Wagon Yard at 2nd and Washington Streets, where I left my team. I came to late in the night at the home of my brother-in-law. They said that my team turned down the track at Tennessee Street and the engine struck my wagon, and that I was taken to the City Hall and my son and brother-in-law came and took me home. I do not remember being struck or anything else.

I think the gates must have been down over the crossing and turned my team down the track. My team knows the way home and I am sure would have gone on if something had not turned them off the road. I have done the same thing several times and have never gotten into any trouble to amount to anything. This is the first time I was ever struck by a train.

My rib is still sore but is not giving me any trouble. I was not able to do any work for about three weeks. My horse is still bruised up, but the mule was not hurt at all.

I am very lucky not to have been killed—it has cured me of drinking. I have not taken a drink since, and I don't aim to do so any more.

"Wash" was like his illustrious namesake, who chopped down the cherry tree of history; he could not tell a lie. But he thought that if the Railroad was having a bargain day he ought to get his share. And, too, he thought that the Railroad was a little to blame, because they had obstructed the road with a crossing-gate, which was something to which his team was not accustomed. But he had apparently lost sight of the fact that if the gates had been up the engine would undoubtedly have struck him, and he would never have known what happened, and when that matter was called to his attention, confessed that he was indeed fortunate, and departed on his way, after announcing his firm determination to mount the proverbial "water wagon," there to remain for the rest of his days.

NOTHING FOR STOMACH-ACHE-

Gus Thomas, employed as grateman at Burnside roundhouse, Chicago, became ill about two years ago and was unable to eat much of anything on account of the condition of his stomach. He did considerable doctoring, attempting to get back into condition so that he would be able to eat his regular rations, as he is a pretty husky fellow and does not like to miss anything in the food line, and at that time was not worrying about the H. C. L. About fifteen months ago he was operated upon and a gastric ulcer removed from his stomach. Gus works on and around engines in the roundhouse, and after learning that he had a *gastric* ulcer, concluded that condition must have been brought

about by *gas*, went to see a lawyer and a proceeding was filed before the Industrial Board of Illinois, it being claimed that he had been overcome by gas while on duty at Burnside. The case was tried March 19th. After hearing the testimony, the arbitrators, one of whom was Gus' own attorney, entered a finding in favor of the railroad company.

Gus now realizes that he cannot charge a stomach-ache up to employment in a roundhouse.

Barber-pole signs at grade crossings will, it is hoped, reduce the number of accidents. On the other hand, will they not be a standing invitation to a close shave?—*Chicago Tribune*.



63 Miles of Hard Roads like this in this vicinity



700 acres of Alfalfa in this place



Baling Alfalfa



Alfalfa



NEAR ABERDEEN, MISS.



Bridge Work Chicago Terminal

THE original subways in the Hyde Park district from 51st Street to 67th Street inclusive, were constructed in 1892-93. This was the first extensive track elevation work done in Chicago, so that we may consider the Illinois Central Railroad as pioneers in this field.

difficulty in giving proper service to the public if this work had not been done.

Since that time the weight of engines and cars has steadily increased and several years ago, it was seen that these bridges would have to be rebuilt. The first active work on the replace-



EAST 63RD STREET, JULY, 1892, LOOKING WEST FROM ILLINOIS CENTRAL TRACKS.

At that time preparations were being completed for the World's Fair which was held in Jackson Park in 1893, and the work was completed in time to be placed in service for handling suburban trains to the grounds. Previous to this work most of the streets in this territory did not cross the tracks. On account of the enormous traffic during the World's Fair period, there would have been great

ment of the original structures was done in the summer and fall of 1914, when pile trestle falsework was constructed for tracks 3, 4, 5 and 6, which carry through passenger and freight trains.

On February 7th, 1916, an ordinance was passed by the City Council of Chicago authorizing the complete reconstruction of all these subways over streets controlled by the city. On Feb-

ruary 14th, 1916, a similar act was passed by the South Park Commissioners covering structures over 51st Street, 66th Street and the Midway Plaisance, which includes 59th Street and 60th Street.

The plans for the reconstruction of these bridges provide for permanent steel and reinforced concrete bridges and rearrangement of all tracks in this territory. All bridges will have solid ballasted decks which will be practically noiseless and there will be no girders, posts, etc., above the rails to interfere with any future rearrangement of tracks.

The traffic in this territory consists of 350 passenger trains daily in addition to all freight business moving north of this point. One of the most difficult things in connection with the construction of falsework is taking care of trains without causing delay. This is done by a careful study of the entire situation. At some points certain classes of traffic can be single-tracked a short distance and all work on express suburban tracks was handled on nights and Sundays when no trains were operated on these tracks. The equipment used in driving falsework piling consisted of four standard Illinois Central combination derrick car and pile drivers, using steam hammers.

When the work is completed, all local suburban passenger traffic will be handled from one platform between the two westerly tracks which are numbered 1 and 2. Tracks Nos. 3 and 4 will carry through passenger trains and will be spaced twenty-six (26) feet center to center. This will allow the construction of a wide, low platform between these tracks at through stations, which will be a great improvement over present conditions.

Express suburban trains will be operated on tracks 5 and 6 and freight trains moved over to the two easterly tracks number 7 and 8. Each class of passenger business will have its own stairways and passengers will at no place cross any track to reach trains or exits.

The majority of the new bridges will have one support in the center of the street and additional supports on the curb lines. The plans include changes in the grades of several of the streets and the least width of sidewalks will be 20 feet.

An interesting feature in the work at 63rd Street is the diversion of the sixty-six (66) inch brick sewer now in the center of the street. To allow the construction of the center pier at this place, sewer has to be rebuilt in the south half of the street and connection made to the old sewer at each end. During the construction of this sewer, the street car tracks have been placed in a temporary position in the north portion of the driveway.

There will be similar work in connection with changes in sewer, water pipe, etc., in a number of the streets.

Active work under the present ordinances was started early in June, 1916. The preliminary work was the construction of pile trestle falsework to carry traffic while the old bridges were being removed and the new structures built. The work started last year was on the 63rd Street, 64th Street, 65th Street, 66th Street and 67th Street bridges. The falsework on this portion of the work was completed in December, 1916.

Contract for the masonry work was let and work started in July, 1916. Up to the present time all street foundation work has been completed south of 63rd Street and a considerable portion of the abutment foundations done. The foundations for the street columns consist of caissons eighteen (18) feet apart. These caissons are sunk to hard pan, the shaft being four (4) feet in diameter. One great advantage of supporting these bridges by caissons is in future work done in the street in connection with changes in sewer, water mains or Public Utilities cannot, in any way, undermine or weaken the support of the bridge. These caissons carry a reinforced cross girder or beam, which in turn will support the reinforced concrete columns and girders which carry the deck of the bridge.



CHANGING CAR TRACKS ON EAST 63RD STREET, OCT. 22, 1916.
LOOKING WEST FROM BLACKSTONE AVENUE.

On account of heavier floors in the proposed bridges and changes in grades of some of the streets, the final grade of the tracks when the work is completed will be about two (2) feet to three (3) feet above the present grade. There is also considerable filling necessary along the west side of the present embankment to provide for future location of track No. 1. This work will require approximately 120,000 cubic yards of filling consisting of sand or gravel covered with cinders. A considerable saving is made on this portion of the work by utilizing all material excavated during the construction of the subways.

During the present year it is expected to complete the masonry work on bridges from 63rd Street to 67th Street, inclusive, and construct the

falsework on all bridges north of 63rd Street. Masonry work will also be started on this portion of the work and the entire work should be finished during 1918.

In connection with the reconstruction of these bridges, there is being constructed at 63rd Street a new office building and station. The facilities for handling through passenger at both 53rd and 63rd Streets will be entirely rebuilt and modern stations constructed.

The illustrations show conditions at 63rd Street before the original track elevation work in 1892 and conditions at the same street while sewer was being diverted in October, 1916. They show clearly the development of this territory in the last twenty-five (25) years.

An Omission in Our Evansville Write-up

Unintentionally, of course, in our write-up of Evansville, Indiana, in our February issue we failed to mention two of the most important industries at that point, namely:

The William F. Hartwig Plow Co. and the Davidson-Deitrich Plow Co. Both of these firms are large concerns, and their output is of a high standard of quality.

BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage
Agent—Chicago, Ill., April 2, 1917

INFORMATION AND INSTRUCTION BULLETIN NO. 10

Checking Empty Trunks

51.—Attention has been called to the fact that certain salesmen are carrying scale trunks, and checking their trunks usually out of Memphis, Tenn., to points on our line. They then sell the scale and present the empty trunk for re-checking, to Memphis. According to our tariffs, sample baggage is defined as follows:

"Sample baggage consists of baggage for the commercial as distinguished from the personal use of the passenger, and is restricted to catalogues, models, and samples of goods, wares or merchandise, in trunks or other suitable containers, tendered by the passenger for checking as baggage to be transported on a passenger train, for use by him in making sales or other disposition of the goods, wares or merchandise represented thereby."

These empty sample trunks are not checkable. Agents can readily tell by keeping a close watch on these scale trunks when such trunks are presented for checking, whether they are empty or not, and when an empty trunk is presented for checking, the agent should refuse to check it and refer the party in charge to the express company or freight department for shipment. Train baggagemen should also keep a close watch on these scale

trunks and if an empty trunk happens to get by an agent and is checked, the train baggageman should attach a C. O. D. tag for gross weight.

Baggage for Non-Agency Stations

52.—We are confronted with a claim of more than \$150.00, for loss of a trunk and contents, which was recently destroyed by the burning of one of our stations. This trunk was checked to a non-agency station, but was carried by destination and put off at the next agency station. It is very important that baggage checked to non-agency stations be delivered at destination when possible to do so, and agents checking baggage to a station where there is no agent; or where the agent is not on duty at the time of arrival of the train on which the baggage is handled, should invariably inform the owners that it will be necessary for them to surrender their checks to the train baggageman before reaching destination with instructions to put the baggage off.

Conductors having passengers for non-agency stations, should inquire if they have any baggage, and if so, should request them to surrender their checks, so that the baggage can be delivered at destination. Train baggagemen having baggage for non-agency stations, should ascertain from the conductor, or otherwise, whether

the owner of the baggage is on the train, and, if so, should arrange to take up the checks and deliver the baggage at destination. Had any or all of these things been done in the case referred to herein, there would have undoubtedly been no occasion for this claim.

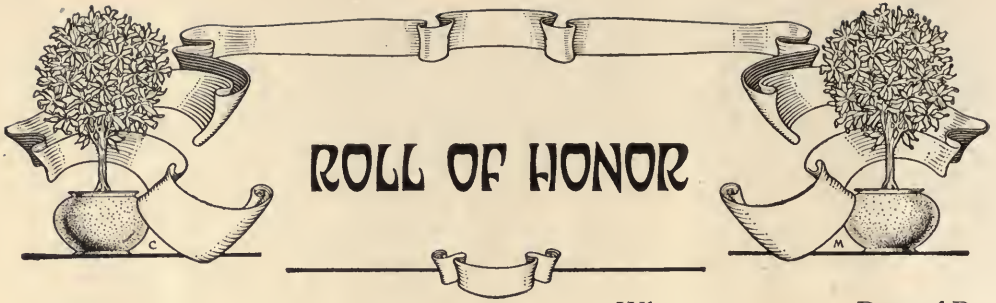
Space Basis of Railway Mail Pay—Statistical Period

53.—The entire matter of railway mail pay is now before the Interstate Commerce Commission for decision as to whether the pay will be based upon space, weight or a combination of these two methods, and also to fix the rate of pay. During the so-called statistical period, extending from March 27th, to April 30th, inclusive, a special weighing of U. S. Mail, on every mail route in the country is being made, and in addition, the railroads are required to furnish the Interstate Commerce Commission a vast amount of miscellaneous data covering the entire field of passenger train operation. There are at least two features of this information in which the best efforts of train baggagemen are required. First—the preparation of Form RMP 201, which in addition to showing the entire consist of all passenger trains and passenger equipment on mixed trains, is designed to show the actual space occupied by the

various classes of traffic, including U. S. Mail, express, baggage, miscellaneous, etc., and the unoccupied space. In making up this form, train baggagemen should show the space occupied by the various classes of traffic, and the unoccupied space in baggage and combination cars with as great accuracy as possible. Second—the careful counting and the accurate reporting of all U. S. Mail handled in baggage cars for seven full days from April 12th, to 18th, inclusive. In counting the mail, the rule heretofore promulgated, pertaining to parcel post packages, empty sacks, outside packages of newspapers when handled as U. S. Mail and register cases, will govern. That is, three of any of these articles will be counted as one bag. The actual number of bags taken on and put off at each station should be shown on one line, as for example: Champaign—25 bags taken on and 18 bags put off, regardless of where the bags taken on are destined to, or those put off originated; in other words, any one station should be shown only once on the report form GBO 90. Since the entire question of compensation for the transportation of mail will depend largely upon the accuracy of the data furnished by the railroads, it is hoped that all employes will take an unusual interest in the matter.



GOOD ROADS IN NEIGHBORHOOD OF KOSCIUSKO, MISS.



ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
Pat Lane (Col)	Section Laborer	Vaiden	31 yrs.	2-28-17
Amos McComb (Col)	Section Laborer	Fulton	41 yrs.	3-31-17
Walter DeForest	Carpenter	Burnside	21 yrs.	3-31-17
Mike J. Kelley	Engineman	Paducah	47 yrs.	1-31-17
Henry C. Harper	Engineman	Waterloo	47 yrs.	3-31-17
H. P. Vogt	Switchman	Centralia	27 yrs.	11-30-16
John W. Shaw	Section Foreman	Palestine	28 yrs.	6-30-16
John Zears	Section Foreman	Sandoval	37 yrs.	3-31-17

M. L. BLACKSTON.

AMONG the Maintenance of Way employees who were recently retired



M. L. BLACKSTON.

on pension was Mr. Marion LaFayette Blackston, section foreman at Winoma, Miss., on the Mississippi Division, whose retirement was effected January 31, 1917, after nearly forty-five years' continuous service.

Mr. Blackston was born in Dalton, Ga., in 1856, and, when a small boy, moved with his parents to Mississippi, settling near Winona, where he entered the service of this company, May 1, 1872, at the age of sixteen years, working as track apprentice under his father, who was then and for some thirty years afterwards, section foreman for this company at Winona.

May 1, 1873, Mr. Blackston was placed in charge of a section at Vaiden, Miss., and April 15, 1876, was transferred to Durant, Miss., as section foreman. November 15, 1876, the track sections between Winona and Durant were re-arranged, making an extra section, this being South Winona. Mr. Blackston was placed in charge of this section at the time of its formation, where he remained until the date of his retirement, January 31, 1917, or more than forty years' continuous service.

Throughout his long years of service he made for himself an enviable record

in the maintenance of his track and looking after the company's interests in general. During this time he had a very limited number of stock killed on his section and there was never a suit entered against the company to recover damages on account of any that were killed. This was attributed to his influence in the community in which he lived, as he at all times maintained the friendship and good will of the people in that vicinity.

An extraordinary feature in connection with his services, which is highly commendable is that he has not at any time since he began work for the company had hand or other car struck by train, notwithstanding he has worked

thru various periods of heavy traffic conditions.

During his service no disciplinary action has ever been taken and throughout the years he has maintained a perfect record. He has always been held in the highest regard by the general and local officials, and has been considered a criterion by his fellow-employees.

It is with regret that Mr. Blackston's active career with this company has terminated, as the name of a more faithful, loyal and valuable employe has never been shown upon the pay roll of this company. It is with pleasure that the company grants him pension allowance of approximately \$30 per month, and he shall always be considered a member of the great Illinois Central family.

Contributions From Employes

Laying Rail with American Ditcher

By J. F. McNamara, Roadmaster, Minnesota Division

The scarcity and high price of labor having made it necessary to take advantage of all available mechanical devices for various kinds of work in the Department of Maintenance of Way and Structures, it was decided to use the American Ditcher for laying rail.

Inasmuch as it is necessary to have a work train for handling American Ditcher, it was also decided that it would be economical to use a combination pile driver and derrick car for picking up the relieved rail. Such outfit has been working most satisfactorily on the Minnesota Division for several months, the organization being as follows:

Prior to beginning the actual relaying of rail, the rail to be laid was distributed by one foreman and twelve men, while one foreman and sixteen men unbolted joints and pulled spikes to as great an extent as was safe for passing trains and adzed ties and got in readiness for laying the rail.

The organization for actual laying of rail was as follows:

One man placed the joints on the for-

ward end of each rail to be laid, putting in one bolt and applying the nut just far enough to secure it. Four men pulled the remaining spikes. Three men removed the old tie plates, finished adzing the ties, and placed new tie plates. One man handled the clamps for picking up rail; one man handled the angle bar clamp for tightening angle bars after the rail which was being laid had been heeled into the joints on the last preceding rail which had been laid; two men entered the rear end of the rail being laid into the angle bars on the rail which had just been laid; one man with a wrench put an additional bolt in each joint and tightened it and the bolt which had already been put in. Two men drove four additional spikes to each rail; four men unbolted the relieved rail and assisted in loading the relieved rail on a flat car in the rear of the car carrying the American Ditcher—the handling of the relieved rail being done by the derrick car which was still further back in the train. One foreman and nine men followed up behind the work train, full

bolting, full spiking and completing the work.

The expense of this outfit, consisting of a section gang and an extra gang, with a total of two foremen and twenty-eight laborers, in addition to the work train, ditcher and derrick car, was as follows:

Work train and crew.....	\$ 35.00
Foremen	4.76
28 laborers	49.00
Crew on ditcher and derrick.....	11.55
Coal for ditcher and derrick.....	1.65

Total\$101.96

In addition to this, there will be a charge for rental of equipment amounting to approximately \$40.00, so that the total cost amounted to practically \$142.00. With this outfit there can readily be laid an average of a mile or more of rail on one side or the equivalent of one-half track mile per day, so that the total expense for distributing, laying and picking up rail on one mile would amount to \$282.00. Anyone familiar with this character of work knows that this amount of work done by hand will cost from \$350.00 to \$400.00

per mile, so that there is saving of \$68.00 or more per mile.

On November 9, 1916, on Mile 215, the following work was done, Supervisor Cary being directly in charge:

Unloaded 8,613 ft. of new 90-lb. rail.

Laid 5,973 ft. of new 90-lb. rail.

Loaded 5,973 ft. of relieved 85-lb. rail.

The actual time on the main line with the work train outfit was only six hours and fifteen minutes—the balance of the day being consumed in clearing trains.

The figures given above do not represent the most economical work that can be done with such an outfit, as an increase in the number of men would increase the amount of work done by a greater amount than in proportion to the increased expense as there were not enough men in the gang on the date in question to keep the machines busy all the time. In addition to the economical feature of this work, there is the very satisfactory result of having a railroad cleaned up at the end of each day's work and there is no necessity for the usual bulletins being put out when rail is being laid by hand, without a work train crew to furnish protection to traffic.

THE following was clipped from the Urbana, Ill., *Courier*, dated Dec. 23, 1916:

FUEL CONSUMPTION FIGURED OUT BY I. C.

A comparative statement showing the fuel consumption for all classes of service on the various districts has been issued. In the Champaign district of the Illinois Central the average consumption in the freight service was 105 pounds per 1,000-ton miles for November, as compared with 103 pounds for October. In the Chicago district the increase was from an average of 112 pounds per 1,000-ton miles for October to 123 for November. Fireman Younglove, with engine 1664, had the lowest average, with a record of 64 pounds per 1,000-ton miles. The next highest was 98 pounds.

Thinking that a statement as to just how this was accomplished, might be interesting to the readers of the magazine, and possibly beneficial to those who are in the same line of endeavor as Fireman Younglove, the following letters, which are illuminating are reproduced: Editor.

Champaign, Ill., March 12, 1917.

Mr. H. Battisfore:

In answer to your letter of Feb. 3rd, I attach hereto statement from Fireman Younglove and Engineer Gray, who are in charge of engine 1664, which made the record on coal for 3 months, on the Champaign District.

You will note Mr. Younglove states that he prepares his fire after engine gets to the yard or in other words he fires engine very light between the round house and the yards to keep engine from popping off, which no doubt is a very good idea. I rode with this crew and I find that Fireman Younglove uses a No. 3 scoop. On my trip with him between Centralia and Cham-

paign, with a tonnage train, I never saw him use more than half a scoop shovel full to a pass. He also shakes his grates very lightly and then only enough to get the dead stuff down into the ash pan. Also I note he fires the engine one side at a time, this prevents black smoke. He also studies his shutting off places and he doesn't aim to have the engine loaded so as to cause it to pop off, which is a waste of fuel and water. Also when he goes into a coaling station, he has a bright fire in the fire box, which I consider a very good practice. I have also noted the manner in which he fires the engine, that it is not necessary to shovel coal ahead on this engine. He does his work easy and it does not seem to worry him a particle. Engine 1664 is a free steaming engine and both the engineer and fireman study the fuel economy by notifying one another when they are about to shut throttle off. If all of our firemen on the Champaign District would practice the method in which Fireman Younglove fires the engine, no doubt the Illinois Division would make a great record in fuel economy.

W. E. Rosenbaum,
Traveling Engineer.

Mr. W. E. Rosenbaum,
Traveling Engineer.

Champaign, March 1, 1917.

Dear Sir:

In reply to your request for a statement in regard to the performance of engine No. 1664 in fuel consumption. The record made the past 3 months has created quite a good deal of comment among the enginemen of Champaign District and myself and fireman are unjustly accused of not making out coal tickets or at least not leaving them for full amount taken at the various coaling stations. However we do leave tickets without fail and perhaps our showing may be because we are particular to leave tickets for not any more than we can actually get. Of course we can only guess at amount at each chute. However, I firmly believe engine No. 1664 is exceptionally a good steamer, and is also very light on coal, and I know whenever I get an extra man out on engine he invariably says she is the best steaming engine and lightest on coal on the district.

I don't know what size nozzle engine has as I have never had occasion to have front end looked into as engine is just as she came from Burnside shops and as far as I know has never been changed a particle. She has a brick arch and I really think it has improved her steaming qualities at least 30 per cent.

Perhaps co-operation has something to do with the record of this engine as myself and fireman, Younglove, work pretty well together and it's our desire to give the Illinois Central R. R. our best efforts to save fuel.

Yours truly,

C. C. Gray,
Engine No. 1664.

Mr. W. E. Rosenbaum,
Traveling Engineer.

Champaign, Ill.,
February 22, 1917.

Dear Sir: In answer to your request for a letter on Fuel Economy, will say the first thing to be considered is a good engine, next to have good coal and put on tender in the proper size so a fireman can place it just exactly where he wants it. This cannot be done with large lumps as they are a waste of fuel. He may be able to save a little coal in getting his engine ready for service and going to the yards after the train, and also going in to water spouts and coal chute. Never put more coal on a scoop than a certain place

in the fire box requires. Keep all coal on the deck in place of kicking it off on the ground and see that you have plenty of coal to take you from one chute to the other, having to dig down coal is double work and will be the cause of a certain amount of coal wasted. Do not keep the pops open if your engineer will permit you to fire that way. The working together of the engineer and fireman will be a great saving in fuel. The fireman should watch his fire very close; keep it as light as possible and free from clinkers. There is some difference in opinion as to shaking the grates. I shake the grates always while working steam and I find that gives me better results in different ways.

A fireman should be careful in using the squirt hose. Do not put enough water on the coal to make it wet, just enough water to settle the dust. Always see that the sparking plate is in tight and joints in the front end are tight. Keep the ash pan clean so the fire can get the proper amount of air.

Yours respectfully,

W. T. Younglove,
Fireman,
Champaign, Ill.

Meritorious Service

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

Illinois Division

During February the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: R. J. Fraher and J. Powers.

Suburban Flagman H. A. Jacobson on train No. 377, February 9th, declined to honor 60-ride monthly commutation ticket account having expired and collected cash fare.

Conductor H. B. Jacks on train No. 34, February 9th, and No. 4, February 24th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor D. S. Weigel on train No. 22, February 15th, 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. 526, February 24th, declined to honor card ticket account having expired and collected cash fare.

St. Louis Division

Conductor A. E. Reader on train No. 21, February 7th, and train No. 2, February 14th, declined to honor card tickets ac-

count having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor W. C. Walkup on train No. 207, February 22nd, declined to honor returning portion of card ticket account having expired and collected cash fare.

Conductor G. Carter on train No. 22, February 15th, lifted employe's trip pass account returning portion being missing and collected cash fare.

Springfield Division

Conductor J. B. Stewart on train No. 131, February 20th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Indiana Division

Conductor J. W. Knight on train No. 204, February 12th, declined to honor card ticket account having expired and collected fare.

Kentucky Division

Conductor G. E. Harvey on train No. 136, February 10th, lifted employe's term pass together with identification slip, Form 1572, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Tennessee Division

Conductor F. A. Steinbeck on train No. 10, February 7th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. W. Robertson on train No. 121, February 23rd, declined to honor mileage account having expired and collected cash fare.

Mississippi Division

Conductor T. W. Merriwether on train No. 131, February 3rd, declined to honor card ticket account having expired and collected cash fare.

Conductor J. W. Baker on train No. 23, February 9th, declined to honor mileage book account having expired and collected cash fare.

Conductor H. Weir on train No. 234, February 9th, lifted joint trip pass account being in improper hands and collected cash fare.

Conductor S. R. Cain on train No. 4, February 14th, lifted mileage book account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor F. J. Hines on train No. 24, February 16th, declined to honor annual pass account having expired and collected cash fare.

On train No. 5, February 17th, he lifted identification slip, Form 1572, account passenger not being provided with pass and collected cash fare.

On train No. 6, February 28th, he declined to honor 46-ride monthly school ticket account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 24, February 17th, lifted employee's trip pass account being presented for passage in the opposite direction and collected cash fare.

Louisiana Division

Conductor M. Kennedy on train No. 331, February 1st, No. 331 and 332, February 20th, declined to honor mileage book

account having expired and collected cash fares.



**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 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



ABERDEEN, MISS.

Division News

Erecting Foreman S. C. Hatcher, who is at Hot Springs, Ark., for the benefit of his health, is improving steadily. Here's hoping "Sid" will soon be back on the job.

Handyman John Bender has returned to work after a confinement of three weeks on account of sickness.

Assistant Accountant C. H. May recently attended a large initiation and banquet of the Elks at Kankakee, Ill.

Assistant Timekeeper E. C. Jordan attended the basketball tournament at Bloomington, Ill.

Joseph Beldon has entered the service as machinist.

Chas. Baugh and Agent Armstrong resigned March 5, 1917.

Agent M. T. Tobin, agent at Lake Fork, Ill., died March 8th, account tuberculosis.

Indiana Division

The embargo situation has been somewhat improved the last week or so.

Engineer M. of Way A. F. Blaess went over Indianapolis Effingham districts on March 26th.

The bridge foremen were recently furnished with five Buda motor cars, which it is felt will be instrumental in eliminating, to a certain extent, delay and expense.

Supervisor Flynn has been attending court at Jackson, Miss.

Road Master Oren held a meeting at Newton on March 21st, at which the Bridge & Building Department, the Section Foremen and Supervisors were represented.

Superintendent McCabe held an agents' meeting March 4th at Mattoon. Agents from Mattoon-Peoria districts were present.

Miss Victoria Gustafson, stenographer in the chief dispatcher's office, spent a few days in Peoria, Ill., visiting relatives.

Several persons from Indiana Division attended the American Railway Appliance Show in Chicago March 21st and 22nd. Among those attending were: C. A. Keene, chief dispatcher; R. E. Laden, chief clerk to roadmaster; J. J. Sekinger, supervisor B. & B.; J. L. Pifer, supervisor, and Tom Wilson, foreman of waterworks.

Superintendent V. V. Boatner of Vicksburg, Miss., spent a few hours in Mattoon on March 22nd on his way to Chicago.

Miss Florence McShane of the superintendent's office, spent a couple of days in Chicago.

G. Wright of Mattoon Shops has been transferred to Terre Haute to check cars repaired by the American Car & Foundry Co. His place is being filled at Mattoon by A. D. Bullock.

Miss Agnes Reynolds, stenographer in Master Mechanic Bell's office, is taking a two weeks' leave of absence to rest. Her place is being filled by Miss Gertrude Hasler.

Harry Sumner, file clerk, and Virgil Haynes, crossing flagman, are combating the high cost of living by utilizing some company ground that has heretofore been

Here a Place in the Sun for You

Second Roseland Heights has already attracted the attention of Chicago—Ideally situated for Illinois Central Employees, and others as regards transportation, convenient to Illinois Central, Cottage Grove and 95th Street cars. Second Roseland Heights and its environs is the natural residence spot for the Great-east Industrial Center in the world. This property bids fair to **DOUBLE IN VALUE** within the next two years. Will you be able to say then with that great sense of satisfaction that you were one who responded, when opportunity knocked, and "**BOUGHT RIGHT.**"



Have You Picked Out Your Bungalow Yet?

Every payment on a Bungalow is like putting money in the Bank. You dwellers in flats and tenement houses, come out—"Here's a Place in the Sun for You." Give the kids a chance to get their feet on the ground. These beautiful little homes are being sold as fast as they can be erected. **Come Early and Avoid the Rush.** A small cash payment down and the balance in easy payments. No assessments to bother you. Everything is **PAID FOR.** Take Cottage Grove car line No. 4, get off at South Park and 95th St.

A. J. Hackett, Manager

1305, 11 So. La Salle St.

Phones Randolph 6850; Burnside 28

wasted, to plant potatoes. Pretty soon they expect to be able to supply the entire Indiana Division with vegetables.

Flagman F. W. Grover has taken a ninety days' leave of absence, which he is enjoying in the West.

Brakemen R. C. Musgrove, R. M. Bruington and V. Haynes were recently examined and promoted to conductors.

E. M. Thomas and wife have returned from a trip to Tampa, Fla., and other Southern points.

Albert Gustafson, yard clerk, is again at his post, after spending a few days in Peoria.

C. R. Chrisman, extra operator, relieved C. V. Whitsitt on third trick at Newton, account senior man.



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UNION MADE
Dyed with Genuine Indigo
One Pair of HEADLIGHTS outwears 2 PAIRS of ordinary overalls



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If Cigarettes Are Making You Nervous, Thin and Weak;
If You Want Health, Peacefulness, Greater Earning
Ability and Happiness

READ THIS GOOD NEWS!

After being addicted to cigarettes and chewing for seventeen years, L. D. Payne, a Greenville (Ala.) man quit the habit in three days. His hoarseness is gone, he is stronger and has gained 21 lbs. He says he was freed from the addiction almost without knowing it.

A railroad man, J. M. Gunther of Larose (Ill.), became so poor in health that he had to lay off. Cigarettes were undoubtedly to blame, for he quit the habit through what is termed the Woods C Set and is now enjoying greatly improved health. He has gained over 25 pounds.

John McComb was such a slave to cigarettes that his health was seriously affected. He thought he was about to go blind. Three years ago he quit the habit and now is one of the happiest men in Highsprings, Fla., as his health is greatly improved.

The well known Chicagoan, Joe Kniff of 1631 W. 12th St., used to smoke incessantly for years. Since quitting two years ago he hasn't smoked a cigarette, has gained about 25 lbs. and says he is feeling great.

Think of it! An increase of 35 lbs. in healthy weight and other delightful improvements have resulted from quitting tobacco by O. A. Goff of Hoquiam, Wash.

These messages come to you from men who were addicted to nicotine and thousands of similar cases could be cited. They all found what to do by reading a fascinating book that is to be obtained **FREE** by merely writing to Edward J. Woods, 189 Y. Station E., New York City. By all means get the book and ascertain what joy is in store for you.—Adv't.

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Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration



Bunn Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration

Is Your Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

**"Sangamo Special"
and "Bunn Special"**

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

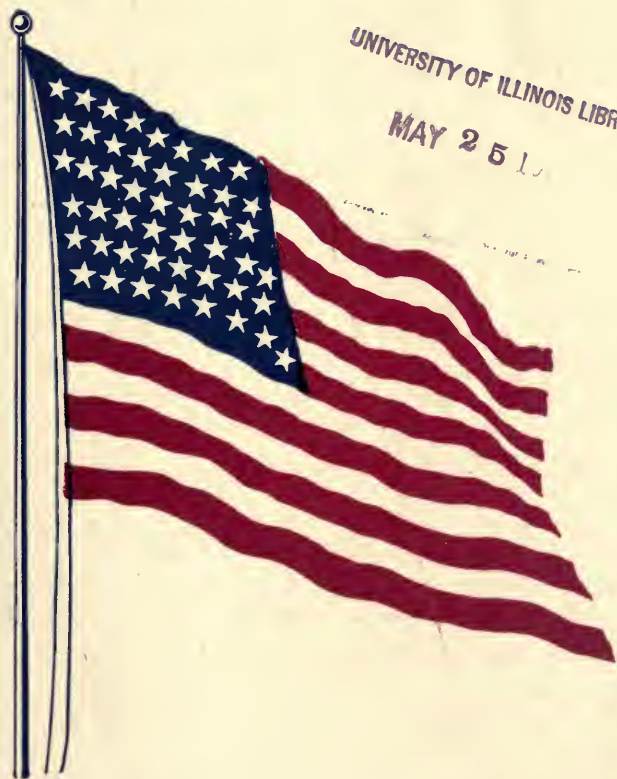
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ward samples upon application.

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11 Broadway, New York

Illinois Central Magazine



*"Our Country! In her intercourse
with foreign nations may she always
be in the right; but our country,
right or wrong."*

-Stephen Decatur

May 1917
Vol. 5 No. 10

*This issue features
Corinth Miss.*

Mortimer & Ryan Co.

(INCORPORATED)

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W. HAYWOOD

Assistant General Freight Agent

ENTERED service of Illinois Central Railroad as messenger in Traffic Manager's office Oct. 14, 1901. From November, 1903, to September, 1909, secretary to various traffic officials. From Sept. 21, 1909, to July 1, 1912, secretary to President. From the latter date to April 1, 1917, Chief Clerk to Traffic Vice-President and Freight Traffic Manager. April 1, 1917, appointed Assistant General Freight Agent, Northern and Western Lines with headquarters at Chicago.

ILLINOIS CENTRAL Magazine

Vol. 5

MAY, 1917

No. 11

Editorial

American Citizenship—What It Gives to Us, and What It Demands of Us

IN this period of reawakening, which seems universal, it may be well to take a moment to consider just what American citizenship means to us, and what it demands of us.

Are our conceptions of this citizenship clear and unclouded? Are our actions based upon understanding, or are we carried along by a momentary enthusiasm—simply following the crowd?

There have been many indications during the past few years, when the struggle for pecuniary gain seems to have dominated us, that we were drifting away from the great moral impulses that shown so brightly in the early period of our national creation. May we not properly ask if we have not been too much concerned with ease, and not enough with labor, and if, perhaps, we have not been too willing to be served, and have thought too little of serving?

To clearly appreciate all that our citizenship means to us, one must study American history and learn therefrom the basic principles of our government. Certainly, no one can do this without ex-

periencing an awakening of admiration for our country. To review even briefly the struggles and bitter sacrifices endured by our early defenders and statesmen, is to arouse clearer conceptions of our moral obligations today, and to strengthen our resolve to leave nothing undone to perpetuate these basic principles for future generations.

There are, at least, three primary essentials that our American citizenship gives to us:

1. Freedom; religious, social and industrial.

2. Equality. In all of our communities, you find the men of means and attainments mingling freely in all spheres of endeavor with the men not so well advanced, and it is with difficulty, if at all, that you note any difference between them; each respects the other and asks of him only fair dealing and gentlemanly courtesies.

3. Our citizenship gives to us a full measure of justice, in the courts and in the judgment of our fellowmen. No despotic oppression withholds this from us; before the bar of public opinion and

at the bar of justice, any man may plead his cause without fear, or doubt of a righteous verdict.

Aside from these essential principles, our citizenship assures to us an unlimited scope for the full utilization of our energies and talents. The great Americans today, and always, are those who yesterday were laboring as we now are. In no other land can there be noted so many great men of humble beginning as in our own America.

Now, what are some of the things that our citizenship demands of us?

Above all other duties, it surely places upon each of us the great moral obligation to omit no word or deed to uphold these fundamental principles of freedom, equality and justice.

It demands of us fairness in our dealings with one another. Underhanded methods, and little, petty jealousies and envies are not the measure of the true American. Rather, there must be a broad-minded concern what we withhold from no man to that to which he is rightfully entitled. This we demand for ourselves and must, in all fairness and justice, grant in like measure to others.

Again, we are morally obligated to co-operation. The keystone of our government is "Equality," and to partake of that equality demands that we, in full justice, do our share of aiding others and in assuming our part of the burdens of the nation.

Our citizenship demands of us unflagging watchfulness to guard against undermining influences, generally unpremeditated, but some, perhaps, deliberately, that may weaken and wreck these in-

stitutions of democratic government. There should be increased interest in all current matters of community and national import; they must not be indifferently entrusted to others, but we should assure ourselves of the issues involved, the character of those delegated with their handling, and see that they measure up to the high standard of American ideals. This means probably, more study and application to such matters, and less time to momentary pleasures.

It has been said that "Eternal vigilance is the price of safety," and this applies with almost tragic import to the preservation of our governmental principles. None are more lofty and precious, and none more open to the disintegrating influences of momentary contingencies. The tendency of all human institutions is to deteriorate, and it will only be by constantly and jealously guarding our fundamental governmental institutions that we will be able to hand over to the next generation a government as sound and liberal as that which we inherited.

True and patriotic citizenship involves more than the carrying of flags or marching in parades. It imposes solemn obligations to humanity that must be rightly understood, courageously faced and wisely fulfilled.

Let us all stand with the President and the Administration in unquestioned servitude and prove that a Democracy can be depended upon in an emergency to meet the requirements of a republican form of government, to any extent that will insure its perpetuity.



Waste of Food Unpatriotic

The General Manager of the Illinois Central Makes Appeal to the Public to Co-operate
With the Railroad in Preventing the Killing of Live Stock

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. Some of the foreign countries are now threatened with famine. 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 wastage 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 employes 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 wastage 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

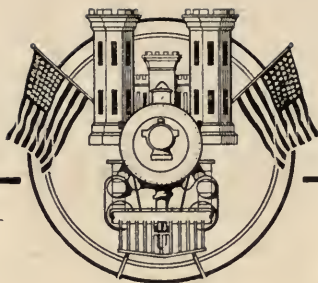
reason of striking live stock is now second in importance to the wastage of food. One who will leave a gate open and expose live stock to the danger of being killed by trains at the present time is guilty of an unpatriotic act.

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 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, employe, and non-employe alike, to co-operate with the Railroad Company in wiping out this wastage. 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.

T. J. Foley, General Manager,
I. C. R. R. Co. and Y. & M. V. R. R.
Co.

MILITARY



DEPARTMENT

THE AMERICAN RAILWAY ASSOCIATION SPECIAL COMMITTEE ON NATIONAL DEFENSE

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THE PRESIDENT'S PROCLAMATION APRIL 15TH.

"To the men who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life, and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."

MILITARY RAILWAY COMPANY

Since poster was issued, following changes have been made:

Enlistment is for immediate service in England or France and men will be discharged at the close of the war.

An increase of \$15.00 per month is now being considered in army bill.

NOW BEING FORMED

MILITARY RAILWAY COMPANY

HERE IS YOUR CHANCE TO TAKE A HAND IN UPBUILDING THE NATION'S DEFENSES

The Chief of Engineers, U. S. Army, desires to secure among the employees of the sufficient men for enlistment in a Company of a MILITARY RAILWAY REGIMENT to be formed from six railway lines running out of Chicago.

This Company will consist of 164 men and 4 officers. The men will be enlisted in the U. S. Engineer Enlisted Reserve Corps and the officers will be commissioned in the U. S. Engineer Officers' Reserve Corps, as provided for in the National Defense Act of June 3, 1916.

The officers of the Company will be commissioned from among the officers of the and men are now desired for enlistment who are holding positions in the railway organization, such as Conductors, Brakemen, Yard Foremen, Dispatchers, Track Foremen, Electricians, Bridge and Building Foremen, Car Inspectors, Wrecking Foremen, Storekeepers, Traveling Engineers, Roundhouse Foremen, Locomotive Engineers and Firemen, Stationary Enginemen, Switchmen, Oilers, Machinists, Operators, Yardmasters, Pumpmen, Linemen, Locomotive Inspectors, Boiler Makers, Blacksmiths, Gas Enginemen, Stenographers, Surveyors, Car Repairers, Clerks, Carpenters, Masons, Pile-Driver Men, Plumbers, Agents, Etc.

Illinois Central Railroad Company.
The Yazoo & Mississippi Valley Railroad Co.

Illinois Central Railroad Company.
The Yazoo & Mississippi Valley Railroad Co.

PURPOSE OF THE ORGANIZATION

The purpose of the organization is to provide a citizens' reserve from the various railway lines who are fitted by their civilian occupations to perform the duties of military railway troops.

The special duties of these railway troops when called out by the President in time of war will be to construct and operate any strictly military railroads that may be required, to reconstruct and operate railways that may have been captured on foreign soil, or, in the case of invasion of the United States involving the capture and destruction of American railways, to reconstruct such railways as soon as they have been recaptured by our armies and to operate them until such time as it may be possible to restore their normal commercial operation.

CONDITIONS AFFECTING ENLISTMENT

- (a) It is desired by the War Department to accept only such men as are reasonably free as to personal and family obligations.
- (b) They must be between the ages of 18 and 45 and must be citizens of the United States or must have declared their intention to become so. They must be physically qualified.
- (c) They will be enlisted in the Engineer Enlisted Reserve for a term of four years.
- (d) The men will be subject to 15 days' military training in a training camp each year. This is the only service that can be required of them under the law during times of peace and no other restrictions are imposed. The I. C. & Y. & M. V. R. R. will give leave of absence for the purpose of this annual training to any of its employees joining the Military Railway Company.
- (e) In case of actual or threatened hostilities, the men are subject to the call of the President of the United States for military service. This service will usually consist in the operation and construction of railway lines in the theater of operations, but if necessity arises, any other service may be required. The I. C. & Y. & M. V. R. R. guarantees that all men in good physical condition will, at the end of this military service, be reemployed at the ruling rate or pay at the time of their return in their old positions and rank, subject to the rules of the company in regard to seniority or other questions affecting service or employment.
- (f) Each man, when he enlists, will be given military rank and when called into service, either in peace or war, he will have the same rank as held in the reserve. When called into service, either in peace or war, he will receive the pay to which his military rank entitles him.
- (g) All subsistence, medical attendance, clothing, and equipment are furnished by the United States.
- (h) Transportation to and from training camps is furnished by the United States.
- (i) When called into service the men are required to undergo a physical examination. If rejected at this examination, they receive transportation back to their homes.
- (j) The men are entitled, after one training camp, to wear a distinctive rosette which no person not in the reserve can wear except under penalty of the law.

RANK AND PAY

Employees enlisting will be given military rank.		The various grades and pay per month in the MILITARY RAILWAY COMPANY will be as follows:	
FIRST SERGEANT	\$45.00	STABLE SERGEANT	\$36.00
SERGEANT, FIRST CLASS	45.00	SERGEANT	36.00
MESS SERGEANT	36.00	CORPORAL	24.00
SUPPLY SERGEANT	36.00	COOK	30.00
		BUGLER	\$15.00
		PRIVATE, FIRST CLASS	18.00
		PRIVATE	15.00

As all cost of subsistence, clothing, shelter, and transportation is paid by the United States Government, the pay of enlisted men in war is all net.

ENLISTMENT

Employees desiring to enlist in the Military Railway Company are requested to notify Major C.L. Bent, Gen'l. Mgr's. Office who will supply the necessary information as to methods of enlistment.

MILITARY RAILWAY COMPANY OF THE ILLINOIS CENTRAL RAILROAD

Many inquiries are being received concerning conditions under which railroad employes are asked to enlist in the Military Railway Regiment. The following information will serve to answer the principal points raised. Further information may be obtained from Major C. L. Bent at the address given below:

Purpose—Each Military Railway Company is formed for the primary purpose of operating a railway division of about 100 miles.

Period of Enlistment—The period of enlistment is four years.

Duties—In time of war, the military railroads to be operated may be either in this country or abroad. Forces will be required to go where needed and may, at such times, be used for service other than that of operating railroads. In time of peace no duty will be required other than two week's drill annually in camp.

Pay—Pay will be as stated in War Department poster pertaining to this organization. The more experienced men will have opportunity to advance to various offices from Corporal to First Sergeant.

Opportunities—The Military Railway Company offers to its members opportunities to secure a higher position therein than that which may be occupied at the present time.

Physical Examination—Physical examination will, probably, be given at some stated place on the railroad, and will be similar to that required for life insurance.

Age—Applicants must be between 18 and 45 years of age.

Single Men Preferred—Single men are preferred, as no arrangements have, as yet, been made for caring for dependents.

Qualifications—The Company will be composed of employes from the various classes at present embraced in the organization of a division of railroad.

Railroad Company Guarantees—No promises or guarantees are made by the Railroad Company, other than specified in War Department poster.

Details of Application—Include the following information in application:

a—Full name (write plainly).

b—Address.

c—Whether at present time a citizen of this country. If not, statement of intentions as to becoming one.

d—Position at present occupying. If position desired in Military Railway Company is higher than that now occupied, forward endorsement of superior officer as to ability to fill same.

e—Give general outline of railroad experience.

Application—Make application, by letter, to Major C. L. Bent, Room 705, Central Station, I. C. R. R., Chicago, Ill.

W. L. Park,
Vice-President.

EMPLOYES WHO ENLIST

The Council of National Defense has recommended that employers whose men enlist make only temporary arrangements with them about the payments that employers will make during the period of service. In this way they will afford opportunity for investigation which can lead to a policy suitable for general adoption. At the request of the Council of National Defense this investigation is being undertaken by the National Chamber, the result and advice thereon to be reported at the earliest practicable moment.

YOUR OPPORTUNITY

Here it is! Can you see it? Do you want it?

The Military Railway Company is not so much military as it is railroad. The term military is used because the members are given military rank, because they work under the military authorities and because they are in the field of military operations. Their work, however, is that of railroading.

HAVE YOU AMBITION? DO YOU WANT TO SHOW OTHERS THAT YOU CAN FILL A HIGHER POSITION THAN YOU ARE NOW HOLDING?

HERE IS YOUR OPPORTUNITY!

The opportunity of securing promotion in your own line of work, provided your superior officers testify to your ability to fill such position.

The opportunity to demonstrate that you can fill it. Does this help you over the man who stayed at home? Suppose you had to select for promotion either the man who had shown what he could do or the man who had not; which would you select?

The opportunity that falls to the man on the spot. The present organization can only be a beginning. In the Civil War there were over 42,000 railway troops. Suppose necessity required an immediate and large expansion, who has an excellent opportunity to secure higher positions? The men at hand who are capable? On the Panama Railroad this was a fact.

The opportunity to remain in the higher position. When the railroad, taken over is returned to the original owners, the man whose position you took has possibly disappeared or secured employment elsewhere. If the railroad is newly constructed there is no such man. Does the opportunity exist to retain such position for yourself?

Above all, the opportunity to establish a reputation. Is this of value to you with the railroads of the country?

THINK IT OVER—THEN ACT.

DON'T BE DRAFTED—VOLUNTEER

A DRAFT BILL has passed both houses of Congress and will become a law as soon as agreement on certain details thereof is reached. Those who volunteer in some service that they like, cannot be drafted into some service they don't like.

War is the greatest industry of the age, for it combines all industries. The man at the front must have the products of the factories and the farms and transportation must make this possible. Hence the importance of all. But the man at the front is the most important, therefor the draft.

The success of campaigns in the present war has depended upon the mobility of the forces, with their guns, ammunition and supplies. This has devolved upon transportation and, on that account, the man who has offered his services in that line is just as patriotic and just as important as the man who has offered his services in the firing line.

BE PATRIOTIC! Offer your services to the Military Railway Company now being formed on this railroad. You will have this personal advantage over other service in that you will be performing duties in your own life's work; advancing, not going back.

It is not expected that the men who are enlisted for this class of service will be called for any other kind of service, but they can be and would be if necessity required. However, if this condition existed, they would undoubtedly be called by draft anyway.

VOLUNTEER WITH US—DON'T BE DRAFTED BY OTHERS.

INFORMATION THAT HAS BEEN REQUESTED ON MILITARY RAILWAY COMPANY

SENIORITY RIGHTS: The Railroad Company having granted certain rights dependent upon the prolonged absence of men away from the company, those profiting thereby cannot be deprived thereof by the Railroad Company. If these men are willing to waive their rights in favor of those who, having joined the Military Railway Company, are ordered away on duty longer than the time limit, such agreement on the part of the men should be put before the General Manager for his action.

PAY: There will be an increase made by Congress. The question of further pay than this is in the hands of the National Board of Defence.

PENSION RIGHTS: No decision has yet been reached.

RANK: Military rank will be given according to a man's ability, with two objects in view: First to offer the best opportunity for advancement and second, to prevent as little financial loss as possible.

PROMOTION: A man's ability decides that. A fireman may be made an engineer; a brakeman, a conductor, etc. In presenting your application attach therewith the testimony of your superiors as to your qualifications for a higher position than now held.

IMPORTANCE OF TRANSPORTATION

Mr. Floyd Gibbons, in the Chicago Tribune, of April 18th, writing from London, says that

"Indications are that Germany will have to look well to the boasted flexibility of her armies and the excellence of her transportation facilities. Both of these will have to be exerted to the utmost if the alternating advances of Generals Haig and Nivelle are to be stopped."

Mr. Raymond E. Swing, recently returned to America, from Berlin, in the Chicago Daily News, of April 26th, writes:

"The really acute danger for Germany is the German railway system. Hitherto, it has been Germany's greatest strength. * * * But the German railways are giving way. The roadbeds are rocking, the cars are wearing out and the locomotives cannot haul the loads, which must be hauled if Germany is to win the war. * * * I vouchsafe the statement that the German government would willingly pay more for 200 American locomotives than for all the wheat raised west of the Mississippi last summer. * * * They closed theatres and schools this last winter because of a coal shortage, though Germany is the third coal producing country in the world. The shortage was not coal, but cars and locomotives. * * * The food problems of many cities are not food but transportation problems. The conditions reigning in Russia are far worse for men in Petrograd who starved for food which lay in Odessa and could not be hauled, and the ammunition in Russia very often cannot get to the front."

ARMED TRAINS

The problem of coast defense is similar in all nations and sooner or later the United States will be called upon to consider it from the standpoint with which Italy met it. Italy found that the cost of fortifying the entire coast was too great and besides it would require too many of the cannon needed elsewhere.

The Adriatic coast railway is divided into zones of thirty miles each and each zone is supplied with an armored train. A telephone line is stretched along the entire coast passing through numerous semaphore stations where men are constantly watching. During the day a ship can be sighted twelve miles away.

The information is sent to the nearest train and in eight minutes, through the excellent telephone service, the main line is cleared and the armored train proceeds to a spot opposite the ship where it is hidden behind one of the green mounds erected between the track and the sea.

Each armored train consists of two engines and six cars, which are constantly kept under steam and ready to start.

One car contains the ammunition and is left at a station in a sheltered spot. Another carries four sky guns and is put in a strategical position on the track ready for action. The other four cars carry one or two marine guns each, mounted on pivots, with the engines always coupled thereto. When ready to fire, shoes are lowered over the rails, which do not grip the track as it might derail the cars. The cars are made of steel with protection for the guns and carry sufficient ammunition for eight guns. Officers and crews are all from the navy and they live on the cars.



The Military Spirit at South Water St. Freight Houses.

Under the leadership of Eugene Cockrane, mail clerk, and R. O. Wells, Jr., merchandise clerk, an average of 64 young men, employed in the various offices of the Illinois Central at South Water Street are drilling daily in the

facings of the soldier, the movements of the squad of eight men and the marching of the company in column and company front.

No arms have been given these men, but their own enthusiastic spirits have aroused them to learn some of the rudimentary exercises of the soldier, which they conscientiously practice from 12:15 to 1:00 P. M. inside the West Fruit Warehouse when the weather is bad and outside when possible.

These leaders are assisted by the squad leaders; E. L. Kemp, Jr., N. G. Skillman, J. McCloone, E. M. Stall and R. A. Hayes.

Mr. Cockrane has seen service in the United States Navy both in the Boxer and Philippine Campaigns, Mr. Hayes was with the First Illinois Cavalry on the Mexican border and Mr. Wells is from the Columbia Military Academy.

Flag Raising at the Illinois Central Grounds, Paducah, Kentucky

Thousands Attend Flag Raising at the Illinois Central Grounds—Shower of Small Flags Fall From Big One as It Is First Unfurled—Wheeler, Burns, Waller Speak to Assembled Throng

Employees of the Illinois Central railroad shops, heralded to the world their patriotism and loyalty to their country in a gigantic demonstration on the shop grounds Saturday afternoon at 3:30 o'clock. It was estimated that the crowd that swarmed around the 108-foot flag pole to the top of which was hoisted an American flag, 10x20 feet in dimensions, numbered almost 5,000 men, women and children.

Impressive ceremonies attended the flag raising. Ten minutes before the program began the shop whistle was blown and one thousand employees left their work, formed in line and marched to the roped-off circle around the flag pole. At the head of the procession marched a brass band composed largely of Illinois Central men. Behind the band was a detachment of troops on patrol duty here, followed by the Paducah Boy Scouts.

The procession swung into the circle outside of which stood thousands of spectators. A large speakers' platform was mounted by Master Mechanic Joe F. Walker, master of ceremonies. Hon. Charles K. Wheeler, Mayor Frank N. Burns, John T. Donovan, local freight agent of the

Illinois Central, the Rev. P. H. Pleune, pastor of the First Presbyterian church, Dr. Frank Boyd, Dr. J. Q. Taylor of the Illinois Central hospital staff and newspaper reporters. Speeches were made by Mr. Walker, Mayor Burns and Mr. Wheeler, patriotic songs were sung and the flag was unfurled from the top of the great pole, surmounted with a large gilded ball on which was perched an American eagle facing the east. The flag is to fly day and night and will be illuminated at night by a 1,000-watt flood light.

Chairman Walker called for order and the invocation was pronounced by Rev. Pleune. Mr. Walker then took occasion to express his deep appreciation of the great demonstration. "When the president issued a declaration of war patriotism was instilled around the Illinois Central shops and it grew stronger and stronger. Some of the men said, 'let's raise a flag.' I was approached on the subject. I consulted my superior officer and he said, 'yes.' I told the men to go ahead and today you see the loyalty of the men in this demonstration."

Mr. Walker introduced Mayor



FLAG RAISING AT PADUCAH, KY.

Burns, the conclusion of whose remarks follows:

"This is but a token that we are a homogeneous people—that we live alike, think alike and die alike. There is not a kaiser on earth who could lead an American regiment to drive a bayonet into the entrails of a two-year-old child or to ravage helpless women. If the German government is such I say 'to hell with a government like that.' You are American citizens and you owe obedience to your officers, but I say that there never was a uniform that would protect an officer from the wrath of his men if he made war on women and children. I have no quarrel with the German people but if they are in favor of such practices, I say 'down with them' if it takes all our people over there. I know that the French and

English soldiers are brave and gallant but here in the United States we've got something that will 'get there.' They'll make meat of us or we will make a nice, big graveyard over there.

"I don't believe in war or a standing army—unless we need it. I favor military training. Everybody in the United States able to bear arms should become a soldier exactly alike. If we had universal training it would do more to obliterate hard feelings than anything else and you would learn to know each other. The sons of the laborer and the millionaire would become one; they would be placed on a dead level. Make the rich man's son and the poor man's son dig trenches together, eat hardtack together and sleep in the same tent together.

"You've done a wise thing in raising this flag. I am glad the people at a

recent mass meeting here pledged their loyalty to the country and the flag. But the Illinois Central employees said they would do even more, by taking the flag and setting it higher than anything in McCracken county that all men may see that the men of the Illinois Central shops are ready and willing to do their duty to their country.

"Bear this in mind: You've made a proclamation that you stand for all the flag represents. I have a right to

assume that you have and it should be a token of victory of peace as in war. Men, remember that the eyes of all good citizens are upon you and look to you as law abiding men that, you share the sorrows and the happiness of this country, that you care for and protect your wives and families and that you are ready to die, if need be, for your country."

A short benediction by Rev. Pleune brought the ceremonies to a close. *Paducah Evening Sun*, April 16, 1917.

Flag Raising at the Yazoo & Mississippi Valley Railroad Shops, Vicksburg, Miss., Unusual Patriotic Event

Eight Speakers, Each Different—Band Plays, Pictures Made, Girls Sing

FERVENT patriotism was freely exhibited by both orators and audience at the flag raising at the Y. & M. V. railroad shops yesterday afternoon. The situation was novel in many respects. For one thing there were eight speakers each with a different title, Mayor J. J. Hayes, Supt. V. V. Boatner, Major J. R. Slattery, Prof. J. H. Culkin, Captain James Gorman, Judge E. L. Brien, Rev. R. A. Kimbrough and Mr. R. L. Dent. The locality was also unusual for a patriotic celebration. Everything, however, was conducive to produce the effect desired, and of all the public demonstrations of patriotism in Vicksburg within the last few months, none surpassed this occasion in sincerity of feeling.

Speakers Were Inspired

Each speaker seemed inspired by the spirit displayed by the employees of the shops in insisting that they work under the Stars and Stripes, and while the addresses were short, five minutes being the limit, they were full of substance. The subject was "Patriotism" and the different phases were touched on by the different orators.

"Patriotism," said Mayor Hayes, "could be expressed in one minute:

'We love our flag and will stay by it until we drop.'"

Prof. Culkin talked for eight minutes, and said that he had only given the text for a discourse on patriotism which might last for several hours and still the greater part unsaid.

The flag, to Major Slattery, represented the great United States of America, which is our home. He stressed this point, and related the feelings he experienced in returning to his own native land from a "foreign strand."

Judge Brien looked on the flag and saw a vision of blood spilled in the effort to keep it floating o'er the land of the free. To him the flag represented unity.

Captain Gorman had a carefully prepared speech, which has been printed in the papers, but which he did not deliver. He was touched by the spirit of the occasion and spoke from his heart, and spoke well.

Mr. Dent, introduced as part of the Illinois Central system, being railroad attorney, claimed that those engaged in the railroad business were serving their country just as faithfully and well as those at the front.



FLAG RAISING AT VICKBURG, MISS.

Supt. V. V. Boatner said that the railroad people were among the most patriotic in the country.

The Rev. R. A. Kimbrough concluded the program with a short talk, in which he said he believed in selective conscription and a great, capable standing army, at all times. He said his son, if 18, had his permission to enlist now.

Young Ladies Raised Flag

The flag was raised by three young ladies garbed in the patriotic colors, Misses T. Wesh, L. Martin and Elizabeth Billitz. The Boy Scouts and half a hundred little girls from the public

schools marched behind Kelly's band to the shops. A large crowd gathered as the procession passed, and a great audience listened to the addresses and witnessed the flag raising. At the conclusion of the exercises Mr. L. J. Pico made motion pictures of the procession, everyone being invited to get in the picture.

As the flag was hoisted, everyone stood with bared head. The band played the "Star Spangled Banner" and the little girls sang of their own accord, their sweet, childish voices rising with impetuous enthusiasm which was inspiring and touching.—*The Vicksburg Evening Post, April 18, 1917.*

The Star Spangled Banner

By W. O. Hart

Address delivered at the Illinois Central Railroad Flag Raising at New Orleans, on Saturday, April 14, 1917, by W. O. Hart, member Executive Committee American Flag Association. First Vice-President of the National Association of Patriotic Instructors, one of the Directors of the National Star Spangled Banner Association, and Honorary member of the Executive Committee of the National Association of Vicksburg Veterans.

"Up with the Flag! Up with the Flag!

Up with the Flag we love!
Till its colors flutter from every roof

And merge with the skies above,
And our eyes shall fill and our hearts
shall thrill

With the joy that is always new,
At the grand old sight of the red and
white,
And the stars in a field of blue."

What a prophecy from God was this Star Spangled Banner, a standard set up in the midst of the whole world, for truth, justice, brotherhood and peace.

It calls to industry and commerce: ('Stand by the flag by your honesty, your thrift, your brotherhood in business'). It calls to the halls of Legislation: ('Stand by the flag, by your just laws and your honorable dealing'). It calls to the pleasure seekers idling their time and wasting their substance and strength in pleasuring: ('Stand by the flag for it needs the strength and work of every one of you'). It calls to fathers and mothers: ('Stand by the flag and train your children to duty and to service for the republic'). It calls to all sections of our land: ('Stand by the flag, for there is no North or South or East or West, for we are all one and united'). It calls to all the world: ('Our flag is a gospel of brotherhood. We seek no empire but only friends in all the world; we covet no man's goods, but only his love and trust in the family of Nations; we have no desire for military glory or imperial pomp or territorial aggrandizement, but we desire only to serve all men in the friendliest and fullest way as God gives us opportunity. We will be true to the simple creed and the honest faith of the fathers of our republic, and will compel every other nation to show respect to this nation, to its flag and to its principles.')

At the time of the adoption of the flag, Washington is said to have observed, "We take the stars from Heaven, the red from our mother country, separating it by white stripes, thus showing that we have separated from her, and the white stripes shall

go down to posterity representing liberty."

It has been well said that our national emblem stands for American ideals and ideas—it is not the flag of a family or a house, but the flag of the whole people. It is the emblem of liberty and freedom, being indicative of individual independence and yet symbolic of a united and closely bonded people. Far from being merely painted and dyed cloth, it represents the Constitution and Government of a hundred million free people; it stands for the people themselves and records the history of their nation.

Was there ever a time since the dawn of civilization when the right kind of patriotism is needed in every section of our land of God-ordained pure and untrammelled liberty more than now? When has our flag spoken for itself and more plainly its unmistakable message, in its majestic motion and flashing beauty—its voice coming from out and down the rustling folds as if from the very skies, sweet and solemn as matin chimes, and summoning all hearts to adoration, praise and prayer, and whispering its assurance of victory to all who rally beneath its folds, than now? Was there ever a time and now particularly, when every one of us should refuse to unite with any society, class of people who do not carry the American flag in their hearts and keep step to the music of the Union?

Show Your Colors—Now!

"Let the flag wave! Aye, let it wave on high!

Its red and white and blue against the sky!

From crest and casement, broad and bright and brave,

Let the flag wave!"

Our flag flies over a nation which affords more universal liberty, more exact justice, and more genuine humanitarianism than any that now exists, or has existed since the dawn of history.

This is the flag all must, and shall respect—not because its stripes are red and white, not because its stars shine forth from a field of blue, not because it has been glorified by a century of uplift, not because it represents a mighty people capable of backing up their contentions, but because of those principles, purposes and ideals for which it stands and which are too sacred and too essential to be menaced even by constructive insult or indirection.

“Let our flag unfurled to a watching world

Be proof that we keep our trust,
That we take our part with a valiant heart

In a cause that we know is just!
Let it float on high, and if men must die

To keep it from blot or stain,
They shall meet their fate with souls elate—

They shall not die in vain.”

I. C. MEN AT MEMPHIS, TENN., RAISE FLAG TO SIGNIFY LOYALTY

Railroad Employes Ready to Serve
Their Country.

WILL MOVE U. S. SUPPLIES.

Several Thousand Take Part in Patriotic Celebration

EMBLEM BIGGEST IN STATE

Mayor Ashcroft, Judge Burch, John Tuther, Chief Gunner's Mate Leonard, Maj. Seals and Other Speakers Cheered—School Children Sing National Airs

Crowded into the hollow square formed by their grim work shops on Walker Avenue, several thousand employes of the Illinois Central and Yazoo & Mississippi Valley Railroads, their families and their friends yesterday proved beyond question their loyalty and devotion to the United States Government.

The railroad men raised upon a new, steel flag pole on top of the South Memphis shops a great American flag, the largest in the state, to signify their willingness, their readiness to move with unparalleled efficiency the government's troops and supplies.

If any one doubts that the great mass of American laboring men are

not ready to do their bit in the war for freedom, he should have witnessed those inspiring exercises arranged by the employes of the two railroad companies. All doubts would have been removed.

The great new flag was raised under the directions of F. J. Leonard, chief gunner's mate, U. S. N. While the huge emblem was being hoisted slowly, 300 school children from Lauderdale School sang “The Star Spangled Banner,” accompanied by White's Municipal Band.

A stiff wind was blowing and the folds of the flag became entangled with the guy wires. Just as the singers reached the words, “Oh, say does that star spangled banner yet wave,” a stiff breeze caught the flag free of its entanglements and it swung full length out over the crowd as if to prove that it does wave “o'er the land of the free and the home of the brave.”

Chose Patriotic Setting

The railroad employes chose a perfect setting for their patriotic celebration. Not to be outdone by the Memphis shop-men, who purchased the new flag, the Nonconnah employes sent two other huge American flags, almost as large as the big one specially made by the Sisters of the Good Shepherd. On the speakers' stand was a framed picture of President Wilson, while in a companion frame was the president's world-famous address to Congress in asking for recognition of a state of war with Germany.

Two companies of the Tennessee National Guard—A and D—were guests of honor at the flag raising, as were a few squads of Alabama National Guardsmen who are patrolling the great railroad bridges at Memphis.

After the invocation had been pronounced by the Rev. Ben Cox, J. M. Walsh, superintendent of Memphis terminals of the Illinois Central, took charge as master of ceremonies. Mr. Walsh declared there is no need to fear that employes of the Illinois Central and the Yazoo & Mississippi Valley will not be ready to answer their country's call, and added that if Washington had waited until now to cross the Delaware these same employes would have built a fine bridge for him.

An early feature of the celebration was the appearance of Uncle Sam, impersonated by W. W. Tesley, machine foreman of the Memphis shops. He walked onto the platform, took his musket from the rack, dusted it and adjusted the bayonet to signify that he is ready to defend the country's honor.

Mayor Ashcroft was the first speaker, and he congratulated the railroad men upon their splendid celebration.

"The unfurling of that flag," said the mayor, "is an answer to any man or any set of men who want to know where Memphis stands. It shows that we stand squarely and unitedly behind President Wilson and the United States government."

Memphis for Conscription.

The mayor reminded his audience that this is a serious time in the nation's history and that there is a mission for every one to perform in the great war for democracy.

"I am sure that I and all Memphis stand for President Wilson's selective conscription act," said the mayor amid cheers.

Judge J. N. Burch, of the Illinois Central's legal staff, in a ringing speech, told briefly and clearly why the United States government entered the world war, after striving earnestly and patiently to remain neutral in the mighty conflict.

"The unfurling of that flag," said Judge Burch, "means that the laboring classes, the men who earn their bread by the sweat of their brows, intend to demonstrate to the world their loyalty to their government and their devotion to that flag."

Judge Burch told of the rights of Americans to be upon the high seas, and defined the rights of each belligerent to establish blockades and confiscate contraband of war, provided the officers, crew and passengers were landed safely. He recounted how Germany repeatedly had murdered American citizens peacefully pursuing their rights upon the seas, until the United States Government was drawn into the war against its will.



FLAG RAISING AT MEMPHIS, TENN.

"We have entered a war against that autocratic government, booted and spurred as it may be, to show that it has not the right to ride over us rough shod," said Judge Burch. "It is now the duty of this government to aid our allies in every way, whether with our wealth, our navy or an army sent to a foreign shore.

"All loyal Americans stand behind President Wilson's war program, and we insist that every young man in this country, whether the son of a million-

aire or the son of a laborer, is subject to military duty.

U. S. Friend of Germans

"We have entered into this war to send the Hapsburgs and the Hohenzollerns to the scrap heap with the Romanoffs, and I firmly believe that the day will come when the German people, hard as it may be to believe now, will recognize the United States as their best friend."—*Memphis Commercial Appeal*, April 22, 1917.

The American National Red Cross

General Order No. 170. War Department, 1911: "The American National Red Cross is the only volunteer society now authorized by this Government to render aid to its land and naval forces in time of war. Any other society desiring to render similar assistance can do so only through the American National Red Cross."

It is specially pertinent at this period of our national crisis that the citizens of the country be not only better informed on the causes and reasons that led to the publication of such an order by the War Department but that they be brought to a realization that this society concerns each and every one of them individually; for this reason, it is well that every one should know something of its history, its purposes and its necessity of the support of every humane and patriotic member of the community.

In the year 1859 at Solferino, 30,000 French, Italian and Austrian soldiers lay wounded and neglected in agony for days while the campaign waged remorselessly around them. This inhuman condition was brought forth so forcibly by Henri Dunant, a Swiss, in a tract called "Souvenir de Solferino" that it aroused the monarchs of Europe to send delegates to a conference at Geneva in October, 1863, to discuss methods of taking care of the sick and wounded in war.

The result was a treaty signed the following year by fourteen nations and known as the Geneva Convention or the Red Cross Treaty. This provided that "each government extend its sanction, authority and protection to volunteer relief organizations in time of war; that the privileges of neutrality be extended by all belligerents to the ambulances, hospitals, doctors, nurses and all persons attached to the medical relief corps of the armies"; and finally that "the Red Cross" now familiar to all and respected by all but savages "should be the universal insignia of volunteers in care of the wounded."

The United States did not sign this treaty until the year 1882 but in the meantime, in 1877, a few patriotic and benevolent citizens appointed themselves a committee to promulgate the purposes of the Red Cross and in 1881 had made sufficient headway to incorporate under the laws of the District of Columbia as "The American Association of the Red Cross," which name, in 1893, was changed to the American Red Cross, in 1905, all previous charters

were repealed and, by Act of Congress reorganized into the "American National Red Cross."

Although originally formed with the idea of alleviating the sufferings of mankind on the battlefields, the scope of its work has now been extended to include the amelioration of all ills and evils from floods, fire, earthquakes, volcano eruptions, epidemics and other visitations of disaster and calamity; not only such as occur to our own people in our own country but to those of the whole world.

The San Francisco earthquake and fire of April 18, 1906, required every form of relief, of housing, of feeding and of rehabilitating the people and similar conditions existed in Dayton and 150 other cities and towns of Ohio in the floods of 1913. These conditions were nobly and promptly met by the Red Cross.

Governor Cox of Ohio, one week after the flood, announced that not a flood sufferer in Ohio remained without shelter, food and clothing. The world is aware of the excellent service rendered in San Francisco.

When the survivors of the Titanic arrived in New York City April 18, 1912, they were taken care of by the society and over \$157,000.00 dispensed for their relief. The widows and children of those lost at sea were located in the remotest parts of the world in Hungary, Sweden, Russia and elsewhere.

The Eastland disaster, so fresh in the memory of our own people of Chicago, the Johnstown flood, the Mississippi floods, the Chinese famine, the Shirt Waist Factory fire of New York City, the Volcanic Eruption at Messina, the Serbian Typhus campaign, the Omaha tornado, the Salem fire and innumerable other disasters testify to the immeasurable benefits bestowed upon mankind; benefits which, if they had not been immediately available through the instrumentality of this society, could not have been given when needed; and appalling suffering and torture, with additional loss of life, would have ensued.

To have on hand the necessary money, materials and wherewithal to meet these emergencies as well as the necessary efficient force to properly disperse these funds and supplies requires a preparedness which has its conception in the organization of the American National Red Cross. The Society has provided the force, but the people must supply the means.

The work of the society is national. The President of the United States is at its head. Every inhabitant should be a member.

At no time in its history have its purposes been so vital to the welfare of the community as now; when at any moment, its resources may be taxed to the limit to provide for and to take care of the sick and wounded of the armies about to engage in the struggle abroad.

To supply and maintain these resources is the duty of every individual; a duty of giving according to one's means, whether it be much or little.

A contribution of one dollar per year confers membership in the society; two dollars brings the monthly magazine in addition thereto while higher amounts give greater power to do good.

The Japanese have seven members to our one and have given ten millions gold to our one. Why? Are they more patriotic or humane? The American people are strong in their beliefs but slow to act. Now is the time to be more intense in action. With patriotism as a basis, you should join NOW.

PUBLIC OPINION



c What the

World thinks m

What We Have Done to the Railroads and What the Railroads Have Done to Us

It will generally be agreed that the inability of the railroads to handle the present freight congestion crisis is costing the American people heavily in money and not a little in human suffering.

Ten years ago no one would have believed that conditions like those of today could prevail in the United States in time of peace. There is delay and uncertainty in the handling of food-stuffs. The coal shortage is one of the horrors of the time. And the other day an automobile dealer in Cincinnati, having sold two machines to customers who insisted on deliveries, within three weeks, had them run here on their own power from a city six hundred miles away, because he was afraid to trust them to the railroads and their congested yards.

* * * * *

The people of this country, if they cared to, might draw a lesson from the present almost unbelievable railroad situation. For ten years it has been a popular pastime to kick the railroads around. The Congressional activities to which the Interstate Commerce Commission owes its existence, put an end to some very real evils. But incidentally, in the provision for regulation of rates, it was made plain to every investor that there were to be no more big profits in the railroad business. If a holder of

railroad shares received 5 per cent or 6 per cent on his money, that was all he could expect.

Now this would not have been bad if, along with the limitation of profits, there had been a practical assurance against a diminution of income. There has been no such assurance. As a matter of fact, the Interstate Commerce Commission has on occasion shown a fairly liberal spirit toward the railroads. The main trouble has been with the activities of the States and the mouthings of demagogues on the stump, in Congress and in the various Legislatures. Railroad taxes have been raised on every opportunity; so have railroad wages. The people have done a good deal to the railroads—and some of their representatives are constantly talking about doing a great deal more. As a result, capital long since became frightened at the railroad outlook. Usually nowadays people who have money to invest do not put it in railroads, but in some industry where, if there is a chance for loss, there is also a chance for profit.

* * * * *

The people are apt to think that they may do what they like to a public business like the railroads, and that only those directly interested from the investment standpoint—a small minority of the whole people—will suffer.

Present conditions in this country

furnish eloquent testimony to the fact that things do not work out that way.

* * * * *

Too much agitation has broken the credit of the railroads. Many things have resulted. Holders of railroad securities have been hurt to a certain extent—but their losses have been small compared with the losses suffered by the mass of the people in interference with business, high prices, etc., etc.

For example, at the present moment the people of America are paying unexampled prices for coal. At the same time the average coal miner is not working more than three or four days a week. The people at large are paying two, three or even four dollars a ton extra for coal and the coal miner is losing two or three days' work a week *because there are not enough coal cars to haul the coal from mine to market.*

The reason there are not enough coal cars is that the railroads have not been able to borrow money. It is with borrowed money or with money raised by new stock issues that the railroads must buy the equipment necessary in keeping up with the growth of the country. They have not been able to buy cars; they have been forced to drop plans for enlarged terminals; in some cases they even allowed their existing rolling stock and road bed to run down. As long as times were dull all this made little difference. But when the greatest industrial boom in our history happened along, the railroads were unable to handle the problem presented to them.

* * * * *

No one can deny that there were real evils in the railroad business in the days before Congress took up the work of reform and regulation. There were rebates and special favors of all sorts.

It was a good thing that these evils were ended. The trouble is that some American politicians and some American publications were unwilling to stop when the ends of genuine reform had been attained. *They wanted to smash things—and on the basis of recent news we take it that they have been quite successful!—Cincinnati Times Star, Saturday, Feb. 24, 1917.*

GUARDING THE HEALTH OF EMPLOYEES.

EVERYONE is familiar with the old maxim that "an ounce of prevention is worth a pound of cure," and the force of it is appreciated by all thinking persons. It might be said, however, that this language does not put the case strongly enough, for wherever precautionary measures meet with success there is no development of a condition which calls for a cure.

On page 530, of this issue, we publish a paper by Dr. Albert E. Campbell, health officer of the Illinois Central R. R., on "Preventive Medicine." While the application of this physician's comments and advice are for the public in general, yet the experience which he cites as a basis for remarks has been with large numbers of employes in various departments of railroad service. In his treatment of the subject he takes up such familiar questions regarding health as ventilation, quality of food and the cooking thereof, drinking water, disinfection and contagious diseases.

As people flock together more and more in towns and cities, as the number of pupils increase in schools, as the number of laborers increase in factories or in works of any character, the greater is the need for inspection, for men of medical education and for their advice and services to prevent the development and spread of disease. Each city has a board of health who exercise a certain amount of control over the living conditions of children, not only at school but at home as well, to some extent; and the sanitary conditions of dwellings and other buildings must, as far as can be practicable, conform to the regulations laid down by these authorities.

All such precautionary measures are made necessary by the increasing tendency to disease as people congregate. The railroads have always found it necessary to employ surgeons and physicians to be within call at time of accidents, or available in the neighborhood of shops or other places where

large numbers of employes are engaged and liable to injuries by accident, but during late years there has materialized the need for medical assistance in guarding the general health of laboring communities associated with railroad work.

Persons of American birth are more and more becoming strangers to manual labor, and on all large works, such as in the manufacturing industries and the railroads, the country is coming to depend largely upon foreigners for labor. It is the desire and privilege of many of these nationalities to horde together, and, as a rule, they are careless or indifferent to sanitary conditions about their quarters. Epidemics of disease have often broken out in camps of railway laborers, and the need for sanitary design and construction of the buildings wherein these laborers live and for some attention to the habits of these men is being better appreciated by railway managements.

It goes without saying that some sort of supervision of the living conditions of these men by medical talent is necessary. It is now quite largely in vogue to periodically disinfect and fumigate the camps of railroad laborers, especially of track laborers. Vermin are exterminated by turning live steam into the quarters, usually through hose connection with a locomotive, or by burning sulphur. In many instances a system of policing of the grounds about these buildings, the scrubbing of floors, etc., is enforced by the railway officials, and when disease breaks out in such places it is highly important that segregation of the infected persons be immediately attended to. One instance comes to mind where, not long ago, trachoma was found to exist in a camp of foreign track laborers and, upon investigation the physician found about thirty men with whom the disease had developed to some extent. These were immediately removed from the camp and sent to an isolation hospital, where they were treated, and all or nearly all recovered within a period of about nine

months, while the disease was entirely stamped out in that locality. If such action had not been taken at the instance of the railroad company, it would be hard to imagine to what bounds the disease might have spread. —*Railway Review.*

LOCAL LAWYERS ARE GREATLY EXCITED

Ambulance Chaser Resolution Comes Like a Bomb.

Alleged That Joy Rides Are Given Prospective Clients By Runners. A "Gumshoe" Agreement

The meeting of the Warren County Bar Association yesterday morning was one of the most interesting ones which the association has held in many years. It was so interesting that at the end there was a general agreement that the proceedings be not made public and while the members laughed, and laughed most heartily, over what took place they declared that they did not want to say what the trouble was.

The truth of the proceedings is that a great number of the lawyers are very much opposed to ambulance chasing and resolutions condemning this practice were presented. What action was taken on these resolutions can not be stated but it was believed that they were passed although some of the members might not have been so favorably impressed with them.

As a matter of fact there is a rather stringent statute law against the employment of runners and it is claimed that some of the attorneys have had negroes known as "porters," etc., around their offices very frequently in past years and it has been noticed that whenever an accident happened to some one in the vicinity of a common carrier these "porters," "office boys," etc., have become very busy and have immediately become very friendly with the injured party and his family. All of these matters were either discussed in the open meeting yesterday or they were quietly discussed on the outside among the lawyers who were in attendance.

It is said that recently, when a negro was hurt, runners of one of the attorneys went so far as to take the family of the dead man on a joy ride. The family was shown the National Park, City Hall, National Cemetery and other points of interest.

It is declared jocularly that the attorney who introduced the resolution condemning such practice had a copy of the resolution in his pocket ready for publication but was asked by some of his fellow members not to print the same and though he thought the matter ought to be made public he yielded to their wishes. One of the rumors in circulation around the bar meeting was to the effect that some attorneys had, through the telephone, opened up correspondence with prospective clients at the jail. Denials are now in order, so the whole matter may be thoroughly investigated.

The bar meeting was called for the purpose of revising the lawyers' rates but several of the lawyers stated last night that after the anti-ambulance chaser resolution was introduced there was so much excitement that the rate question was forgotten.—*Vicksburg (Miss.) Herald*, March 1, 1917.

JUST COMPENSATION FOR THE RUNNERS

Text of Resolution Introduced at Bar Meeting

Failure to Pay the Lawyer's Runner Will Be Regarded as Most Unethical—Want to Be Fair

Following is the resolution which, it is alleged, was introduced at the recent meeting of the Warren County Bar Association. This resolution which, it is declared, was unopposed at the meeting has caused much talk and many strange tales:

Whereas, A new condition has arisen in the practice of law in this community, whereby runners or "ambulance chasers" are regularly engaged in procuring damage suits for lawyers in whose service they are employed upon a promise of a commission on sums recorded in such damage suits, and,

Whereas, It is necessary and highly

expedient that the commissions that are promised to the "ambulance chasers" or "runners" should be regular and uniform in order that all men engaged in the practice of law may have an equal opportunity of procuring the most efficient and alert runners engaged in this work; and,

Whereas, It is common report that the runners and chasers now operating in this locality are not careful in their statements of the estimates placed on the life expectancies of persons injured, killed and in most cases, the expectancies of the injured persons are grossly exaggerated; Therefore, be it

Resolved, First, that not more than ten per cent commissions on the amount received in all damage suits secured through the activities of runners be and the same is hereby fixed as reasonable and just compensation for the services of such chasers, and in order that no injustice or sharp practice may be indulged in by an attorney, a failure upon his part to pay the compensation agreed upon shall be regarded as unethical and unprofessional and therefore sufficient cause for disbarment.

Second, That it is the fixed and determined policy of this association that all lawyers who employ runners shall provide their runners with a book containing the approved mortuary tables, and that these tables must be exhibits to the persons solicited for damage suits in corroboration of all statements made as to the life expectancies of the persons injured or killed.—*Vicksburg (Miss.) Herald*, March 8, 1917.

"WHAT SHALL IT PROFIT?"

Peace hath its disasters only less pronounced than war. Disasters in peace, particularly in some ways, are growing so rapidly in number that railway managers feel it to be necessary to make a greater pronouncement of their extent and to point out the obvious ways of avoiding them. One of the trunk lines entering St. Louis issues a printed three-page admonition the last paragraph in which reads: "What shall it profit a man to plan and scrape and save money

to buy an automobile, and then relegate it to the scrap pile, with his own life thrown in for good measure?"

The argument begins and ends with that question. But between the beginning and ending are packed a number of telling arguments for impressing upon the minds of all drivers of vehicles, of all kinds, the very great danger of not heeding warning signs at all railway crossings, and citations of cases in which human life has been heedlessly sacrificed. Among the fatalities cited are a round dozen along the lines of the railway issuing the warning in which a score of people were killed within a few months, and more seriously injured. The first of the citations is, "Automobile tried to beat train to crossing. Three occupants killed and two injured." Most of the others were like this in kind. Sometimes drivers entered in races with locomotives to see which should reach the crossing first. In other cases, drivers were absent-minded and heedless of the "Lookout for the cars" warning, made conspicuous at every crossing. "A man seeking death," says the writer, "would go in the path of a train. By the same token a man desirous of keeping alive would avoid it."

The statement is made that 60 per cent of the total killed and injured at railway crossings during 1916 (and this total reached the shocking figure of 4490) were automobilists. Of these, 124 were in Missouri and 364 in Illinois. It is to autoists, accordingly, the most direct appeal is made, solicitous always in tone, but at times sarcastic, as when it is said: "With brains of their own, these machines would safely negotiate crossings. What a multitude of motor cars would then escape destruction."—*St. Louis Globe-Democrat, March 9th. 1917.*

GRADE CROSSINGS

There are two patent reasons why Iowa should be aroused over grade crossings. The state is comparatively level and grade crossings cannot be wholly dispensed with. The state has now and will doubtless continue to have

more automobiles in proportion to population than any other state.

Given grade crossings and a great number of automobiles, and only the utmost precaution can prevent the combination from being more deadly than war.

The railroads for reasons readily understood are more anxious to safeguard grade crossings than anybody else, for no matter how careless the automobile driver, every accident at a crossing is charged up to the railroad, and only in rare instances is liability escaped. It is an extreme case of negligence that does not call for a contribution from the railroad.

Last year thirty-five people were killed in Iowa, and 108 were injured at crossings, 60 per cent of the total being automobile accidents. This year the number will be increased, for automobiles are more numerous, and just as carelessly driven, while more trains will be run on the railroads.

Just what the answer is perhaps nobody can say, further than to urge upon automobile drivers and everybody else the purpose of the "Stop, Look, Listen" signboard at every crossing. It costs but little to make sure before driving upon a railroad track, and in this instance more than in almost any other the old motto applies "better be safe than sorry."

Whatever the legislature can do should be done. Wherever grade crossings can be eliminated the change should be made. The railroads are carrying on a campaign of education of their own, and are co-operating in every way suggested to make the danger of collision at crossings less. But with all that may be done we shall continue to have grade crossing accidents until automobile drivers are educated.—*Des Moines (Iowa) Register, Wednesday, March 1st, 1917.*

WHERE CONSERVATION IS NEEDED

The terrific loss involved in the 25,000 deaths, the 300,000 serious injuries, and the total of 2,000,000 mishaps credited

every year to the accidents of industry in this country is one of the needless horrors of peace. For the officials of corporations having experience with this sacrifice are convinced that most of this human waste can be eliminated.

The estimate of R. W. Campbell, attorney for the Illinois Steel Company that 90 per cent can be prevented may be too high. His emphasis on the double duty, first, of the employers to install safety devices, and second, of the men and women to observe safety regulations, was, albeit, well placed.

The need for co-operation from the individuals concerned was aptly illustrated by a recent study of traffic conditions at railroad grade crossings. The Illinois Central Railroad has announced that 75 per cent of the automobilists passing over certain of its tracks fail to stop, to moderate the speed of their cars, or even to look to the right or to the left.

This willingness to take chances appears, however, to be a permanent fact in human behavior. The way to safety lies in campaigns of education and in the enforcement of preventive regulations. Without these mechanical guards will fail to bring protection.—*Chicago Herald, March 21st., 1917.*

**"Panama, Limited" Advertised by
Illinois Central Passenger
Department**

THE enterprise of Mr. W. H. Brill, general passenger agent of the Illinois Central Railway, was responsible for one of the most attractive floats in the parade, advertising the "Panama Limited," which has inaugurated a new era in passenger service with a twenty-three hour schedule between New Orleans and Chicago. The float represented one of the I. C. Pullmans entering a tunnel, with all of the details reproduced in life-like manner. The "Panama Limited" not only maintains a record schedule between the North and South, but it is the most advanced step in the effort to make the traveler as comfortable on the road as he would be in the most modern home or hotel. The Illinois Central is now conducting an extensive advertising campaign in the North to divert tourist travel in this direction, and its display in the industrial Parade attracted the attention of thousands who are in a position to patronize the new service of the "Panama Limited."—*New Orleans Trade Index, March, 1917.*



"PANAMA LIMITED" ADVERTISED BY ILLINOIS CENTRAL PASSENGER DEPARTMENT.

GRADE CROSSINGS

More than three-fifths of the accidents on the grade crossings of one of Chicago's trunk lines were among automobiles. One-fifth of them occurred to pedestrians, the remainder to occupants of other vehicles.

The significance of these figures is that reasonable care is not taken among motorists. If any considerable proportion of grade crossing accidents were among

school children we might raise a shout for immediate elimination of such crossings. But automobiles are supposed to be driven only by mature and sober persons willing to exercise caution.

It is desirable to eliminate grade crossings whenever possible, but it should be pointed out that careless automobile driving will cause accidents under railroad viaducts as well as on railroad tracks.—*Chicago Tribune, March 18th., 1917.*



CORINTH, MISS.

Illinois Central Receives Payment From Government of Ancient Claim

An interesting claim has just come to light through payment by the Government of \$250.00 in settlement of balance due the I. C. R. Co. for transfer of the mails by the West Feliciana Railroad in 1860-1861.

The West Feliciana R. R., originally running from Woodville, Miss., to what is now Bayou Sara, La., a distance of 26 miles, was the first railroad to be put in operation in the Mississippi Valley, construction having commenced in 1832, or shortly after work on the Baltimore & Ohio, the first American railroad, was started. It has since been absorbed by the Y&MVR, a subsidiary of the Illinois Central system.

The claim covered the handling of United States mails during the troublous days preceding the Civil War and payment of this, together with a large number of other claims of railroad companies and postmasters, of which the latter comprised the bulk, was prohibited by Act of Congress in 1867 because it was assumed that such parties were not loyal to the Union during the War. House Bill 11150, enacted at the last session of Congress, however, recognized the validity of these claims and made provision for their payment as noted above.

Appointments and Promotions

Effective May 1, 1917, Mr. W. A. Summerhays is appointed Assistant Purchasing Agent.

Effective May 1, 1917, Mr. William Davidson is appointed General Storekeeper with headquarters at Burnside, Chicago, vice Mr. William A. Summerhays promoted.

Effective April 12, 1917, Mr. George T. Roach is appointed Train Master of Clarksdale District—Lake Cormorant to Cleveland, Helena, Roundaway, Blue Lake and Sunflower Districts, including Tutwiler Yard, with office at Memphis, Tenn., vice Mr. John W. Rea, transferred.

Effective May 1, 1917, Mr. W. B. Ryan, is appointed Assistant General Freight Agent, with headquarters at Memphis, Tenn.

Effective May 1, 1917, Mr. William G. Johnstone is appointed Commercial Agent, Pittsburgh, Pa., vice Mr. William B. Ryan, promoted.

Effective May 1, 1917, Mr. L. L. Eicholtz is appointed Commercial Agent, Sacramento, Cal.

Effective May 1, 1917, Mr. Harry B. Wagner is appointed Commercial Agent, vice Mr. Carl C. Backus, promoted.

Effective May 1, 1917, the following appointments are made:

Mr. A. C. Worthington, Commercial Agent.

Mr. C. E. Wharton, Traveling Freight and Passenger Agent.

Mr. J. L. Keegan, Contracting Freight Agent.

Mr. Alfred F. Kalk, Traveling Freight Agent, vice Mr. Harry B. Wagner, promoted.

Mr. Herbert A. Schmidt, Contracting Freight Agent, vice Mr. Alfred F. Kalk, promoted.

CORINTH MISS.



THE GATEWAY TO SHILOH NATIONAL MILITARY PARK

Corinth, Mississippi

By B. R. Warriner

Location

YOU can board a train in Corinth and arrive without change of cars in New York City, Washington, D. C., Chicago, St. Louis, Chattanooga, Jacksonville Fla., Birmingham, Memphis, Mobile, and scores of other towns and cities throughout the country. Being located at the junction of the Mobile & Ohio, Southern and Illinois Central railroads, Corinth has railroad facilities and an advantageous location enjoyed by few towns in this part of the South. Through passenger service from Chicago to Jacksonville, Florida, is furnished by the Illinois Central Railroad Company's Seminole Limited, one of the most luxurious and best equipped trains in the land; the Southern Railway's Memphis Special from Memphis to New York City is in daily service; in all, the town is served by eighteen passenger trains daily. All of which makes Corinth easy of access and as a result the passenger traffic in and out,

and through the town is heavy at all times of the year.

The distance to Memphis is 93 miles; Chattanooga, 217; St. Louis, 315; Mobile, 329; Birmingham, 161; Nashville, 185; you can leave Corinth at 5:30 o'clock in the evening and reach Chicago the next morning. We are in close touch not only with the leading commercial centers of the South but with many other cities in the North, East and West.

Corinth is located in Alcorn county in the northeastern part of Mississippi, the distance to the Tennessee state line being four miles and to the Alabama line 26. Situated amidst the smoothly rolling and fertile foothills of the Blue Ridge, extending through northern Alabama and into Alcorn county, the climate is delightful and the surrounding country abundantly productive. Picture a comfortable bungalow snug among a hillside grove, of cool and



shady water and white oaks and elms, with ample pasture lands sloping toward the rich meadows, and corn and cotton fields lying along the adjacent creek bottom, and you have a slight idea of the attractiveness of the surroundings of the average Alcorn county farm house. The best farms are located in the creek bottoms, and nature has been so thoughtful and generous in her plans that within convenient distance from every fertile field there is an ideal building spot high and dry on the hillside. The draining facilities of the country are unsurpassed; practically every stream is within the bounds of a drainage district.

In addition to her railroad connections Corinth is brought in close contact with many prosperous communities by first-class macadamized roads. The Corinth and Shiloh pike road leading to the Tennessee river and Shiloh National Park, twenty-two miles to the northeast is worth as much to the town as a railroad traversing the same section of the country would be. The Gulf Highway is now under course of construction, and when completed will furnish direct connection with all of East Mississippi and the Gulf of Mexico, making also an ideal and delightful route for automobile tourists.

Industries

The business interests of Corinth are wonderfully diversified. She is supported by her own mercantile and manufacturing concerns and by the agricultural industries of the surrounding country. Most towns of our section are largely dependent upon the farming interests of the county; but such is not the case with Corinth. She has long been a manufacturing center. Products manufactured here are sold throughout the United States. The largest factory in the world making and selling men's trousers directly to the jobbing trade is located here with its principal sales office in New York City. The Weaver Manufacturing Company employs hundreds of young women who are enabled to make a comfortable support by working in a clean and sani-

tary factory. The W. T. Adams Machine Company and the Corinth Machinery Company, employing skilled mechanics and unskilled labor as well in large numbers, are engaged in the manufacture of saw-mills, engines, boilers, saws, and other mill supplies. Both of these plants have been engaged in business for many years and have been very successful. There are lumber mills and woodworking plants of various kinds; indeed, the lumber business of Corinth and Alcorn county constitutes one of the mainstays of our commercial life. Among many large and prosperous plants may be mentioned two cotton compresses, a modernly equipped cotton oil mill making the highest grade cottonseed products together with feed-stuff for cattle, mules and horses; cotton gins; two bottling establishments, making high-grade coco-cola; chero-cola, ginger ale, and other soft drinks; a modern ice cream factory; one ice plant, two electric light and power plants and two telephone companies with long distance service to all parts of the country. Space prevents an enumeration of all of Corinth's industries; in addition to those mentioned there are many smaller plants enjoying their share of the South's prosperity. The location of Corinth with her advantageous freight rates makes this an ideal place for those who are seeking a new location for a manufacturing business.

Mercantile Interests

You can pass along the retail business streets of Corinth and find stores that are as attractive as any that may be found in towns much larger. Our people do not have to go to the nearby cities to do their shopping for the simple reason that Corinth merchants carry in stock the same high-grade merchandise that is found in the style centers of the country. Among the scores of retail shops that may be mentioned there are seven dry goods stores; five drug stores; three hardware stores carrying in stock everything from a box of tacks to a gasoline engine; three exclusive men's furnish-

ings and clothing stores; three shoe stores; three jewelry shops; more than thirty retail groceries; both wholesale and retail furniture stores; and sanitary markets that are equal to the best in the largest cities. It is not an exaggeration to say that Corinth merchants sell everything that her people need—building material and supplies of every kind, automobiles, wagons, buggies, farming implements, gasoline engines, incubators, sewing machines, clothing, dry goods, jewelry, drugs, engines, boilers, saw-mills, and her retail grocery shops and markets carry at all times the very highest grade fancy groceries that may be found anywhere.

The cotton industry constitutes one of the largest business interests of the town. In fact, it takes more money to handle the cotton that is marketed here than it does to carry on any other single line of business. A number of

\$300,000, combined resources, approximately \$2,000,000. These institutions are firmly established and liberal in their dealings with business men worthy of credit and confidence. Wholesale grocery houses, dry goods, and clothing concerns furnish the merchants located in the Corinth territory running many miles in every direction. Two score traveling salesmen are boosting Corinth among the retail merchants located in the territory that they cover.

Municipal Affairs

Corinth owns her own water plant and sewerage system. An abundance of pure water is obtained from deep wells. The streets are well lighted with electricity. There are approximately fifteen miles of macadamized streets with about ten miles of concrete sidewalks. The town employs the year around a street commissioner who



CORINTH, MISS.

cotton offices with expert cotton buyers have been established for years. The farmer finds a ready market and a good cash price for every bale of cotton produced in the county.

Wholesale Houses and Banks

Three banks are doing a prosperous business in the most prosperous town in North Mississippi. The combined capital and surplus amounts to over

works ten hours a day with his laborers, mules and road machines. The city maintains its own garbage wagons and twice each month garbage wagons remove all trash from the residence districts. Another wagon is kept constantly on the business streets.

The municipal tax rate is fifteen mills, and the assessment is considerably over \$2,000,000. This assessment

is about 50 percent of the actual value. The town operates on a strictly cash basis. The warrants issued by the various departments are worth dollar for dollar. The total bonded debt for all purposes is \$129,000.00 which is exceedingly small. Every department has money on hand to its credit.

Health and Other Matters

With pure water, a healthful climate, and a clean and sanitary town, Corinth's citizens are peculiarly fortunate from a health standpoint. Fever is practically unknown.

Without going into detail we desire to mention just a few other attractions

plant; Gulf Refining plant; motion picture theatre equal to the best in any city; primary, grammar and high schools under the supervision of a corps of teachers thoroughly prepared in every respect; commodious brick churches located in the downtown district; comfortable and home-like hotels; free mail delivery; hundreds of beautiful homes with well kept lawns; 7,000 people whose reputation for hospitality is well established and who live up to that reputation to the very letter; indeed Corinth with all of her industries, attractions and conveniences is an ideal community in



CHURCHES, CORINTH, MISS.

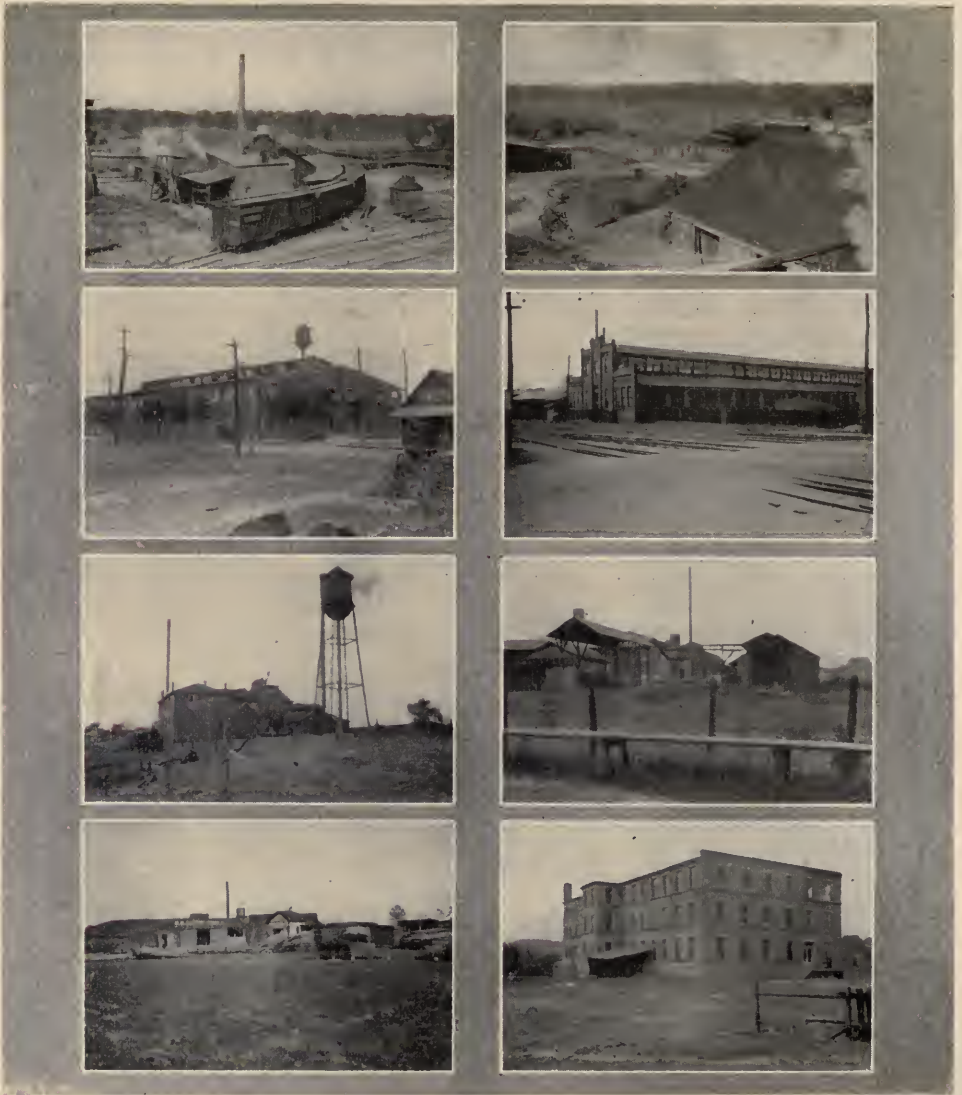
that Corinth boasts: A modernly equipped green-house and florist's shop where carnations, roses, chrysanthemums, and other flowers may be obtained to your heart's content; nurseries; an attractive court square with concrete walks, beautiful shade trees and drinking fountains; a new and commodious Federal postoffice building; a new freight depot in course of construction to cost \$30,000.00; a creamery is being started at this time; modern steam laundry; a new feed mill; new ice factory and cold storage plant; garages modernly equipped and carrying in stock many of the best makes of automobiles; Standard Oil

which to live. Corinth extends you a hearty welcome!

SCHOOLS AND CHURCHES.

By E. H. Broome

In keeping with the diversified farming interests, unexcelled marketing facilities, good roads, commercial industries, and fertile lands, are the scholastic and religious advantages of our community. Corinth is a good school town. Corinth is a good church town. Both Corinth and Alcorn County are well represented year after year in the Senior classes of our State institutions of learning. Why? Because of the inspiration received in our splendid



INDUSTRIES, CORINTH, MISS.

schools, and because of the culture and progressive spirit of our citizenship. The Corinth High School is a standard school in every sense of the word (4 years high-school work), and is fully accredited at the University of Mississippi, the Mississippi Agricultural and Mechanical College, and our great woman's college at Columbus, the I. I. & C. The graded schools rank high. Upwards of 700 boys and girls work

and play under sympathetic, competent supervision and instruction. Items of Vocational Training are being added to the curriculum each year. All Corinthians agree that our biggest school asset is a real, live "Parent-Teachers Association."

The people of Corinth are proud of and loyal to their churches, and Bible schools. The leading citizens of the city take an active part in the work

and worship of the churches. The church buildings are modern and commodious; the Bible schools are graded and efficiently administered. An earnest effort is made by the Church people of Corinth to serve the community in matters religious and moral.

The Camp-Fire girls have a splendid council. The Boy Scouts are thoroughly organized, and claim one of the best troops in the State. In extending a cordial invitation to the homeseeker we claim: That in every need of the homeseeker, material, educational and religious, Corinth justifies her catchy slogan: "Corinth's Coming—Come to Corinth."

A write up of Corinth would not be complete without mentioning our Business Men's Club, and since it stands for those things in life that are really worth while, we know of no better place to mention it than under the head of Schools and Churches. This Club is wide awake; its room is open every day to visitors and its Secretary and Board of Directors are always ready to serve you. Here not only do business men gather to discuss the betterment of Corinth, but the farmers of the county are taking advantage of the many helps provided for them by this Club. The Corinth Business Men's Club is established on a firm founda-

tion, and will be ready to assist you when you come.

ALCORN COUNTY, MISSISSIPPI By O. M. Hinton.

Few counties of the South enjoy a greater variety of resources and shipping facilities than does Alcorn. Having a population of 25,000 people, and taxable property of more than \$12,000,000.00, her citizens are prosperous and happy. Alcorn County has about 100 miles of pike road within her borders, radiating from Corinth as a center and connecting with like roads in other counties and states. Corinth, her county seat, is located at the junction of the Illinois Central, Mobile and Ohio and Southern Railway lines, and at the crossing of the Mussel Shoals pike and the Corinth and Shiloh pike leading from Shiloh National Park through Corinth and to the Gulf of Mexico. The county has six different drainage districts with the canals therein already completed, with 80 miles of canal in all. The lands within these districts are unsurpassed in fertility and productiveness. They are being rapidly cleared and put into cultivation. All of the lands of the County are underlaid with an excellent clay foundation. The farmers are prosperous and happy; most of them enjoying sub-



FIG. 1.—M. T. SHARP, SEC'Y BUSINESS MEN'S CLUB, DISTRIBUTING 19 THOROUGH-BRED PIGS TO THE BOYS OF ALCORN COUNTY. LOCAL BANKS FINANCE THIS WORK.

stantial bank accounts, and practically all of them living in a comfortable manner. Beautiful and convenient farm houses are springing up everywhere.

Since the quarantine has been raised, and the danger of tick fever has been eliminated, the farmers are enthusiastically entering into the live stock business. Choice animals of nearly every breed are being brought into every community. Poultry is raised

and cotton are the leading farm products, the diversification campaigns that have been carried on during the past few years have worked wonders, and as a result the farming people are now raising with the greatest success many kinds of hay, peas, peanuts, potatoes, soy beans, velvet beans, sorghum for both molasses and feed-stuff, all kinds of vegetables and fruits, including especially strawberries; both beef and dairy cattle, mules, horses and hogs.



MAYOR AND COUNCIL, CORINTH, MISS.

on a large scale and shipped in large quantities to other markets. So prosperous are the people of Alcorn County that Corinth, the county seat, with all of her boasted business and enterprise, has not a single supply house. We mention this to show that the farmers of the community do not have to depend on some town merchant to carry them over from one crop year to another. Indeed the farmers have become the most independent class of people in this section of the country.

The agricultural interests of Alcorn County are no longer dependent upon the corn and cotton crops. While corn

Lumber manufacturing has long been one of the principal industries of Alcorn County. Large quantities of pine, oak, poplar, gum, ash and hickory, are manufactured each year and shipped to the lumber markets of the world.

During the last year 2,436 cars of lumber were shipped from Corinth; 37 cars of poultry; 38 cars of eggs; 77 cars of cattle; 8 cars mules and horses; and one car of hogs. There are located in Corinth 3 large produce and poultry houses that pay good prices the year around for poultry, eggs, hides and many other farm products. Over 11,000 bales of home grown cotton were

marketed here last year, 40,000 bales compressed in transit.

The Canning Club movement has done as much if not more than any other one thing to improve farm life in Alcorn County. The young people of every community have organized clubs which have for their prime object the conservation of the resources of the farm. Thousands of cans of tomatoes, beans, corn, peaches, and other fruits and vegetables are packed each year. Corn clubs have filled the boys of the community with great ambition and as a result corn production has wonderfully increased. Pig Clubs are being rapidly started and better stock brought into the county. It would be difficult indeed to find anywhere in the South a more desirable and pleasant place in which to live than in Alcorn. The resources of the county are wonderful; the people are progressive, intelligent, and above all hospitable. We have ample room for all good people.

EDUCATIONAL ADVANTAGES OF ALCORN COUNTY

By W. A. McCord

Alcorn County stands in the forefront from an educational point of view. Wonderful progress has been made during past few years by her public schools. Special attention is being given to industrial training. At Kossuth, a pleasant town of some 500 inhabitants situated nine miles from Corinth, the county seat, an Agricultural High School has been established. This is a free public school for all pupils of the county. Here the very best courses in agriculture, domestic science, and manual training, in addition to the literary courses, are given. A large and comfortable dormitory takes care of all boarding pupils at actual cost. This expense averages about \$7.50 per month. Any boy or girl who takes advantage of the opportunities offered by the Alcorn County Agricultural High School will be prepared to take up the duties of citizenship,

equipped with a practical and working knowledge of how to make a livelihood in an intelligent and efficient manner. At this school special attention is paid to both social and athletic training. A modern system of free schools is maintained throughout the county. Over Sixty Thousand dollars are spent annually in this work. One hundred and forty thoroughly trained teachers are employed in the seventy-nine schools. The city schools of Corinth have buildings and equipment well worth \$40,000.00; there is an enrollment in the Corinth schools of over 700 pupils. A splendid high-school course is offered and the very best teachers obtainable are employed. This course embraces domestic science, music and art, type-writing and other business branches. The young people of Corinth and Alcorn County need not go away from home to obtain a first-class education. Those who do continue their studies enter the leading universities without the least trouble. In the Corinth schools a Parent-Teachers Association is doing a great work, bringing closer together the teachers, pupils and parents. Every effort is being made for the betterment and thorough preparation of the young life of the entire community.

SHILOH NATIONAL MILITARY PARK

By M. T. Sharp

Containing 3,546 acres, dotted here and there with 137 magnificent monuments, representing an outlay of approximately \$300,000.00, and 250 cannon (some of which had service in the famous battle fought on this historic spot) indicating the various Battery positions, is situated on the high bluffs of the Tennessee River, 22 miles northeast of Corinth, a fifty minutes motor drive over a splendid turnpike, which traverses the exact route of the Army in 1862.

It was here that one of the most hotly contested battles of the Civil War was staged, resulting in the death



PITTSBURGH LANDING, TENNESSEE.

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

of many brave and gallant soldiers, among them being General Albert Sydney Johnston, who was commanding the Confederate forces.

Many thousands visit this Park each year, some of whom are heads of colleges and universities, with their student bodies, that they may secure first-hand knowledge of the famous battle of the Sixties. Reasonable automobile accommodations may be had at any and all times. Special arrangements, including reduced rates, can be had for students, tourists, and all visitors, who go to the Park in a body.

In addition to being a place of the greatest historic interest, Shiloh Park is a most delightful spot to visit for

those who desire a short automobile trip. The road from Corinth is first-class; within the Park's bounds there are many miles of smooth, macadamized roads; countless thousands of beautiful trees growing in Nature's forest; a spring whose flow of cold water, pure and good, is unsurpassed. The grounds are kept in ideal condition by the United States Government.

For further information regarding Corinth and Alcorn County, or arrangements for a visit to Shiloh National Park, address:

Business Men's Club,
M. T. Sharp, Secty.
Corinth, Miss.

Railway Supply Costs Are "Aeroplaning"

IN ORDER that employes may be impressed with the fact that the High Cost of Living is affecting railroad companies as well as themselves, attention is directed to the increase in prices of the following items. Many of these prices will be a revelation to those who do not ordinarily come in contact with such matters.

Where the Trackman Can Economize

Items	Per Cent Increase In Price	Cost Material Used Fiscal Year 1916	Increase if Same Amount Used Calendar Year 1917
	1917 Over 1916		
Angle bars	32	\$150,001	\$ 48,000
Tie plates	45½	200,010	91,005
Track spikes	35	200,003	70,001
Track bolts	27	125,003	33,751
Track tools	22	45,001	9,900
Fence wire	54	75,000	40,000
Track shovels	12	10,030	1,204
Cross ties	—	102,258	88,181

Enginemen and Trainmen can help by watching the following items:

Items	Per Cent Increase In Price	Cost Material Used Fiscal Year 1916	Increase if Same Amount Used Calendar Year 1917
	1917 Over 1916		
Journal bearings	31	\$450,000	\$139,500
Air brake material	26	77,469	20,142
Tinware	35	7,200	2,520
Lanterns	15	15,594	2,339
Scoop shovels	42	9,016	3,787
Miscellaneous tools and supplies.....	25	129,000	32,250
Kerosene	50	54,000	27,000
Waste	59	104,999	61,949
Steam hose	15	50,100	7,515

CLERKS, STENOGRAPHERS, ETC.

Clerks, stenographers, and other office forces can do much toward this economy by the care with which they use stationery and office supplies. If only the same amount of this commodity is used during the calendar year as during the fiscal year 1916, the increased cost will be \$187,384.59. If office forces and other employes will use stationery and office supplies with the same care and judgment they would were they paying the bill themselves, this item of expense can be kept within reasonable bounds.

MECHANICAL DEPARTMENT FORCES

The following figures will give the employes in this branch of railroad work some clear illustrations of how they, too, can help the movement:

Items	Per Cent Increase In Price	Cost Material Used Fiscal Year 1916	Increase If Same Amount Used Calendar Year 1917
	1917 Over 1916		
Carriage bolts	86	\$ 28,500	\$ 24,510
Machine bolts.....	82	27,000	22,140
Nuts	35	68,999	24,150
Washers	20	24,000	4,800
Lag screws.....	210	84,049	176,503
Rivets	34	47,998	16,319
Springs	75	107,649	80,737
Bar brass.....	20	11,773	2,355
Block tin.....	32	6,000	1,920
Common iron.....	35	90,000	31,500
Carbon steel.....	59	6,001	3,541

Tank steel.....	51	33,000	16,830
Fire box steel.....	61	25,440	15,518
Brake beams.....	38	36,027	13,690
Bolsters.....	55	54,020	29,711
Car forgings.....	35	132,900	46,515
Large steel castings.....	110	122,100	134,310
Malleable castings.....	80	445,500	356,400
Couplers.....	45	126,001	56,700
Metal roofs.....	16	180,084	28,813
Pine.....	19	482,700	91,713
Oak.....	28	360,000	100,800
Cypress.....	25	83,999	21,000

The control of expenditures for practically all materials entering into railroad construction, maintenance and operation rests to a large degree upon the employees; if they are careless or wasteful, it is almost impossible to effect any economy. If, on the other hand, all employees are actuated by the spirit of co-operation and thrift, such attitude makes itself strikingly apparent in the reduction of unnecessary expenditures as well as in increased efficiency generally.

Thrift and Patriotism Are Synonymous

All employees are asked to sincerely co-operate in the endeavor to eliminate every source of waste and improper use of materials. It is not only desirable that this be done from the viewpoint of economy for the company, but it is important and urgent that the freight cars and transportation facilities required to move company material be released from such service and made available for the more acute military and national transportation needs. It is for the same reason equally as urgent that all metals and other resources be conserved in every possible manner. Therefore, in any effort along these lines, you will not only be aiding the company but you will also be serving the nation in a manner that is substantial.

W. L. Park, Operating V. P.



ILLINOIS CENTRAL PASSENGER STATION AND FORCE, CORINTH, MISS.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

ILLUSTRATION OF INABILITY TO PLEASE

A combination of father and son, and six lawyers, failed to penetrate the walls of the Illinois Central's treasury in a suit recently tried at Eldorado, Iowa. In common, every-day parlance, it was "some" suit.

Arus H. Adams was employed by the Illinois Central as crossing flagman at Iowa Falls. It was his business to be on the lookout for trains and warn the public. He didn't have anything to do but look and warn and warn and look. Adams has a son at Iowa Falls whose name is Will and who is a teamster. On November 17, 1915, the father was on watch at the crossing and his son, Will, was busy teaming. It became necessary for the son to cross the railroad tracks at his father's crossing. The eastbound local was at the same time doing some switching work in the yards. A car had been left standing near the crossing, with locomotive, steam up, attached. Will thought this was rather menacing, but his father was there.

Could he expect any better protection when the railroad company had furnished a watchman, and that watchman was his own father? Will, the teamster, looked toward the crossing. His father, the watchman, saw him and gave him the signal to proceed, waving the green flag. Will obeyed the signal and when his team got upon the crossing the locomotive moved the car over the crossing. Of course, there was a collision. In fact, there was a general mix-up. The father brought suit against the company for \$5,000.00, alleging that he was run over by his son's team because the locomotive bell was not rung to notify him that the car was to be moved. The son brought suit for a large amount, alleging that he was struck and injured by the backing car. He claimed that the company was negligent because his father gave him the wrong signal. The father's suit was tried and won by the company. The son's suit has not yet been disposed of. Here is an illustration of the inability of the railroad company to furnish satisfactory crossing flagmen

to guard grade crossings. When a crossing flagman cannot satisfy his own son of his efficiency, it is difficult to understand how it would be possible for him to satisfy other people.

NEGRO WITNESS GIVEN FIVE YEAR SENTENCE FOR PERJURY

In March, 1916, Bessie Wilson, colored, filed a suit for \$2,500.00 against the Yazoo & Mississippi Valley Railroad Company at Covington, La., alleging that she had been ejected by the conductor from a train at Bradley's Mill, March 27, 1915, while a passenger from Covington to Goodbee, La. The case was called for trial in February, 1917. The plaintiff did not appear but her attorneys endeavored to proceed with the trial without her, introducing Will Bentley, colored, as a witness to prove the case. Bentley testified that he was riding with the plaintiff, saw the conductor take her ticket and later return and demand another ticket and when the woman claimed that she had paid her fare, he saw the conductor take her by the arm and put her off the train.

The railroad then introduced two non-employee witnesses, white men, who testified they saw the plaintiff get off the train of her own accord, with a negro man; that one of these witnesses was at the time talking to the conductor and that the other members of the crew were setting out a car and were nowhere near the woman. A negro man testified to the same thing and the negro who got off the train with the woman was also introduced and testified that they got off of their own accord and that there was no controversy or trouble with the conductor, but that both he and the plaintiff were more or less intoxicated.

The train crew also testified that there was no trouble with the woman and that she was not ejected. At the conclusion of the evidence the court dismissed the suit, entering judgment for the railroad and ordered the sheriff to take charge of the witness, Bentley, requesting the district attorney to call the

matter to the attention of the grand jury. This was later done and the grand jury indicted Bentley for perjury. He was tried March 14, convicted and sentenced to five years in the penitentiary.

Perjury has become a very common thing. It would seem that many witnesses, particularly in damage suits, are in no way restrained by their oaths. If trial judges would more often cause the arrest of witnesses who have manifestly perjured themselves, and would recommend that the proper authorities investigate and prosecute, undoubtedly perjury would soon be minimized and justice would more often prevail.

AN ACTIVE SAFETY COMMITTEE CHAIRMAN

The attention of Brakeman Thomas Redd, chairman, Colored Safety Committee, Louisville, was recently called to the practice of children from the Wilson Street school walking through the switching yards while enroute to and from school and, incidentally, hopping on moving cars. Redd called upon the principal of the school and made known the object of his visit. He was cordially received and was given permission to deliver an address before the entire school on the dangers incident to walking through the railroad yards and hopping trains. The principal and teachers much appreciated the address and agreed to co-operate in every possible way and see that the children discontinued using the railroad yards as a playground. Redd asked for and received the assurance of each and every pupil that his warning would be heeded, and the pupils agreed, not only to keep out of the yards themselves, but to advise other children to do so. The timely talk of Redd will no doubt save injury to or death of some child or children. He has rendered an actual service to humanity. The company appreciates such earnest workers, and needs more of them.

WINNING STOCK CASES

Claim Agent J. L. Small, of Fulton, Ky., reports two recent victories won

by the company in the trial of cases based upon claims for stock killed. One was the case of S. O. Hutchison tried at Ripley, Tenn. Mr. Hutchison had a mule killed on public road crossing at Flippin, Tenn., in May, 1916. The proof was clear that the enginemen in charge of the train had not been guilty of any negligence. Mr. Hutchison had never been particularly friendly with the company, and it was decided by Mr. Small to litigate the claim for killing the mule. It was shown that the mule appeared upon the public crossing after the statutory signals had been sounded. The enginemen testified that they did all they could do to avert the accident.

The other case was the suit of McCalister against the railroad at Mayfield, Ky. McCalister put in claim for a mare which was found dead on the right of way near Water Valley, Ky. Section Foreman Owens found the mare lying up against the fence about 75 feet from the track. The indications were that the mare had died from natural causes. Before he buried the remains of the mare Mr. Owens went back to the little town of Water Valley and secured four reputable men to go with him and make an examination to see if they could find any evidence of a train having struck the animal. The four men failed to find any such evidence. Claim was pressed against the company, but Mr. Small declined it. The trial took place before a jury at Mayfield and a few minutes after the jury had heard all of the testimony in the case, a verdict was returned in favor of the railroad company.

It is an exception for the railroad company to fight claims for stock killed. Fully 95 per cent of these claims are compromised directly with the claimants, but once in awhile, for various reasons, it becomes necessary to fight a stock case. We have been having very good success with those fought within the last year.

AUTOMOBILE ACCIDENTS IN THE LEAD AT ST. LOUIS

A great increase in the number of automobile accidents in St. Louis is shown

in a report published in the current edition of the Police Journal, which gives a total of 3,209 automobile accidents out of a general total of 7,832 accidents in eight months.

The Police Record Bureau has made a detailed statistical report, covering the eight-month period ending with November. Of the accidents reported, those caused by automobiles were far in excess of all other kind of accidents. Besides the 3,209 auto accidents, there were 1,903 street car accidents, 20 shooting, 65 steam railways, 8 fire apparatus, 514 horse vehicles, 157 motorcycles and bicycles, 289 persons falling, 1,667 miscellaneous.

LITIGATION UNNECESSARY

Cicero Probus was working as extra gang laborer at Dugan, Ky., and on February 22, 1916, his foot was injured while handling a rail. Instead of showing the right disposition and taking the matter up with the railroad company in the usual way to ascertain what allowance the company would be willing to make him, he employed lawyers and instituted suit, and after worrying along with his case for nearly a year, losing much time, expending some money and causing trouble to all concerned, he lost his case. He is a laboring man, must depend upon his labor for a livelihood, and for many years retained the goodwill of the company, so that he could fall back on it for employment when necessary or when he so desired. Like many others, he was misled by the pleasing representations of those seeking to create trouble, and of course he now regrets it after it is too late, and no doubt would willingly make any reasonable sacrifice if he could only recall his acts. The railroad company is ever willing to extend to its employees every consideration, and makes an effort to treat all concerned with absolute fairness, and injured employees and the general public are rapidly getting away from the habit of litigating such matters since they find that they have so much more to gain by handling direct

with the company, and that litigation is entirely unnecessary.

IOWA IN LINE

During the month of April, the Supreme Court of the State of Iowa handed down an important decision in the case of John Beemer, Administrator, estate of Julia Beemer, vs. Rock Island, for the death of a man and his wife in an automobile accident. We quote as follows from the decision of the court:

"The automobile has greatly increased the mortality of the railway crossing. The auto driver has had his full share of the responsibility therefor. We ought not to relax the strictness of duty which the law enjoins upon him in its ordinary application. The last chance to prevent the accident is nearly always with him. * * * It is well settled that, if one drives upon a railway crossing, which is a known place of danger, in front of an approaching train, the view of which is substantially unobstructed, without looking and listening, or if he looks and listens, and does not see a car which he should have seen, had he exercised reasonable care to see or to hear, but says that he neither saw nor heard, he is guilty of contributory negligence as a matter of law."

RECKLESS AUTOISTS NOT REWARDED IN LOUISIANA

Automobilists who meet with disaster upon railroad grade crossings in the State of Louisiana on account of failure to Stop, Look and Listen find themselves in the middle of a bad fix when it comes to recouping their losses at the expense of the railroads. The Louisiana Supreme Court was one of the first to apply the Stop, Look and Listen doctrine. In the recent case of A. P. Perrin against the New Orleans Terminal Company, reckless automobilists received a fresh reminder from the Supreme Court that negligence is not to be rewarded. The following is quoted from the opinion of the court delivered by Mr. Justice Sommerville:

"If plaintiff stopped his automobile on the crossing, he was not seen by the

employees of the defendant company, who were on the lookout, and, if he did stop, he should have stopped sufficiently close to the railroad track to have been able to look up and down that track, and, if he stopped his automobile, he should have seen and heard the moving train on the track. It is equivalent to not looking or listening if one fails to see and hear a noisy train as it runs over the track, with bell ringing in very close proximity to him. If a traveler fails to Stop, Look and Listen before crossing a railroad track in the country, he is at fault, and he cannot recover damages because of injuries inflicted by reason of a collision with a train on said track. * * * The greater the difficulty of seeing and hearing the train as it approaches the crossing, the greater caution law imposes upon the traveler."

INVITATION TO CROSS

A railroad crossing is a dangerous place, and the man who approaches it is careless if he does not do so as if it were dangerous. One who is invited to cross by the conduct of the railroad company, or if its employees or agents, or even directly by such employees or agents, is not justified in acting as though it were not dangerous, and will not be permitted to throw off from himself the responsibility for the outcome. He is still bound to act with common prudence in view of the dangers of the place as well as of the invitation. An automobile driver, about 150 feet from a crossing, where his view of the tracks was obstructed by buildings, was going slowly and had his car under control. At that point a flagman at the crossing signaled him to come ahead. He speeded up his car, going down grade, from less than 10 miles an hour to about 20, until when 50 feet from the crossing, he could plainly see 260 feet of the tracks. A companion with him saw a train approaching in time to jump off and escape, but the driver continued and was killed, the train striking the automobile when partly over the crossing. In an action for his death the Connecticut Supreme Court of Errors held that the

railroad was not liable. It was certain that a reasonably careful approach at a moderate speed, and with the car under proper control, was all that was necessary for the deceased's safety. The situation was explainable only on one of four assumptions: (1) That he did not look; (2) that he was going so fast and had so little control of his car, that he could not stop after, by looking, he was able to see the tracks; (3) that he both failed to look and was going at too great a speed; or (4) that he was going at such a speed when the train was seen that he chose to venture to cross rather than to stop when he might.—*Hayes v. N. Y. N. H. & H. (Conn.) 99 Atl., 694.*

EPIDEMIC OF DAMAGE SUITS

The Vicksburg papers report a revival of the damage suit business. In the last week allowed for the filing of suits, damage suits aggregating over half a million dollars against corporations were filed. It is amazing to read some of the trifling causes assigned in the effort to collect big damages. In most of the cases it looks like simply a legal hold-up. We do not believe this revival of an obnoxious practice is evidence of a renewed hostility to corporations, but is simply an eruption of the deplorable spirit prevailing everywhere these days, the longing for "easy money," the consuming desire to get something for nothing, taking the gambler's chance. The prevailing sentiment seems to be, "Get money; honestly if you can; but get money."

At a meeting of the Warren County Bar Association, some weeks ago, it was jokingly charged that some of the legal fraternity employed "ambulance chasers" in the guise of office porters, bootblacks, etc. The court docket of Warren County would seem to prove that "many a truth is spoken in jest." But it is a mighty bad advertisement for Vicksburg or any other community.—*Deer Creek Pilot.*

A Warren county man has sued the Y. & M. V. road for \$10,000 damages

because he was locked up in a freight car with a horse. As it happened to be his own horse, we confess difficulty in seeing how the society of the equine damaged him to that extent.—*Jackson Daily News.*

CHATELLE DENIED NEW TRIAL Court Overrules Motion of Warren Man Who Sued Railroad

Judge O. E. Heard returned from Galena Thursday evening after holding court in that city. Court has been adjourned for the term. Thursday a motion for a new trial in the Chatelle vs. Illinois Central Railroad Company \$10,000 damage suit was made by the complainant and the motion was overruled. In this case a jury found for the defendant railroad company not allowing the complainant one cent of damages.

This case is that in which four people were killed at Warren while crossing the tracks of the company in an automobile, Chatelle being the only survivor of the occupants of the car. While no official motion was made by the attorneys for the plaintiff, it is understood that an appeal will be taken to the Appellate Court of the state.—Warren (Ill.) Sentinel-Leader.

HERNIAS DO NOT RESULT FROM ACCIDENTS

Claims for damages based upon hernias resulting from accidents are quite common. Nearly every claim agent has had experience in dealing with this character of claims. We have paid a few of these claims and in each and every instance where we have done so we continued our investigations and learned that the claims were fraudulent; that the hernias existed before the alleged accidents occurred. For a number of years we have declined all claims based upon hernias. The best authorities in the medical profession agree that hernias do not result from traumatism. The following article on hernia by Dr. W. A. Evans appeared in a recent issue of the Chicago Tribune:

Dr. James Burry of the Illinois Steel Company, speaking before the national safety council, stated that the theory that straining caused hernia should be consigned to the scrap heap. This is his reasoning:

There cannot be a hernia without a hernial sac. The hernial sac is formed from the peritoneum. Persons who later in life develop hernias are born with hernial sacs. However, these sacs are shut off by constricting rings. In the formation of a hernia some parts of the abdominal content, usually a piece of omentum or a loop of intestine, is driven against the opening of the hernial sac.

It is pushed in a short distance, then it pulls out. Again it is pushed in a little way and then pulled out. After being repeatedly pushed in, the opening is found to be larger and the open part of the canal to be longer. The pushing process is repeated a great many times and the canal gradually gets larger and deeper.

Presently the mass is large enough and extends into the canal far enough to be noticed by the patient. Probably he first notices it after a hard coughing spell or after some heavy lifting. He jumps to the conclusion that the strain ruptured him. What the strain did was to reveal to him a hernia which had been present for a long time.

Dr. Burry quotes Paul Berger as saying that in closely examining 130 people with hernias, 34 had only one hernia, while 96 had one or more undiscovered hernias in addition to the hernia of which complaint was made. The 96 had 196 hernias, 100 of which were unsuspected.

He quotes Surgeon Tillmans of Austria and Surgeons Sheen, Langlon and Dunn of England as saying that

hernia is not caused by muscular strain.

I infer that Dr. Burry's explanation of the greater frequency of hernias among men who lift heavy weights and carry heavy loads is that these men discover their hernias, whereas office workers do not.

There is no question about the origin of the hernial sac. It is formed congenitally. Straining does not make that. To my mind, it is equally certain that hernias when found are not newly formed. They have been gradually forming for a long time. The unusual strain discovers the presence of a previously overlooked but usually gradually enlarging hernia.

However, I do not think that the lifting of heavy weights persistently or any other strain frequently repeated can be eliminated from the causes of hernia. They serve to push the omentum or intestines into the hernial sac little by little. Hernia is in some instances in part a result of occupation. It is not an accident.

As to the treatment of hernia, Dr. Burry is strongly in favor of an operation. He says:

"It is generally held that a properly fitting truss carefully applied and worn continuously while out of bed will enable a man with a hernia to work." But that, in his judgment, is not a satisfactory solution of the hernia problem. For the employees of his company and perhaps for most men operation is much more satisfactory.

The danger from operation is slight. There are some recurrences, it is true, but the chance of a man having a recurrence is slight. The average man is 24 times as apt to have a hernia as the man who has been operated on is to have a recurrence.





PASSENGER TRAFFIC DEPARTMENT

*LITTLE TALKS WITH THE
RAMBLER*

SERVICE NOTES OF INTEREST

In the Southland

"Bill, bring that atlas over here please and open it at the state of Mississippi," said the Rambler recently as Snap-Shot Bill and myself after the closing hour had dropped in on the former on our way to the elevator. "Yes, here it is," said the Rambler on the book being placed before him opened at the proper page, and he pointed with his finger to Vicksburg. "Now note the position of Vicksburg in relation to the state of Louisiana. It is directly across the river from the northeastern boundary of that state, you see." Then he added, "By the way, you naturally would gather from this showing that Vicksburg is on the Mississippi, while in reality it on the Yazoo River. Broadly speaking, however, it may be readily considered a Mississippi River port; in which connection there is rather an interesting story, for at one time the city was directly on the Mississippi and achieved its greatness as a river town from that fact. In those days the river made a great bend on approaching the city, which bend an attempt was made dur-

ing the Civil War to cut through and thus divert the channel from the city's water front. The project was never completed as a military measure, but years afterward the river of its own accord cut through the bend, diverting the waters so that the old channel became unnavigable. Hence the busy and prosperous water front of Vicksburg was practically wiped out, the nearest landing to the city being below, at a point where the big river continued in its old course. However, a short distance above Vicksburg the Yazoo River emptied into the Mississippi, and in time the United States government cut a canal from the Yazoo to the old bed of the big river, thus turning the waters of the former to pass the old levee of Vicksburg and restore to that city its former water front. In the course of these changes there was created, directly opposite the city, a long, low island which at a high state of the water is very extensively submerged. In connection with that island there is a condition of affairs the like of which probably does not exist



THE BLUE.

elsewhere in the country. I think you will be interested to hear about it; but when I come to the island again in the telling, please bear in mind its proximity to two different states."

He then went on in a dreamy sort of a way, as he sat back in his chair with his hands over his head and eyes half closed, as though mentally seeing the scene that he described. "As you know," he said, "with others, I was recently in Vicksburg, and the business for which we went having been completed there were some hours during the last evening of our stay in which there was nothing particular to do. So, being tired, a little party of us repaired to the station by the river side. From there we watched the more or less animated scenes about us, the conversation naturally drifting on lines suggested by what we saw. It had been a pretty day as far as weather and climatic conditions were concerned, and near its close, when the city's business for the day was practically over, a considerable animation began to be in evidence in our vicinity. Particularly was this the case around a

little landing stage on the river, about fifty feet away. Launches were constantly going from and coming to that landing, carrying an almost ceaseless throng of men. In the immediate vicinity, on the river front and back into the station track sheds, were many scattered groups, mostly of young negro girls and women, but with a fair sprinkling of the male sex of their race. For the most part the girls were 'dolled up' for their usual Saturday evening enjoyment, whatever that might be. For the time being, however, it seemed to be chiefly confined to more or less flirtation with the men going and coming on those little launches. But what interested me particularly in that connection was the riot of color manifested in the dress of those negro women. The setting sun was fast disappearing behind the trees of the opposite island and, casting its rays across the river onto those groups made the different color schemes of the costumes attractively kaleidoscopic in effect. I remember one young girl in particular who, with blue slippers and a liberal



THE GRAY.



PRELIMINARY CEREMONY FOR REUNION OF "THE BLUE AND THE GRAY"
AT VICKSEURG, IN OCTOBER.

display of ankles incased in blue hose, wore a beautiful shade of deep red skirt and a dark green coat; the tone of the two latter garments being in rather a rich, harmonizing contrast."

"Gee!" broke in Snap-Shot Bill, "before I go down there I am going to learn color photography. That surely must have been some color scheme." "Yes," laughed the Rambler, "and as everything helps, I reckon if you had been there, even without your color photography, you would have found for your kodak many little bits of what I believe you call 'human interest' suggestions. However, the animation I have mentioned was but an incidental aside that we observed semi-consciously as we watched more particularly the little landing stage. All classes and conditions of men came and went to and from it. There were sailors from off the U. S. destroyers in port, there were white men, there were colored men, there were bums and there were gentlemen. But all got bunched together on those little boats which came and went so constantly. Many tin pails went back and forth in the hands

of some of those making the trip, and sometimes the errand of the women to the stage was to send a pail over or to receive one from some male devotee. The answer to it all was that Vicksburg is a dry city in a dry state, while the island is in Louisiana, a wet state, and on the island was a so-called 'thirst emporium.' The boats were run free.

"Naturally the conversation in the car included the subject of prohibition, and from time to time it was on the little characteristics of the negroes as every once in a while we saw their actions and heard their banterings among themselves. In connection with the latter the question of handling negroes as a people was touched upon, and one of the party to illustrate a point told this story of one of our agents:

"Some years ago a man was sent from the North to become agent at one of the river stations on the Valley Road. Naturally, as a new man in the South, among other things he had to learn was to acquire an understanding of negro characteristics. In the latter connection he had his first jolt soon

after taking hold in his new field. The river had become high, and in due course submerged miles of our track so that trains were unable to run through for many days. To fill the gap the company sent down one of the large old ferry boats formerly used in transferring trains at Cairo before the bridge at that point was erected; and the agent was ordered to see that it was properly coaled every night at his station. He had no difficulty as to a good coal supply; in fact the company had sent it in advance to him in cars. But his trouble began when he tried to round up 'niggers' to do the coaling. He finally succeeded, however, in getting a good gang of them together and then began, in his inexperience, to try to bargain with them for their service. He told them what was to be done every night, and asked them how they wanted to handle the job in the matter of pay. They didn't seem to know, and thinking to help them, he asked whether they wanted to be paid by the car load or by the hour. They had more or less talk among themselves, and finally concluded that they would

take it by the car load. The agent then naturally tried to make terms on the car basis, and it is my recollection he told me he began at \$4.00 per car and that they finally forced him up to \$10.00. He had but a very shady idea as to what this all would amount to or whether it was dear or cheap, but his first thought was to obey orders and get that boat coaled; whether it would cost a million or a hundred dollars being of secondary importance in his mind compared with the prime fact of doing what he was told. So the \$10.00 (if that was the figure, if not it will do as an illustration), was agreed upon, and when the boat came the 'niggers' were all there, some forty or fifty of them, ready to go to work. But they had not gotten fairly started before they laid down on the job and said they reckoned they didn't want to work by the car nohow. After some delay they finally agreed to go to work on the per hour basis, and a line of wheelbarrows was actually set in motion. They had hardly gotten beyond the first string, however, before they shirked on him again, quitting work



BREAKING GROUND, APRIL 21ST, FOR THE "NATIONAL PEACE JUBILEE" OF THE NATIONAL ASSOCIATION OF VICKSBURG VETERANS, TO BE HELD OCT. 16TH-19TH, 1917, IN VICKSBURG NATIONAL MILITARY PARK.



A HIGH LIGHT OF THE OCCASION.

and expressing general dissatisfaction without suggesting any other basis, or giving any lucid whys or wherefores. That new agent was surely in trouble, in all probability due to himself and his lack of knowledge as to how to handle colored people. Anyway, he threw up his hands as to working the gang and hunted up the mate of the boat, whom he found sleeping in his bunk, and to whom he told his troubles. He laughed, did that mate, and seemed to think it was all a good joke on the agent. But he made no sign to help until finally the agent said, 'all right! It's up to you. I have gotten you the coal and the niggers. Now if you want your boat coaled you have got to make them work, I can't.' The mate grinned as he slowly put on his boots, arose and, picking up a stick as he went, walked out on the deck among the bunch that were seated or lying about on the landing and the levee. A sharp

quick word brought the 'niggers' about him, and without delay, picking out a fellow whom it is presumed he sized up as being a leader, he asked if he wanted to work on that job. The 'nigger' allowed as how he didn't care anything about it. He didn't want to work nohow; whereupon, with a terse comment he was promptly knocked down by the mate. The latter then called a second one and asked the same question. He was promptly told in effect that work was above all things what that fellow wanted, and of all work that he could think of he would prefer to be on that particular job. In the same way the mate went through three or four more individual cases by which time the whole gang became heartily imbued with the idea that it would be a pleasure for them to coal that boat. So they all were soon at work; laughing and singing in true roustabout style as they run their line



BUYING BATTLEFIELD RELICS.

of wheelbarrows on and off the boat in an endless string. When the boat was coaled the mate said to them, 'now at this time tomorrow night you come 'round and you will get \$1.00 each for tonight's work; and every night that you come until we are through here you will get that amount for the work you do the night before.' No argument followed that arbitrary arrangement, and thereafter there was no trouble, as long as the boat was in service, in getting the loading properly handled under the mate's supervision."

"I expect," observed the Rambler, "that the agent's experience in that case only illustrates what applies everywhere; that is, that there is all in the knowing how, and in the case of labor that it requires a tact peculiarly fitted to the racial temperament of those employed, whether applied in the North or in the South."

"By the way," I remarked to the Rambler, as he began to arrange his desk preparatory to leaving for the night. "You were down to Vicksburg were you not, at one of those passenger traffic meetings of yours?" I took pains in asking the question to have my manner of approaching the subject respectful, remembering that on a previous occasion I had asked it in a spirit of levity which I had regretted ever since. While my jocoseness on that occasion was not intended seriously, since then my knowledge of what is really done at those meetings had been so enhanced that I had acquired a great respect for them and had become really interested, in a way, in what is done at them. So in asking the Rambler the question in this instance I added, "What was the general nature of your docket? Did it contain anything of special general interest?"

"Yes," was the reply, "we were there, some thirty odd of us, from all parts of the country, and it proved a most profitable and interesting occasion. There was one item in particular on the docket that I think will interest you, although as a matter of fact we discussed more or less thirty-five distinct subjects. But

the one I will tell you about probably had more than anything else to do with the meeting being held at Vicksburg. It was the Blue and the Gray reunion to be held at the Vicksburg National Military Park next October, although it was by no means the only subject that received careful consideration. In fact, our docket provided for a two days' session—Friday and Saturday. Included in it was to have been, on Friday, a formal ceremony at the park in connection with the reunion, and in which we are interested from a traffic standpoint. We were to go to the ceremony as an aid in imbuing our men with the spirit of the occasion, thereby ultimately better fitting them for solicitation of traffic for the occasion. But it rained continuously on that first day so that the exercises had to be postponed. Hence, we kept in practically continuous session all day and during the evening, thereby clearing the deck for the park on the next day. We worked all the forenoon of Friday and after a short interval for lunch all of the afternoon until six o'clock. We reassembled again at eight o'clock and worked further until eleven.

"That we did," interrupted Snap-Shot Bill who had been one of the number present, "but tell him about that reunion. I believe it is going to be a great thing."

"Well," continued the Rambler, as he began hunting in the pigeon holes of his desk for his box of matches with which to light a cigar that he had taken from his vest pocket, which box was finally handed to him by Bill who had but a short time before borrowed them from the pigeon hole to light his cigarette and had unconsciously, through force of habit, slipped them in his side pocket instead of returning them to the Rambler's desk, "the reunion is to be known as the 'National Peace Jubilee.' It is to be held at the Vicksburg National Military Park, Vicksburg, Miss., October 16-19, 1917, and is to be a reunion of thousands of old soldier-veterans of the Civil War—those who wore the Blue and those who wore the Gray. It has

been conceived and fostered by the National Association of Vicksburg Veterans, which association is composed of Union and Confederate soldiers. It has been named a 'peace jubilee' because in a sense it will glorify the peace born of the amalgamation under one flag of all the states of the Union on the ending of the conflict of the battle fields of '61-65, and the present good will and harmony that has been acquired in the intervening years between all sections of our united country. It is to be similar to the celebration of the Fiftieth Anniversary of the Battle of Gettysburg in 1913; and it is particularly appropriate that such an event should be staged at Vicksburg, as, during the same days that the Battle of Gettysburg was fought on northern soil, the South assailing and the North defending, the siege of Vicksburg was in progress, the north assailing and the South defending, both of which battles were decisive in the outcome of the war. Naturally, in a broad way the Battle of Gettysburg was fought by men from the East while that of Vicksburg was fought by men of the West and Central states. So the attendance of the Gettysburg Reunion was largely from the East while that of Vicksburg will be proportionately from the central territory. The Jubilee will be of special interest in that in all probability it will be the last of its kind that will ever occur in commemoration of the Civil War, for its veterans now average seventy-one years of age. Hence every effort is being made, with promise of great success, to have this coming event a glorious success from beginning to end. The place where the encampment will be held, for it will be an encampment insofar as the veterans are concerned, is in the National Military Park where the Battle of Vicksburg was fought, and which is now one of the most beautiful parks conceivable. The Military Park in itself is also an extremely interesting and instructive place, including as it does, the lines of battle of the opposing armies and the fighting ground between, every bit of which is now readily accessible by a superb system of park roadways, along which the

story of the siege and defense is effectively recorded by state memorials, monuments, markers and elaborately descriptive tablets. The United States government has made a general appropriation and many states have and are doing the same to finance the enterprise. A colonel of the regular army has been assigned by the United States to take care of all details pertaining to the encampment; the old veterans and their camp to be under his direct supervision, the government thus assuring that proper care will be taken of the old men.

"Of course, while this reunion is primarily a veterans' affair, it is also expected to attract the attention and interest of the public in a very large way. It is estimated that there will be from ten to fifteen thousand old soldiers in the camp, and that many thousands per day of the general public will visit Vicksburg to see the encampment, the National Military Park and the city, and to enjoy the special attractions that the latter will provide for their entertainment. You can imagine from this that passenger traffic is vitally interested in this movement, for it will be largely instrumental in carrying the veterans and general public to and from Vicksburg during the days of the Jubilee. Hence, at our meeting there were naturally many matters to be discussed in connection with the event. At our morning session we were visited by representatives of the Veterans Association who, in a broad way, placed their plans before us. The evening session was a joint meeting of the Vicksburg Citizens Committee and the railroad men called by the former, we being present by special invitation. There we seriously discussed many details of the Jubilee pertaining to mutual interests and responsibilities, and many items of ways and means.

"Saturday forenoon we obtained, possibly for the first time, a full realization of the spirit of the National Peace Jubilee through attending the formal ceremonies of breaking ground for the big reunion camp. Starting from the city about nine o'clock all of those par-

ticipating, including the railroad representatives, were carried to the park in automobiles, where, upon arriving, the ceremonies took place. The day was a perfect one, with bright sunshine overhead, an invigorating temperature, and the surrounding landscape beautiful in its spring dress of green. Both flags of the Civil conflict were in evidence, as was also blue and gray uniforms. The ceremonies were interesting and impressive, although simple. Perhaps they cannot be better described than by my reading extracts of its description from the *Vicksburg Evening Post* of that day." The Rambler then took up the paper mentioned and read as follows:

"Another most notable and important event in Vicksburg's local history, occurred this morning when 'ground was broken' in the National Military Park for the reunion of Federal and Confederate Veterans which will be held in these historic grounds in the early part of October 1917.

"Mr. W. G. Paxton and Mr. F. H. Andrews, president and secretary of the board of trade, Mayor Hayes, Mr. B. Reid, Mr. Harry Yoste, and others had general charge of the excellent arrangements.

"Mr. Melton, the capable and experienced photographer for the Illinois Central Railroad and also an expert in taking pictures for the 'movies,' had entire charge of the matter of taking pictures of the interesting events of the day, and operated the cameras. Mr. Melton placed the veterans (Union and Confederate), the city officials and committees, the sailors, the Red Cross nurses, the school children, and others in places and positions for the pictures.

"After everybody had taken proper places, Rev. Dr. Hillhouse delivered an eloquent prayer of invocation for the complete success of the proposed reunion.

"When the prayer was ended, Capt. F. A. Roziene, president of the Veterans Association under the auspices of which the reunion is to be held, stepped forward a few paces from the ranks of the assembled veterans, holding a Union flag in his hand. He planted the staff

in the ground, and awaited the arrival of a little girl and little boy, who left the ranks of the school children, carrying a large spade between them which they gracefully disposed in the veteran's hands. Then Capt. Roziene, with the vigor of a middle-aged young man, proceeded to dig the ground about him for the proposed reunion. Capt. Roziene is about 83 years old, but will pass for 60.

"The Union Veterans and Confederate Veterans who were respectively carrying Union and Confederate flags, and were lined up on opposite sides of a cannon, then marched towards each other until they met and shook hands with evident pleasure and good will. Then the Confederate veterans furled their flags, and received Union flags from the Union veterans. Then, two by two, the Union and Confederate veterans, all waving Union flags, marched up to the camera, or, we might say, 'charged' it, and had their pictures taken in this most imposing and pleasing scene. Afterwards the veterans of both armies were arranged in line, and the obliging Mr. Melton again took their pictures.

"Pictures of the school children, of the Red Cross nurses, and of the detachment of sailors, from the U. S. war vessels now in port, were also taken.

"Altogether the scenes were suggestive of patriotism, devotion to duty and country during the great Civil War, and of fraternity, good will and patriotic devotion to a united country now. The pictures and the scenery will undoubtedly be most pleasing to the participants, and to the many hundreds of thousands of people who will see them in the moving picture establishments throughout the nation.

"Among the veterans 'in the pictures' on the Union side, were Capt. F. A. Roziene, President of the United Veterans Association; Capt. W. T. Rigby, President of the Vicksburg National Military Park Commission; Capt. Betts, Engineer of the Park, Major Thornton, Superintendent of the National Cemetery; and another veteran whose name our reporter failed to learn.

"Among the Confederate veterans in

the pictures were: Colonel William A. Montgomery, of Edwards; Gen. C. B. Vance, of Panola County, Commander of Mississippi Division Confederate Veterans; John G. Cashman, A. A. Prescott, and Mr. Wolf, of Vicksburg and Mr. Richardson, of Belzoni.

"A large number of visiting ladies, as well as a large number of Vicksburg ladies and children were present to view the interesting ceremonies."

"You will notice," the Rambler added as he finished and tossed the paper aside, "that the writer has introduced the old newspaper trick of handling personalities with much liberty, but in this case as they are rather in harmony with the spirit of geniality that prevailed, they are apropos. The sailors referred to as being there, I might add, to my mind

were a fitting high light to the occasion, representing as they did the martial spirit of the present day as an echo of that of the past. Practically all of the passenger men departed for their various homes after the ceremony, some of them, to complete the educational value of the meeting, going across country to Jackson, Miss. to ride to Chicago and St. Louis on the 'Baby Doll,' as the Panama Limited has been affectionately nicknamed by some railroad men on the line of its route."

"But my, my!" he concluded, as he looked at his watch, "it is time for all of us to be hunting our homes. I had no idea it was so late," and closing his desk with a bang we all made for the elevator and went down and out together.

Service Notes of Interest

The Monthly Bulletin of the Northwestern Ry. makes announcement to the following effect in regard to "Forest Playgrounds" in Wisconsin that may be of interest to patrons of some of our agents. It says that the Wisconsin conservation commission is offering the great tracts of land in the state forest preserve to the public for summer homes in that great fishing region and that the land is almost free. A rental of \$5.00 a year will secure from the state a long time lease of ideal spots for the erection of summer homes, cottages on the lakes, for camp sites, or for portable houses.

These lands, located principally in Vilas, Iron and northern Oneida counties, are held primarily to protect the sources of the large rivers of the state and to provide for the future a necessary supply of forest products, but the state commission desires to see the northern Wisconsin lake region, with its seven thousand lakes, and especially the state forest lands, also put to use as recreational places by the people.

In consequence the commission announces that it is prepared to lease lots of from one to five or more acres to individuals or clubs for a period of from one to five years, with the privilege of renewal, as sites for summer camps or cottages at an annual rental of from \$5.00 to \$50.00, depending upon the location, area and value of the lot. Sites can be had either near a railroad or distant from one, it is said, and applicants are asked to state whether they desire a site suitable for a family outing, or whether they desire good fishing or hunting, or just what their

preferences are. The state forest rangers, in connection with their work, have been instructed to direct summer tourists and try to protect camps and cottages on state land from being molested.

The main provisions of the lease are that no green timber shall be cut for building or other purposes, without the consent of the commission; that every precaution shall be taken to prevent forest fires, that the grounds shall be kept in a reasonably clean and sanitary condition, and that no intoxicating liquors shall be sold.

Individuals or families who contemplate only a temporary outing can secure a site for the erection of tents or temporary structures upon the payment of a yearly fee of \$2.00 for an individual, and \$5.00 for a family.

As has been the custom in years past, commencing Tuesday, June 5th, from St. Louis, and June 6th, from Petoskey, a through ten section two compartment and drawing room steel sleeping car, operating in Illinois Central Daylight Special trains, No. 20 northbound and No. 19 southbound, will be placed in service for the summer season of 1917 in connection with the Michigan Central Railroad and the Grand Rapids & Indiana Railway. This service will be daily except Sunday from St. Louis until June 23d, inclusive, and daily except Saturday, from Petoskey until June 24th inclusive, on and after which dates the sleeping car will be operated daily between St. Louis and Harbor Springs. In addition, on account of the heavy travel during the

beginning of the season, it has been arranged to operate an additional ten section two compartment and drawing room steel sleeping car from St. Louis on June 5-8-12-15-19-22-26-29, July 3 and 6.

Denver, Colo., now reposes in a new \$4,000,000 Union Passenger terminal, recently completed and now in full operation. It was two and one-half years in building and practically all the material used in its construction was purchased in Colorado. It is located at the foot of Seventeenth Street, one of the principal business thoroughfares, and is sixteen blocks from the center of the city. It is served by sixteen street car lines and is but nine blocks from the main loop, where transfer can be made to all other surface lines for all points in the city. There are two cars direct from the station, one running up Seventeenth Street and one up Eighteenth Street, that pass all of the big hotels, the postoffice and two of the principal theaters, making the station very easy of access to all tourists and others. The time from the station to the center of the city is but three minutes.

The "Panama Limited" via Illinois Central from New Orleans to St. Louis, connecting at St. Louis with the "Pacific Coast Limited" operated via Wabash R. R. and Union Pacific System between St. Louis and Denver, provide by far the best and fastest service available via any route from New Orleans to Denver. Ticket Agents routing business between these points will find both schedule and accommodations of these trains will please passengers. The condensed time-table shown below, with a remarkable running time of only 47 hours and 50 minutes from New Orleans to Denver, conveys an idea of the excellence of the service:

"Panama Limited"	
Leave New Orleans.....	12:30 Noon
Arrive St. Louis.....	7:20 next morning
"Pacific Coast Limited"	
Leave St. Louis.....	9:03 A. M.
Arrive Denver.....	12:20 Noon next day

These trains provide through connecting sleeping cars and dining car service, with only one change of cars from New Orleans to Denver (at St. Louis).—*Union Pacific Bulletin*.

Rocky Mountain National Park and Estes Park are practically one and the same, being separated only by an imaginary line; and it is claimed that 85,000 people visited there last year. In this connection the Union Pacific announces:

"There will be ample hotel accommodations in Estes Park Village the coming summer, as many of the hotels there have added numerous rooms. Cottages and "tent cities" also provide for hundreds of

visitors, so that one may find board and lodging at a price to suit any purse. Write W. K. Cundiff, A. G. P. A., U. P. R. R., Denver, Colo., for details regarding hotels, camps, cottages, etc., in Estes-Rocky Mountain National Park; he will be glad to provide full information, as he is in close touch with the situation there."

A change of time will take place on the Illinois Central on Sunday, May 13th, which will particularly affect the Seminole Limited so that it will have an earlier departure from Chicago, it to leave at 9:45 P. M. instead of 10:15 P. M. By this change the through Chicago and Memphis sleeping car, and the Chicago and Paducah sleeping car, carried on the Seminole Limited, will arrive at their destination at an earlier hour.

The Seminole Limited is now carrying a through Chicago-Savannah sleeping car. The sun-parlor observation car formerly carried between Chicago and Jacksonville on the Seminole Limited has been withdrawn, for the summer months only, and a steel, ten-section observation sleeping car substituted therefor.

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

Kiwanis Club Convention, Detroit, Mich., May 17-19, 1917.

Royal Neighbors of America, Buffalo, N. Y., May 18, 1917.

Inland Daily Press Assn., Chicago, May 15, 1917.

Verein-Bund of Illinois, Peoria, Ill., May 20-21, 1917.

General Assembly Presbyterian Church, Dallas, Tex., May 16-26, 1917.

Wilmington Kennel Assn., Wilmington, Del., May 10th.

National Conference Retail Building Material Secretaries, Minneapolis, Minn., June 1-2, 1917.

Illinois Elks Assn., Aurora, Ill., June 5-7, 1917.

Illinois Field Club, Holland, Mich., June 26-27, 1917.

American Society of Civil Engrs., Minneapolis, Minn., June 12-15, 1917.

Germania Gesang Verein, Kansas City, Mo., June 24-26, 1917.

Illinois State Undertakers Assn., Rock Island, Ill., June 11, 1917.

American Drop Forge Assn., American Drop Forge Supply Assn., Cleveland, O., June 14-16, 1917.

Catholic Total Abstinence Union of Illinois, Joliet, Ill., June, 1917.

Nat'l Hardware Dealers Assn., St. Louis, Mo., June, 1917.

Hotelmen's Mutual Benefit Assn., Chicago, June 12, 1917.

Illinois Elect. Contractors Assn., Peoria, Ill., June, 1917.

American Institute of Actuaries, Chicago, June 5-6, 1917.

Nat'l Hardwood Lumber Assn., Chicago, June 14-15, 1917.

Recent changes in schedule are announced on the Northwestern in which are the following earlier departures that will be of interest to connecting lines from the South and East. Duluth-Superior Limited, No. 511, leaves Chicago at 5:30 P. M. daily, instead of 6:00 P. M. Ashland Limited, No. 111, for Green Bay, Eland, Ironwood and Ashland, leaves Chicago at 5:30 P. M. daily instead of 6:00 P. M. Iron and Copper Express No. 101, leaves Chicago for Fond du Lac, Green Bay, Escanaba and stations north at 6:00 P. M. daily, instead of 6:30 P. M. Iron Range Express, No. 121, for Fond du Lac, Green Bay, Marinette, Menominee, Escanaba, Iron Mountain and Iron River leaves Chicago at 9:00 P. M. daily, instead of 9:10 P. M.

The Central of Georgia Railway recently conducted a \$25.00 prize contest, resulting in the selection of "Tybrisa" as the name for its mammoth new pavilion and bath house, now nearing completion at Tybee, Ga.

The first syllable, "TY," is most suggestive of Tybee, and the Spanish word "BRISA" actually means "breeze," so that, obviously, the committee chose wisely and gave the new structure a name that is musical and indicative of the cooling winds for which the island is so famous.

Colorado tourists will be interested to learn that, that by vote of both communities, Colorado City, Colorado is to become

a part of the city of Colorado Springs. The population of Colorado Springs after the annexation will be approximately 37,500. This annexation is of interest from the fact that the first settlement in the Pikes Peak Region was at Colorado City, on August 12, 1859, Colorado Springs being founded July 31, 1871.

The Chicago and Cincinnati-San Francisco weekly tourist sleeping cars heretofore leaving Chicago Mondays in Illinois Central train No. 3 and Cincinnati Tuesdays in B. & O. S. W. No. 19, Illinois Central Nos. 103-3 and operated west of New Orleans in Southern Pacific No. 9 were discontinued April 30th and May 1st respectively; as also were the corresponding north and east bound cars on subsequent dates.

Mr. C. E. Wharton has been appointed Traveling Passenger Agent, with headquarters at San Francisco, California.

The sweet young thing was being shown through the Baldwin locomotive works.

"What is that thing?" she asked, pointing with her dainty parasol.

"That," answered the guide, "is an engine boiler."

She was an up-to-date young lady and at once became interested. "And why do they boil engines?" she inquired again.

"To make the engine tender," politely replied the resourceful guide.—*Pennsylvania Punch-Bowl*.

There was a man who fancied that by driving good and fast

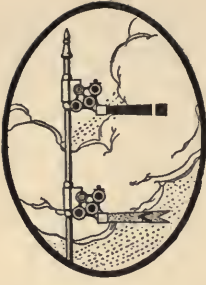
He'd get his car across the track before the train came past;

He'd miss the engine by an inch, and make the train-hands sore.

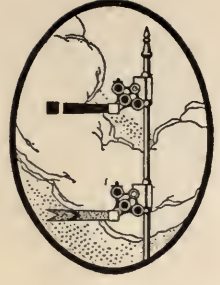
There was a man who fancied this; there isn't any more. —*Railway Conductor*.



RESIDENTIAL STREET SCENES, CORINTH, MISS.



SAFETY FIRST



Address of Superintendent H. Battisfore of the Illinois Division Accepting on Behalf of the Illinois Central Railroad Company the E. H. Harriman Memorial Medal

I FEEL greatly the honor in having been delegated by the management of the Illinois Central to receive in behalf of the Illinois Division the E. H. Harriman Memorial medal as a token of what has been accomplished by this division in the elimination of accidents and the interests of safety of employees and the traveling public.

The name of E. H. Harriman is an honored name among our employees. Because of him, a mighty general of industry, an organizer of men, the greatest progressive of any age, it has been possible that a representative of the Illinois Central is here tonight.

I would fail in my duty were I not to thank the representatives of this great man who came to us, and to convey to this organization the sentiments of the men whom I represent, for without the support and encouragement of our management, both moral and in a more substantial sense, in the provision of better facilities, we would then have been able to accomplish little; therefore, with them must be divided the honor.

The Illinois Division consists of 253 miles of double track between Chicago and Centralia and 183 miles of single track, in addition to the Chicago Terminal which consists of 500 miles of main, yard and side tracks. The em-

ployes number between eight and nine thousand men varying slightly according to fluctuation of business. It requires 271 engines to operate the division. There are run each 24 hours 36 through passenger trains both directions, averaging from five to eight thousand passengers a day. In addition we run 250 suburban trains each 24 hours carrying an average of 45,000 passengers per day. We run an average of 75 freight trains each 24 hours through and local hauling almost one-half billion tons one mile per month making approximately one-quarter million train miles. The Illinois Division serves the most populous portion of the state of Illinois embracing in its territory the famous corn and grain belt there being 125 elevators located on the Illinois Division. In transacting this vast volume of business we have two elements of vital importance, one the personnel of the division and the other the organization and available material and, that we have the best material in the world is indicated by the fact that the average time of the employees in the service is 15 years and 6 months.

We have a General Safety Committee composed of designated general officers whom, by their experience and other qualifications, are fitted to guide

such an important movement. We then have a division Safety Committee, of which the Superintendent is Chairman, membership being composed of Train Master, Road Master, Master Mechanic and Traveling Engineer. Each district of the division has a sub-safety committee of which the Train Master is Chairman, membership being composed of Road Supervisor, Traveling Engineer and a number of enginemen, trainmen, station men and section foremen, who serve six months.

The Road Department composes another sub-division of which the Road Master is chairman and representation in membership from the ranks of the Supervisors, Section Foremen and Laborers. In addition each shop has a safety committee formed by selection by the shop employees from their own members. Each sub-committee holds monthly meetings, rendering reports of the proceedings to the division committee which convenes quarterly. The Division committee considers all recommendations and suggestions offered, handling such of them as they are able locally, and when the expenditure necessary to eliminate hazardous conditions, which may be reported, or other conditions beyond the province of the division organization to control, they

are reported to the General Safety Committee with recommendations and quarterly reports which also summarize the proceedings of the various committees during the quarterly period.

We have a system of Safety First postal cards, a supply of which is kept in receptacles provided for that purpose at each available point and all employees who observe hazardous conditions and practices are encouraged to inscribe their observations and recommendations on one of the cards and forward to the division committee and we have been very fortunate in the manner in which our men have availed themselves of this facility in making suggestions. We find the cards have been the source of a great many valuable recommendations which have, in my opinion, been one of the principal factors responsible for the elimination of accidents on my division.

The foregoing will give my hearers at least an idea of our organization and safety practices which have made possible the achievement of receiving this medal. Not wishing further to take up the time of the meeting will conclude by again thanking you in behalf of the Management and our employees for the signal honor conferred.



FREIGHT TRAFFIC



DEPARTMENT



Rate Quotations on Freight Traffic

By R. J. Geagan

THE prompt and accurate quotation of freight rates and prompt and accurate settlement of freight charges are assets of no mean value to a railroad, and while we believe the Illinois Central system ranks high in this respect, there is, as in almost every other endeavor, room for continued effort and improvement. It should be borne in mind that under the provisions of the Interstate Commerce Act, the rates published and filed with the Interstate Commerce Commission, are the only lawful rates on interstate traffic, the same being true as to minimum weights, classification ratings or any rule or regulation, published in tariffs filed with the Interstate Commerce Commission, affecting the value of the service to the shipper or consignee.

An error in quoting a rate, minimum carload weight, or other rule or regulation affecting the transportation charge, may cause a very serious loss to the shipper which he will be compelled to bear and which, under the terms of the law, the carrier cannot protect him against. In such a case the shipper feels that the carrier or its representative, through carelessness or other fault, has caused him a loss, and while the law imposes upon the shipper the duty of verifying the rate, this fact does not restore the friendly relations previously existing and frequent-

ly results in continuous loss of business.

It is not uncommon for losses to be occasioned to shippers by agents or others quoting them rates in effect at the time of inquiry, but failing to ascertain and mention that the rate will change, possibly be advanced on a certain date as evidenced by tariffs on file, resulting in higher rates being assessed on the shipment when it actually moves, than in effect when the inquiry is made.

Too much care cannot be used in ascertaining and quoting the correct rate in effect when inquiry is made and any changes which may be provided for in tariffs at hand. As the freight charge is generally an important factor in fixing the price at which the goods are sold, the quotation of a higher figure than the rate in effect may prevent the trade or lose the business to a competing carrier, and the quotation of lower than the correct rate will probably entail loss upon the shipper.

Agents are expected to file their tariffs, classifications, etc., in such a manner as to enable them promptly to reply to requests for rates or other information and to assess the proper charges against shipments handled at their stations, but as it is manifestly impossible to furnish copies of all tariffs issued, owing to their number and

diversity, it is frequently necessary to apply to the general freight offices for the information desired, in which case, attention is called to the fact that complete and accurate information cannot be given in response to such requests, unless the requests contain complete information regarding the traffic to which the rate, etc., is to be applied. In order that quotations may be made promptly and accurately, requests must contain the following:

Name of article.

Whether carload or less than carload.

Whether set up or knocked down.

Whether loose or packed; if packed, the kind of package used.

If carload, the length of car used or desired.

Point of shipment.

Point of destination.

Route via which shipment is to move or has moved.

If a rate is desired on a shipment which has already moved, date of movement from point of origin.

If a rate is desired on a shipment

to move in the future, the request must so state.

When requesting inland, import or export rates in addition to the above information, it is essential that the country of origin or destination be given, as the inland rates, particularly those applying from or to Gulf Ports, vary according to the origin or destination of the shipments.

When requesting ocean rates to or from foreign countries, the following additional information must be given, as a means of securing promptly the lowest ocean rates:

Weight of packages.

Cubical measurement of packages (if possible to secure).

Volume of shipment.

Prospective date of shipment from point of origin.

Approximate date of clearance from seaboard.

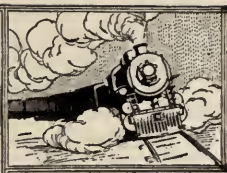
Careful observance of the above suggestions by all concerned, will result in saving of time and work and will enable us to give better service to patrons of the company.



CORINTH, MISS., HOMES.



TRANSPORTATION DEPARTMENT



Continuous Home Route Card

By J. M. Walsh, Terminal Superintendent, Memphis, Tenn.

AFTER careful study of the Continuous Home Route Card, and the use of same in a large terminal, and inquiry among yardmasters, yard foremen, district yard clerks and office yard clerks, it is the opinion that the Home Route Card should be where everyone handling the car can see it and refer to it, or else car will have to carry some other kind of carding carrying information similar to the Home Route Card.

The car service rules state the Home Route Card should not be attached to the car. I am of the opinion it should not be tacked to the car, but it should be in a container on the car, which container should be such that it could be readily opened and Home Route Card examined by the yard clerk, yardmaster, shipper or any officer who might wish to know the home route of a car.

A Home Route Card with the car would, in my opinion, serve the same purpose as the initial on the car serves—show clearly and correctly the home route of the car. With a Home Route Card on the car, shippers would become familiar with correct home route of foreign equipment, and could be held strictly accountable for correct loading of cars, and the Home Route Card would be permission for them to prevent mistakes that they sometimes make now when loading cars at isolated places. It might be stated the public should be guided by the railroad, and will handle equipment according to the instructions from the railroad, which, of course, should be in line with the Home Route

Card unless some special reason for equipment not being loaded according to the home route, then the railroads should issue such instructions as are necessary.

The handling of a Continuous Home Route Card should be as follows:

When car is started from home, Home Route Card should be properly prepared and put in a container on the car. When car leaves its home rails it will be at some junction. The receiving line interchange clerk, conductor or agent, should enter on the card the name of road received from, date and name of junction point. I think Continuous Home Route Card should be changed to read: Received from, date and name of interchange point as well as name of the town or junction. Railroads have several points of interchange in the same town and in such cases the exact interchange point should be shown.

The interchange or junction report should contain sufficient information for the Agent, Chief Yard Clerk or Record Clerk for office records or car distribution, and the Home Route Card allowed to accompany the car from place to place.

A Home Route Card in the Agent's office, several miles from the car in a large terminal, would make considerable telephoning necessary or some form of slip bill or special carding on the car for the information of the yardmen, Yard Clerks or those who have to do with the switching of the car. A Home Route Card with the car would be the information men handling the car would require. Switching crews cannot be delayed in

large terminals waiting for telephone information, carry slip bills or make car records of foreign cars they handle. Cars must be carded or sufficient information on the car for yard formen to know what to do with car when he handles it in order that he can move the car in the direction it belongs the first time he handles it and avoid necessity of setting car aside for information or switching it to hold track waiting until some telephone information can be secured as to what to do with the car. This is an important matter in large terminals, and disposition of a foreign car if same could be secured from the Home Route Card on the car would be the best information that could be given the men in the yard handling the car. Foreign cars in terminals are handled by numerous yard crews that have not time to consult slip bills or await telephone advice what to do with such cars when handling cars from yard to yard. The handling of Home Route Card at small places where the agent or some one clerk could personally handle the cards and see all the cars and be communicated with by one yard crew, Home Route Cards under such circumstances could be handled successfully in the agent's office, but in large terminals it is not practicable to handle same by having the Home Route Cards in the agent's office—they should be with

the car. If the Home Route Card does not go with the car some other form of carding will be needed on the car to prevent misuse.

Only one Home Route Card should be with the car, and should be in some kind of a container. It has been stated that two home route cards should be on the car as the employees might not be able to get to the other side of the car. This is not a good argument for the reason that interchange clerks, or conductors picking up car, or inspectors, are supposed to get the seal record on both sides of car and inspect car on both sides, therefore, one container with Continuous Home Route Card will require an inspection and avoid possibility of someone entering correct information on one side and letting the other side go—car handled in that manner would carry two cards with different information.

The Continuous Home Route Card should show road received from and such information could be entered thereon by car inspector, conductor or interchange clerk when the car is first received, and such information entered on interchange report or junction report as necessary for all office purposes, and the Home Route Card would be the information required by the men in the yard handling the cars.



FROM THE LAW DEPARTMENT



Biographical Sketch No. 29



CHARLES A. HELSELL.

Charles A. Helsell

District Attorney, Fort Dodge, Iowa

MR. Charles A. Helsell, the Company's Junior District Attorney at Fort Dodge, Iowa, was born 34 years ago at Sioux Rapids, Iowa. After graduation from high school he attended the Iowa State College for a year and then pursued the course of liberal arts and law at the University of Michigan, receiving his degree in 1904. He returned to his father's law office for a short time; practiced law for a year at Spencer, Iowa, and about 5 years at Enid, Okla. He was elected City Attorney on the Republican ticket by the largest vote ever given any candidate in Enid. Upon the expiration of his term of office he joined his father at Fort Dodge, Iowa, in his general law practice, the firm being Helsell & Helsell. They have been District Attorneys for the Illinois Central Railroad Company since December, 1911, in direct charge of its litigation in the States of Iowa, Minnesota, South Dakota and Nebraska.

GRAIN RATES IN ILLINOIS.

The Supreme Court of Illinois reversed on April 19, 1917, the order of the State Public Utilities Commission and the judgment of the Sangamon County Circuit Court, whereby the Commission and the Circuit Court had disapproved the increase of one cent per 100 pounds in the intrastate rates on grain from points in Illinois to her primary markets, Chicago, Peoria, East St. Louis and Cairo, although the Interstate Commerce Commission had sustained such advances on December 13, 1913, as applied to interstate traffic from the same points. (Grain Rates in C. F. A. Territory, 28 I. C. C. 549). The Supreme Court's decision is to the effect that no specific power was given to the Railroad and Warehouse Commission to suspend rates which were lower than the maximum rates it had once fixed; that when such schedules were made and the charges fixed, it was the duty of the carriers to file their tariffs with the Commission and fix their charges not exceeding the charges fixed by the Commission; that the proposed rates of 1913 fixed by the carriers were lower than the rates fixed by said schedule and became effective 30 days thereafter; that as the schedule of rates filed by the carriers were lower than those fixed by the Railroad and Warehouse Commission in 1906, such schedule of rates filed by appellants must be considered as prima facie reasonable, and that the burden of proof was on the protesting shippers to show that such rates were unreasonable.

On May 9th, 1917, the Grain Interests appeared before the Utilities Commission in Chicago and asked that the advance be allowed to take effect and the Commission made an order accordingly.

Cummins Amendment. Ordinary live stock excepted.—In Express Rates, 43 ICC 513, opinion by Commissioner Clark, it was held April 2, 1917:

"The purpose of the amendment of August 9, 1916, as stated in the report of the Senate Committee on Interstate Commerce, was—to restore the law of full liability as it existed prior to the Carmack amendment of 1906, so that when property is lost or damaged in the course of transportation under such circumstances as to make the carrier liable recovery is had for full value or on the basis of full value.

"It is clearly the purpose of the Cummins amendment, as amended, to invalidate all limitations of liability for loss, damage, or injury to ordinary live stock caused by the initial carrier or by another carrier to which shipment may be delivered or which may participate in transporting it, not-

withstanding any representation or agreement or release as to value. While it does not appear to be the purpose of petitioners to attempt a limitation of liability a continuance of the present method of stating rates for ordinary live stock would require a representation of the value, which is declared to be unlawful.

"The act, as amended, fixes upon the carrier liability for the full actual loss, damage, or injury caused by it to ordinary live stock and invalidates any limitation or attempted limitation of that liability, wherever or in whatever form it is found. Ordinary live stock is excepted from the property as to which we are empowered to authorize or require the establishment of rates dependent upon declared or released value. If rates on ordinary live stock dependent upon declared value could lawfully be maintained without authorization by the Commission, there might and probably would be instances in which conflict would arise as between the liability imposed by the act upon the carrier and the prohibitions of Section 10 of the act affecting shippers. We cannot, in view of the provisions of the law, authorize or sanction such rates upon ordinary live stock; neither can they lawfully be maintained upon any other character of traffic except under authorization duly granted by the Commission. Under such authority both shipper and carrier are fully protected and the full spirit of the law is observed.

"The shipper or lawful holder of the receipt or bill of lading for ordinary live stock should be free to press his claim for recovery in full for loss, damage, or injury caused by the carrier, and rates for the transportation of such live stock may not be stated in a manner to require a representation of the value. This is not saying that value may not be considered and duly weighed as an element in determining what reasonable rates shall be established.

"As to live stock the order herein will apply only to that which is chiefly valuable for breeding, racing, show purposes, or other special uses.

"An order will be entered authorizing the maintenance of existing express rates dependent upon the declared or released value of the property transported, except ordinary live stock, also authorizing the form of express receipt to be used."

Lake and rail rates.—In Ohio Rail and Lake, 43 ICC 525, opinion by Chairman Hall, increases in such rates from 2 to 9 cents per 100 pounds were sustained from Central Freight Association territory to Lake Superior ports via the Northwestern Steamship Company and to the Lake Huron ports via the Detroit & Cleveland Navigation Company.

Joint rates and through routes.—In Grain from Missouri Points, 43 ICC 737, Chairman Hall dissenting, the St. Louis, Iron Mountain & Southern was permitted to cancel joint rates which result in increases on grain and grain products from points in southeastern Missouri via Cairo and Memphis to certain points in Mississippi and Louisiana.

"It is clear that the maintenance of the routes which it is proposed to abandon, and which were voluntarily established on December 1, 1913, would result in short hauling the originating carrier. It is equally clear that the other routes available are not unreasonably long. Under these circumstances we could not order the establishment of the through routes and joint rates involved and, following The Ogden Gateway Case, 35 ICC 131, we are likewise without power to prevent their cancellation."

Blackstrap molasses.—Rates on imported blackstrap molasses from Gulf ports and on domestic blackstrap from New Orleans, La., and Louisiana producing points to Chicago and Chicago rate points and to Milwaukee, Wis., are not shown to have been unreasonable and unduly prejudicial, was the finding of the Commission in *Scully Syrup Company v. A.G.S.R. Co.*, 43 ICC 567.

Concerning the Mobile rate which complainants cited as the basis for the reduction sought, the Commission says, p. 576: "The circumstances under which the 15-cent rate from Mobile to St. Louis was established are fully detailed in the report of the Commission in **Molasses Rates from Mobile, Ala., supra**. The Mobile & Ohio Railroad is a continuous line from Mobile to St. Louis and is the rate-making carrier. The establishment of the 15-cent rate by it was earnestly opposed by the Louisville & Nashville and Illinois Central railroads, principally upon the ground that because of the competitive situation at the Gulf ports the last-named carriers would be obliged to carry as low a rate from New Orleans. The Mobile & Ohio Railroad is alone responsible for the establishment and maintenance of a 15-cent import rate from Mobile to St. Louis. Compelling circumstances of competition over which they have no control have forced the establishment and maintenance of a like rate on import blackstrap by the carriers operating from New Orleans to St. Louis. The domestic rates being differentially 3 cents over the import rates are thus, in effect, fixed by the import rate."

Issuing through export bills of lading.—In *Evans Lumber Co. v. C. of G.R. Co.*, 43 ICC 476, opinion by Commissioner Clark, it was held that the practice of carriers in refusing to issue through export bills of lading on shipments of forest products originating in certain territory, while continuing to issue such bills of lading on export shipments of the same commodities originating in other territories, is not shown to be unreasonable or unjustly discriminatory. The opinion proceeds: "The Commission has no power to require the issuance of through bills of lading to foreign destinations, but may require the discontinuance of practices which create unjust discriminations or undue preferences. *Mobile Chamber of Commerce v. M. & O. R. R. Co.*, 23 ICC 417; *Aransas Pass Channel & Dock Co. v. G.H. & S.A. Ry. Co.*, 27 ICC 403. There is no evidence that defendants' practices respecting the issuance of export bills of lading unjustly discriminate against complainants, in violation of Section 2 of the act. Complainants' traffic does not move from the same points of origin as that of competing shippers in whose favor unjust discrimination is alleged, and therefore the provisions of Section 2 are inapplicable. *Interstate Commerce Commission v. Alabama Midland Ry. Co.*, 168 U. S. 144. It is also well settled that compelling competition may justify carriers in varying their rates and practices at different points. *ICC v. Diffenbaugh*, 222 U. S. 42." (479-80).

Fifteen Per Cent Case of 1917.—By its order of April 23, 1917, called Special Permission No. 41750, the Commission temporarily waived in certain particulars the provisions of Rules 4, 9, and 54 of Tariff Circular 18-A so as to admit of the filing of the advanced rates somewhat contrary to the provisions of those rules.

In its Fourth Section Order 6632, General No. 14, of April 23, 1917, the Commission ordered that in those instances in which carriers engaged in the movement of interstate traffic now maintain higher rates for shorter than for longer distances over the same line or route in the same direction, the shorter being included within the longer distance, and such rates are authorized by orders of this Commission or are covered by appropriate applications for relief from the provisions of the Fourth Section of the Act, filed with the Commission on or before February 17, 1911, carriers may file, in the manner and form authorized by Special Permission No. 41750, schedules proposing increases in the rates, even though discrimination under the Fourth Section may thereby be increased.

Who is entitled to reparation under the Act to Regulate Commerce? Commission's rule.—In *Napanee Lumber & Manufacturing Co. v. B. &*

O.S.W. R. R. Co., et al, 43 ICC 236, the Commission held on February 20, 1917: "Complainant makes its sales of silo materials based on delivery at destinations at the fifth-class rates. On less-than-carload shipments there is added to the sale price an amount equal to the difference between the actual freight charges paid and those based on the fifth-class rates. Under these circumstances complainant's right to reparation was questioned. The record is clear that complainant paid the freight charges as such. To go into the matter of allowances between the parties would lead us away from the direct results of the acts of the carriers in the exaction of unreasonable rates into the domain of indirect and remote consequences, and perhaps into questions of equity between vendors and vendees. Sanford-Day Iron Works v. L. & N. R. R. Co., 41 ICC 10; Sloss-Sheffield Steel & Iron Co. v. L. & N. R. R. Co., 40 ICC 738. Reparation is due to the person who has been required to pay the excessive charge as the price of transportation. Nicola, Stone & Myers Co. v. L. & N. R. R. Co., 14 ICC 209."



*Union Center of Hornet's Nest
from the Confederate Side.
14" Iowa Monument to the right*

Accounting Department, Illinois Central Railroad Company

Office of the Auditor of Freight Receipts

By F. B. Sherwood,
Auditor of Freight Receipts.

THE office of the Auditor of Freight Receipts, as the name implies, audits and accounts for the receipts from freight traffic handled over the lines of the Railroad Company, as reported by its freight agents and by Freight Auditors of foreign roads.

From these reports is determined the freight revenue accruing to our companies for freight traffic handled on local way bills, our proportion of revenue on through traffic handled on interline way bills, and the proportion accruing to foreign roads. Similar information is also compiled of miscellaneous freight earnings, such as demurrage, reweighing, storage, switching charges, etc.

The Auditor of Freight Receipts is called upon to furnish to the management an estimate of freight revenue each week. These figures are compiled from Form 87, Weekly Revenue Statements, and Forms 714 and 715, Junction Passing Reports, which are rendered by agents at the close of each week, i. e., the 7th, 15th, 23rd and last day of the month.

Claims filed by consignees and shippers for overcharges in freight are sent to the office of the Auditor of Freight Receipts for investigation. In many cases they are filed direct with agents, who should see that all documents, such as paid freight bills, bills of lading, etc., are securely attached.

After claims are received in the office of the Auditor of Freight Receipts they are investigated, rated, checked against original way bills, or foreign roads' abstracts if shipments are covered by interline way bills, and if found to be correct, voucher is issued in payment. If found to be in error, claimants are so notified.

Overcharge claims received from foreign roads are investigated in this department, and if found to be in order, authority is given to draw on this company for its proportion.

From the foregoing it may be seen that the responsibilities of the office of the Auditor Freight Receipts are three-fold:

First—To the Shipping Public.

Freight charges must be assessed in accordance with published tariff rates, no more, no less; and when it is found that through error in classifying commodities, error in rating, error in deducting tare weight, etc., charges differ from the amount legally collectible, refund or additional collection must be promptly made, in order to satisfy the provisions of the Interstate Commerce Act, in case of interstate shipments, or of the various state laws in case of intrastate shipments.

Second—To Foreign Roads.

The proportion of the revenue accruing to each line on traffic way billed through from original point of shipment on interline way bills must be reported in accordance with percentage divisions agreed upon between the respective traffic departments. Charges advanced at junction stations must be paid to billing roads when shipments are rebilled in transit.

In case of interline way bills made by agents of these companies it is necessary to see that destination roads report the Illinois Central and Yazoo & Mississippi Valley Railroad's proportion of the freight revenue; to see that these companies are allowed charges advanced to foreign roads at junction stations, and to see that foreign roads are allowed their proportion of charges prepaid.

When interline way bills are not reported promptly by the destination road tracers must be sent.

Third—To Agents.

In order that they may be charged with all way bills reading to their stations, and debited or credited, as the case may be, with corrections affecting them.

Tracers must be promptly sent for reporting of local way bills not included by destination agents on their received abstracts.

To perform the duties as above set forth on a system of the size and importance of the Illinois Central and Yazoo & Mississippi Valley Railroads, requires a large force of clerks, which is divided into eighteen departments or bureaus, in order to handle the work to advantage. There are also revising bureaus located at many of the important points on the line, under the jurisdiction of the Auditor of Freight Receipts. It is their duty to promptly revise inbound billing reading to the stations where they are situated and to other adjacent agencies, in order to insure an audit office revision of way bills as soon as possible. In this way any overcharges or undercharges which may develop are at once adjusted. This tends to obviate subsequent controversy with the shipping public, to reduce the number of overcharge claims and to cut down the work of agents and of the audit office.

The instructions of this department contained in Circular No. 1, and its supplements and amendments, each has a definite purpose in view, either to simplify the work of the department, or to amplify the records to meet the requirements of the law or of the management, or some equally important cause.

For example: Exact dates are specified on which various reports must be rendered by agents. It is required that this office complete the audit of a month's freight revenue figures by a certain date on the following month. This requirement is ironclad; there must be no deviation from this

rule. The work of each department is so planned that it dovetails in with the work of each other department.

Certain figures must be passed to certain departments on specified dates, in order to complete the schedule on time. This process is helped or hampered very large by the way in which agents render their reports. If all of them are received on the proper dates, the work of the office runs along like a well-oiled machine, and there is no difficulty about getting through on time, but failure on the part of even one agent to forward his abstracts or summary or other figures according to instructions, throws the machine out of gear. Every late report multiplies the trouble, and the result is confusion, overtime and additional expense, most of which may be avoided by conscientious effort on the part of agents.

Another thing that causes delay and confusion is failure to correctly enclose and address mail to the General Offices. Some agents seem to think that if a package is simply marked for Chicago, it will reach its proper destination, and they put mail for two or more offices in one cover, or use an envelope addressed to one office for enclosing mail for another office. Probably it will eventually reach the proper department, but it must be opened, sorted, rehandled and transmitted, all of which means loss of time and additional expense. An enormous volume of mail is handled each day in this office, and if agents are particular to enclose letters and reports as instructed, it saves a great deal of time and trouble.

Every communication from the Freight Auditor's office, bears either a file reference or the name of the department in which it originated. Replies should invariably start with the same reference, to insure prompt and proper delivery to the clerk who is handling the file. Similar information is often requested by different departments. Copies of way bills or freight bills, data as to scale weights, pro-

reference or routing may be required by any of the departments.

Failure to quote file reference in replies, causes delay and often additional tracing, all of which might be avoided by indicating correct reference in the first instance.

Non-observance of current interline way-billing instructions is another thing which results in a large volume of unnecessary labor in this office, as well as on the Freight Accounting forces of connecting lines. When a shipment destined to a point on a foreign line with which we have through billing arrangements is erroneously billed locally to our junction, the junction agent changes the heading of the waybill and permits it to go forward with the freight. The billing agent reports the waybill as local on his forwarded abstract; the revenue is included by the foreign line in audit office settlement. These reports are handled by entirely different departments and before the account can be reconciled, the item has to be transcribed on two separate lists; one, of local waybills unreported, and the other, of interline waybills reported by foreign lines but not included by billing agents on their interline forwarded abstracts. If there is a delay on the part of destination carrier in reporting the waybill, tracer files are started, request being made on billing agent for copy of the waybill which is referred to junction agent at station to which the waybill is reported on forwarded abstract, to ascertain why no report has been made.

A similar procedure is necessary when shipments are waybilled through to destination on foreign lines without proper authority. Junction agent changes heading of waybill, reports it and turns over the shipment to connecting line on transfer. Waybill is taken into account as interline on forwarded abstract and as local on received abstract, and it requires time

and trouble to make necessary adjustment.

It is recognized that such errors are made and current instructions provide for minimizing the labor of adjusting the accounts, by requiring of agents, a record of changes in headings of waybills, which is checked against forwarded abstracts and endorsements made accordingly. Proper care is sometimes disregarded in compiling these heading change notices, through failure to issue or showing incorrect information, all of which tends to further complicate the situation.

The time and expense required to adjust an error is many times the effort necessary to perform the work correctly in the first place. This ought to be considered as a self-evident proposition but unfortunately, it seems to be frequently forgotten. If all concerned would bear it in mind and be governed accordingly in the handling of freight accounting reports and correspondence, the work of this office would be very materially reduced.

Now just a word or two as to the troubles of the agents, which it is well known are many. Criticism is an unpleasant duty, but it is one of the important duties of the Freight Auditor to bring errors and omissions to the attention of agents. Hearing from this office only when there is something wrong with their accounts, it may be natural for them to think that the Freight Auditor is their natural enemy; but the contrary is true, he is here to help, not to hinder, and any or all criticism should be taken in that spirit. Questions regarding the work will be promptly and cheerfully answered and suggestions are welcome at all times.

Further articles will be published in the Illinois Central Magazine from time to time and any subjects which may be suggested by agents or others will have due consideration and will be embodied, if deemed of sufficient importance to warrant.



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 ▲ ▲ ▲ ▲

Beware of the Dangerous House Fly

As a Practical Measure of Preparedness the Disease-Carrying House Fly Must Be Eliminated—American Military Records Show that It Causes More Deaths than the Enemy—Kill Flies and Save Lives

KILL at once every fly you can find and burn his body.

Observers say that there are many reasons to believe there will be more flies this season than for a number of years.

The killing of just one fly NOW means there will be billions and trillions less next summer.

Clean up your own premises; see and insist that your neighbors do likewise.

Especially clean "out-of-the-way-places," and every nook and cranny.

Flies will not go where there is nothing to eat, and their principal diet is too filthy to mention.

The Fly Is the Tie That Binds the Unhealthy to the Healthy!

The fly has no equal as a germ "carrier"; as many as 500,000,000 germs have been found in and on the body of a single fly.

It is definitely known that the fly is the "carrier" of the germs of typhoid fever; it is widely believed that it is also the "carrier" of other diseases, including possibly infantile paralysis.

The very presence of a fly is a signal and notification that a housekeeper is uncleanly and inefficient.

Do not wait until the insects begin to pester; anticipate the annoyance.

April, May and June are the best

months to conduct an anti-fly campaign.

The farming and suburban districts provide ideal breeding places, and the new born flies do not remain at their birth place but migrate, using railroads and other means of transportation, to towns and cities.

Kill flies and save lives!

EDWARD HATCH, JR.,

Chairman.

JOHN Y. CULVER,

DANIEL D. JACKSON,

DR. ALBERT VANDER VEER,

Committee.

April, 1917.

Recipes for Killing Flies

The United States government makes the following suggestion for the destruction of house flies: Formaldehyde and sodium salicylate are the two best fly poisons. Both are superior to arsenic. They have their advantages for household use. They are not a poison to children; they are convenient to handle, their dilutions are simple and they attract the flies.

Preparation of Solutions

A formaldehyde solution of approximately the correct strength may be made by adding three teaspoonfuls of the concentrated formaldehyde solution, commercially known as formalin,



to a pint of water. Similarly, the proper concentration of sodium salicylate may be obtained by dissolving three teaspoonfuls of the pure chemical (a powder) to a pint of water.

Containers for Solutions

A container such as shown above has been found convenient for automatically keeping the solution always available for flies to drink. An ordinary, thin-walled drinking glass is filled or partially filled with the solution. A saucer, or small plate, in which is placed a piece of WHITE blotting paper cut the size of the dish, is put bottom up over the glass. The whole is then quickly inverted, a match placed under the edge of the glass, and the container is ready for use. As the solution dries out of the saucer the liquid seal at the edge of the glass is broken and more liquid flows into the lower receptacle. Thus the paper is always kept moist.

Other Simple Preventives

Any odor pleasing to man is offensive to the fly and vice versa, and will drive them away.

Take 5 cents' worth of oil of lavender, mix it with the same quantity of water, put it in a common glass atomizer and spray it around the rooms where flies are. In the dining room

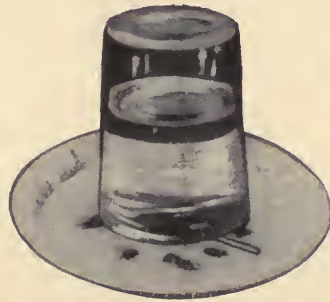
spray it lavishly even on the table linen. The odor is very disagreeable to flies but refreshing to most people.

Geranium, mignonette, heliotrope and white clover are offensive to flies. They especially dislike the odor of honeysuckle and hop blossoms.

According to a French scientist flies have intense hatred for the color blue. Rooms decorated in blue will help to keep out the flies.

Mix together one tablespoonful of cream, one of ground black pepper and one of brown sugar. This mixture is poisonous to flies. Put in a saucer, darken the room except one window and in that set the saucer.

To clear the house of flies, burn pyrethrum powder. This stupefies the flies, but they must be **SWEPT UP** and **BURNED**.



Recipes for Stables, Barns and Out-of-Doors

Borax is especially valuable around farms and out of doors. One pound of borax to twelve bushels of manure will be found desirable as a poison without injuring its manurial qualities or farm stock. Scatter the borax over the manure and sprinkle with water.

Lye, chloride of lime, or copperas (sulphate of iron) dissolved in water, crude carbolic acid, or any kind of disinfectant may be used in vaults.

The Merchants' Association of New York.





Value of Valuation Work to a Young Engineer

J. M. Farrin, Assistant Engineer

THE writer once heard a lady who had just attended an engineering convention, remark, "The convention would have been all right if the engineers had brought along a few lawyers to talk for them." The remark, while seemingly lightly spoken, made quite an impression upon me and since then I have often thought of it, especially when I have been in engineering meetings. It has been, and is now, to a great extent, a difficult thing for the average engineer to express himself clearly and forcibly when he has occasion to address a public assembly.

Fortunately, lately, engineers have come to realize this deficiency and in late years have endeavored to broaden the circle of their activities. They have been greatly aided in this by a general scheme of municipal improvements and engineering works affecting communities which has led the public to look to engineers more and more and to cause the latter to move somewhat outside their narrow technical sphere and to associate in a business way with men in a business other than their own. As long as any body or class of men associate and have dealings only with men of similar training and environment, they will continue to acquire a narrowness instead of a broadness, a condition not only detrimental to themselves but also to the general public at large. It is gratifying to the engineering profession to know that its members have come to realize the need of this inter-association and that they are producing engineers who are good examples of broad minded public spirited citizens.

The railroads of the country have long been large employers of engineers and they are a natural outlet from the university to the business world. Unfortunately, however, the railroad business of the country has grown to such an extent, that its engineering requirements are becoming more and more specialized and consequently the engineer entering this field has a tendency to neglect not only interests outside the railroad field but even other phases of railroad work than his own and to make no effort to inform himself concerning their duties. It is not the purpose of the writer to decry specialization, but rather to emphasize it, as he realizes that this is an age in which the specialist thrives. In becoming a specialist though, a man becomes more expert if at the same time he absorbs and retains knowledge of the condition and work of his fellow men. A surgeon is a better surgeon if he has intimate knowledge of the broader doctors' field as is also a dentist a better dentist if he understands thoroughly the intricate physiological bearing that the teeth have on the general health of the body. Likewise, an engineer is a better engineer if he knows and realizes something of the detail work of others. Railroads today serve a public need and they should be the public's friend and, likewise, the public should be their friend; and this condition can be greatly advanced by railroad employees doing their share by creating and taking interest in the civic affairs of the communities about them.

Owing to the growing public in-

terest in public service utilities there has recently been added another wide field for engineering knowledge to expand itself and at the same time broaden the outlook of the profession. As the railroads of the country represent such a large proportion of these utility corporations and are now being valued under act of Congress many engineers are being employed in valuation work. When this work first started it was not looked upon as being very desirable by many young engineers as they imagined that, in addition to being short-lived, it would also be dull and uninteresting. Now, after several years work, it is realized

tically all departments is necessary. In many instances this work requires the personal attention of the investigator or at least his supervision, as work of this character is likely to be slighted unless it is rigidly pursued. Thus it is that acquaintanceships are gradually formed and increase in number as the investigations extend into the other departments, and before long one will find himself well posted on where to look and who to see to get the basic facts on anything that comes up, and it does not take him long to realize that an acquaintance here and there represents a valuable asset and will assist greatly in his work.



CORINTH, MISS.

that these fears were unfounded and that valuation work opens up a field where they can think and expand to their hearts content.

As mentioned above, the expertness of an engineer is enhanced by his knowledge of the general details of the various other departments, and the valuation department, to a greater degree than any other department of the railroad, affords means for seeing and obtaining a knowledge of the other departments. Its very name means the determination of the value, and in order to do this, research work in prac-

As the valuation work progresses, the research labor begins to take form in the shape of what is called "Pre-Inventory Notes," the preparation of which represents a great deal of painstaking work, as it is not only necessary to look into and investigate original construction maps and profiles, but also the annual reports for years back. Thus it will be seen that as different sections of the road are gone over, a very good idea is formed as to the life of the various component parts that go to make up a railroad. Where reports are not sufficiently clear and do

not give enough details, it is often necessary to make further investigation in the division records and sometimes even to make actual field inspection. With it all a young man certainly gets a training for thoroughness that is hard to surpass. What cannot be found in one place must be looked for in another, and if one man can give you no information, it is probable that a clue will be dropped that will lead to eventual success. It will soon become apparent that superficial work in the Valuation Department will bring no results, and before long one unconsciously will pride himself on each hidden and ancient fact brought to light.

In a large organization there are constant changes taking place, and to

one who has made himself conversant, and has shown by his work that he has acquired thoroughness, there will come before long an opportunity to get out into the field as a pilot engineer. Here he will find himself face to face with facts as they are in life and not a picture on a blue print. The writer has designed and been connected with quite a few large structures, and has also had a great deal of construction experience along with it, but he must confess that in many instances a view of the actual structure shows that the magnitude was hardly realized. Experiences such as these are probably common to nearly all engineers, but no doubt they do not realize it until they actually meet them in the field.

(To be Continued.)



Patriotism in the Valuation Department

From the Unit Cost Data Group

AS requested, we are forwarding this memorandum of what the Unit Cost Data Group of the Valuation Department is doing in compliance with the request of President Wilson in his proclamation to the people of this country.

All of the employes of this group have contributed toward the buying of

a large American flag, which has been placed in the center of the office, and we have also put small flags in each window.

The following have filed their applications for commissions in the Officers' Reserve Corps: W. N. Cramer, C. G. Bryan, C. W. Ellsworth, A. King, E. J. Stephenson, E. H. Lewis, J. M. Tilley,

B. C. Ellis, M. B. Willey, T. J. Leviton and A. M. Burke. One of our number, Private Frank K. McCarty, is a member of the First Illinois Cavalry National Guard, Troop F.

In addition to those mentioned above going to fight for "Old Glory" on the battle field, we also have a Potato Squad, recruited from the married men, who have availed themselves of the offer of the management and have undertaken the cultivation of some of the Company's vacant land at Flossmoor, Illinois. These men expect to do

their share toward keeping up the food supply of the country, while those that are eligible are serving the country in the Army. They are: I. J. Sexton, A. Vernon, C. J. Corliss, G. W. Parker, L. W. Hawkins, C. W. Atwood, W. W. Sims and O. N. Hooker.

Miss Todhunter has enrolled with the Red Cross Society.

We take this method to publicly thank Mr. W. L. Tarbet, Land and Tax Commissioner, and the Management for the use and preparation of the land to be used by us.



GOOD ROADS, LAKE AND GOLFING, CORINTH, MISS.

Development Bureau

Raising Beef Cattle in the South on a 160-Acre Farm

By J. M. Rigby, Agriculturist

THE small farmer with 160 acres or less can well afford to grow some beef animals on his farm. The high prices prevailing for good beef cattle makes the business very remunerative and there is an ever increasing demand for good beef animals on the market.

By having a few of these good animals the farmer is enabled to market his crops most economically and most profitably by feeding same to the cattle. He thus manufactures his field products into the finished product ready for the consumer. He not only makes a profit on the growing of his crop and the finishing of the animal, but there is a profit from the manure derived from his feeding. This source of income is often overlooked. The manure not only adds plant food to the soil, but adds humus which enlivens the soil and makes a better home for useful bacteria so much needed by all kinds of crops.

The South is peculiarly adapted to the growing of all kinds of livestock, and beef cattle hold rank with other form of livestock. The climate being mild, there is no necessity for expensive barns and the soils of Mississippi and Louisiana are well adapted to the growing of best pasture grasses and clovers. The cheapest gains are derived from pasture, hence the value of having a long growing season of the best pasture grasses.

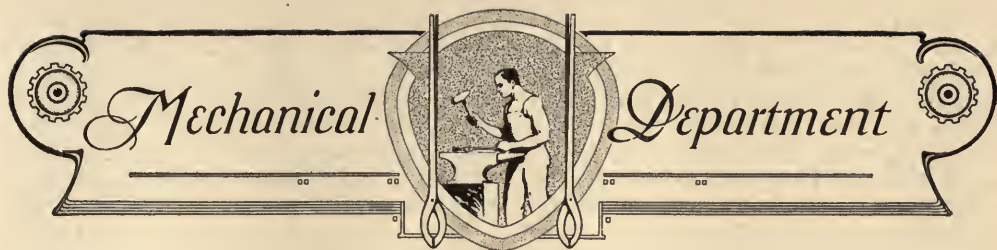
It is wise in most instances for the farmer to begin with common cows, using a good pure bred bull, thus gradually building up his herd. It is very necessary to have the right kind of sire, as the first cross from a pure bred bull is always a very marked improvement if the sire is good.

On account of the great demand for beef cattle and the scarcity of same, the farmer should grow these animals instead of buying and grazing them to sell. The best cattle growers take a pride in breeding up their herds to a high stage of excellency because it means greater profit than raising poor stuff or buying and selling the same poor quality.

In raising beef cattle the farmer should have good fences, comfortable quarters for winter and an abundance of good water. A cow will have to consume a great deal more food to stay in good condition if exposed to the cold rains and winds of winter than if she had protection. The farmer should grow plenty of feedstuff and should provide the best pasture possible. Here are some of the important crops that should be grown in this section by the cattle raiser: corn, oats, lespedeza, soy beans, velvet beans, peas and such other feed crops as are suitable to the particular locality. A silo should be found on every farm carrying cattle, and corn and sorghum will furnish the best and cheapest form of silage.

A combination of Bermuda grass in most instances, or carpet grass in some, with lespedeza should form the backbone of the pasture. Other pasture plants which should add to this combination in most cases are burr clover, white clover, hop clover, alsike clover, paspalum and a few other native grasses.

With the proper interest in beef cattle and good care in the raising and finishing of same there is no reason why the small farmer should not make some money every year on a small herd of beef animals.



Setting Valves with the Walschaert Gear

By G. A. Belcher, Machinist, Pinckneyville, Ill.

AS the Walschaert valve gear has been adopted as a standard by a great number of Railroads in this country, and as a great many questions are being asked, I take this means of explaining to the employes of the I. C. R. R. what I think is the most practical and simplified of all methods that I have seen in use.

Before proceeding with the method, it is well to bear in mind, that the eccentric crank is so set that when the piston is at the extreme end of its stroke the link stands in its middle position, and it is evident that if the radius rod were attached directly to the valve stem the valve would also be in its middle position. When, however, the piston is at the end of its stroke, the valve should be displaced from its middle position by an amount equal to the steam lap, plus the lead.

In the Walschaert gear the valve is given lead by a combination lever which is attached to both the valve stem and radius rod, and is also connected by the union link to the cross-head. This combination lever is so proportioned that if the point of its connection to the radius rod be kept a stationary fulcrum and the piston moved a distance equal to the stroke, the valve will be moved a distance equal to twice the lap plus the lead. Therefore, when the piston is at the end of its stroke the valve is displaced from its middle position, a distance equal to the lap plus the lead and the correct distribution of steam is secured.

With a valve having outside admission—the valve rod is connected to the combination lever at a point above the latter's connection to the radius rod. Now if the block is in the lower half of the link, when in forward gear, the eccentric crank leads the pin, but if the block is in the upper half of the link when in forward gear, then the crank follows the main pin.

With a valve having inside admission—the valve rod is connected to the combination lever at a point below the latter's connection to the radius rod and we also find the eccentric crank works in the opposite direction as with a valve having outside admission. Inasmuch, as the position of the valve, when the piston is at the end of the stroke, is dependent upon the combination lever only, it is evident the lead is the same at all points of the cut-off.

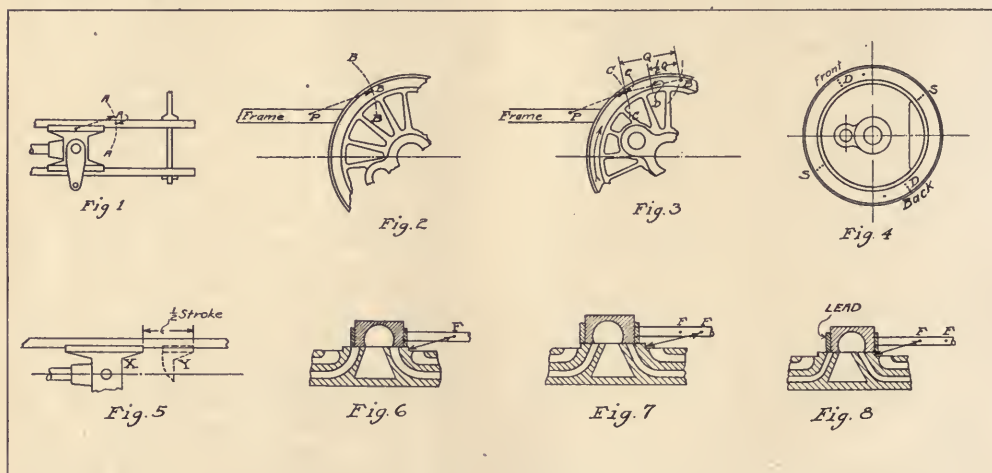
We will now proceed to set the valves, assuming that all parts have been checked and found correct:

(1) Block the main dr. boxes allowing $\frac{1}{2}$ " over the central position for settling, and add $\frac{1}{2}$ " between the top of the frame and the central line of the dr. journal. (Of course, we understand the main rods are up and all parts connected.)

(2) To obtain the dead centers, place the main crank pin about 8" below the forward center. Put a prick punch mark at any convenient place on the cross-head gibb, and with a pair of dividers, scribe the line A-A on the

guide bar, then prick punch the point A at any place on line A-A Fig. 1, next prick punch the frame at any convenient place ahead of main dr. and scribe the line B-B on the tire (using a long tram), then prick punch the point B about 1" from the edge of the tire Fig. 2. Now revolve the wheel backward until the main crank comes above the forward dead center, stopping it when the dividers used in Fig. A-1 reaches exactly from the point on the crosshead to the point A on the guide. Then retram the frame to the tire as in Fig. 3 using the same tram and same point P as in Fig. 2. Scribe

the cross-head and frame, but a new point on the guide. A good method for marking these centers are shown on Fig. 4. The trial points are indicated by a single punch mark only, while the final points are indicated by 3 punch marks, the outer ones being the actual tram points. The points S-S as shown on Fig. 4 are indicated in a similar manner, the outer marks representing the actual tram marks for marking the $\frac{1}{2}$ stroke position to obtain the points S and S, set the cross-head on the forward dead center and measure back on the guide $\frac{1}{2}$ of the piston stroke as shown in Fig. 5. Then



the line C-C and punch the point C at exactly the same distance from the edge of the tire as point B in Fig. 2. We now have the points B and C on the tire; with your dividers get exactly the center of $\frac{1}{2}$ of the distance between C and B, which we will call Q and prick punch the point D. Be sure you are the same distance from the edge of the tire as C and B, Fig. 3. Now if you revolve the wheel forward until your long tram reaches exactly from the point P on the frame to point D on the tire, you will have the main crank pin exactly on forward dead center.

Proceed in like manner to obtain the exact backward dead center, reversing the operation using the same points on

revolve the wheel forward until the crosshead moves from position X to position Y. Now with the long train obtain the point S by tramping from point P on the frame Fig. 2 and 3, prick punch the point S exactly the same distance from the edge of the tire as point D. Now the opposite $\frac{1}{2}$ stroke point S can be obtained in the same manner. Now we have the four important points of the stroke definitely established.

We will now proceed with an outside admission slide valve:

(1) With the parts exposed place the valve with its stem edge just cutting off the parts (at each end), and prick punch the points F and F obtained from any convenient place on the

cylinder or saddle, Fig. 6 and 7. The distance between the points F and F are equal to twice the lap of the valve.

When the valve is leading the main crank pin on either dead center the part should be open the distance equal to the desired lead. See Fig. 8.

Please bear this all in mind and we will now proceed by hooking up the reverse lever until the link block is exactly central with the link. Place the main pin on exactly the forward dead center, and tram to the valve stem; now revolve the wheel to back dead center and tram again to the valve stem. Measure the points, so obtained; the distance should be equal to twice the sum of the lap and lead. If you have a variation it means that an error exists in the combination lever, the upper and lower arms of which are made respectively proportional in length to twice the lap and lead to the stroke of the piston Fig. 9. Please remember this and do not get confused.

Assuming that the distance L (Fig. 9), as tramed is found correct, then proceed as follows:

(3) Place the reverse lever in forward motion with the link block at any point that will give you the valve

travel you desire when the wheels are revolved in the forward direction.

(4) Place the crank on the forward dead center by traming from P to D, Fig. 3. Now use the same tram as used for marking the valve stem in Fig. 6 and 7, scribe on the stem, measure the distance between the point so obtained and the point F. This distance should be exactly equal to the desired lead.

(5) Revolve the wheel in the forward direction until the main pin is on the back dead center tram and scribe the valve stem as before; measure the distance from the point obtained to the point F. This distance should be equal to the desired lead.

(6) Now place the reverse lever in the backward motion (as in No. 3), and examine for lead at the front and back as described in instructions 4 and 5, except the wheel is turned in the back direction.

(7) If all the points so found are exactly to your blue print, the valves are square, a check should now be made by placing the piston on forward dead center and move the link block through its entire travel in the link; this should not disturb the valve if all parts are correct.

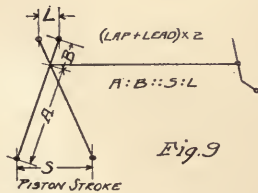


Fig. 9

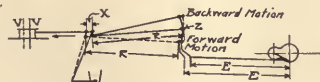


Fig. 10

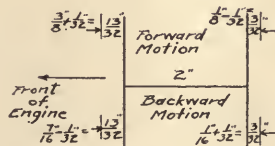


Fig. 12

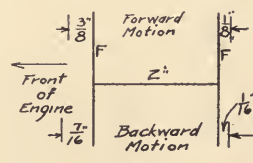


Fig. 11

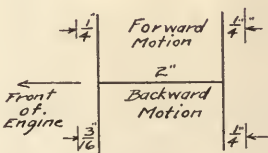


Fig. 13

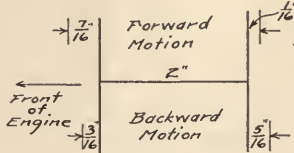


Fig. 14

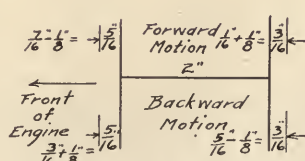


Fig. 15

(8) With the gear set for full stroke, forward and backward, the travel should be examined with the piston at $\frac{1}{2}$ stroke, with the long tram catch the points P and S and P, Fig. 4. The travel so measured will not be exactly square as the points S and S represent the $\frac{1}{2}$ stroke as measured from the piston and do not take into consideration the angularity of the main rod. You can readily see that the Walschaert gear has some peculiarities and I obtain the best results by squaring Freight Engines in full travel and Passenger Engines at $\frac{1}{2}$ stroke. The service of the engine should govern your work.

If on trial, you find the valve is out, the following will serve to explain the connections that should be made. We will suppose that your blue prints call for the following specifications:

Valve travel	$5\frac{1}{2}$ "
Eccentric crank throw.....	11 "
Lead	$\frac{1}{4}$ "
Outside lap	1 "

Link block below center of link in forward gear.

(1) Length of combination lever between central fulcrum and upper and lower arm centers. See Fig. 9. Eccentric crank throw and length of crank arm, study Fig. 9 closely. In the case under our consideration prick punch marks on valve stem Fig. 6 and 7, will be 2" from center to center. This you will note is twice the lap. Remember a change in the length of the eccentric rod makes a change in the position of the valve in proportion to the eccentric throw and valve travel, which in this case is as 11 to $5\frac{1}{2}$ or as 2 to 1, or in other words a change of $\frac{1}{4}$ will move the valve $\frac{1}{8}$ when the engine is in full gear and the main crank on dead center.

The influence of the eccentric rod changes on the direction ahead or back of the movement of the valve is explained in Fig. 10. A study of Fig. 10 will show you, if the eccentric rod E is lengthened to E, then the radius rod R will be moved ahead to the position R and the valve stem will be

moved a distance marked X, thus displacing the position of the valve from the position to the position.

Now we can form the following rules:

If the link block is below the center of the link in forward motion.

If the eccentric rod is shortened the valve is moved back, if it is lengthened it is moved ahead.

In the backward motion, if the eccentric rod is shortened the valve is moved ahead, and if lengthened the valve is pulled back.

Should the link block be above the center of the link in forward gear, then in each case the valve would be moved in the opposite direction, as stated above. Any correction made to the radius rod will have full influence on the movement of the valve.

The link fulcrum Z, Fig. 10, is a fixed point and the direction of the movement due to changes in the radius rod vary greatly with such changes. We can now form the following rules relative to the radius rod in either motion. To move the valve ahead, lengthen the radius rod.

To move the valve back, shorten the radius rod; this is true regardless of the position of your link block.

With these facts in mind, I will now give you two examples:

Example No. 1

We will now suppose that on tramming to the valve stem with the crank on dead centers, the following irregularities in the lead are found on the engine; under consideration we have the port marks A and F, Fig. 7, on the valve stem, while the short straight mark and cross represent the irregularities in Fig. 11.

I will first proceed to divide the error between the forward and backward motion as follows:

Forward $\frac{3}{8}$ " - $\frac{1}{4}$ " lead - $\frac{1}{8}$ " error
Backward $\frac{1}{4}$ " lead - $\frac{1}{8}$ " - $\frac{1}{8}$ " error

To square the lead the valve must be moved $\frac{1}{8}$ " ahead in the backward motion.

Front $\frac{7}{16}$ " - $\frac{1}{4}$ " lead - $\frac{3}{16}$ " error
Back $\frac{1}{4}$ " lead - $\frac{1}{16}$ " - $\frac{3}{16}$ " error

To square the lead the valve must be moved $\frac{3}{16}$ " ahead.

As the errors in the two motions occur in the same direction, we find the greater will neutralize the lesser to a certain extent, and we find the average error will be the difference between the two which is $\frac{3}{16} - \frac{1}{8} = \frac{1}{16}$ average error. Now to divide an error of $\frac{1}{16}$ about a central point it will be necessary to move the valve $\frac{1}{2}$ of this amount, which is $\frac{1}{32}$ —in this case, $\frac{1}{32}$ back in the forward motion. According to rule we made, the eccentric rod must be shortened $\frac{1}{16}$ in proportion of two to one to move the valve $\frac{1}{32}$. When this is done our valve will tram as in Fig. 12.

We now have the error in forward and backward motion equalized, but yet have the lead front and back to square. The valve as now standing is $\frac{5}{32}$ too far back, we have:

Front $\frac{1}{32} - \frac{1}{4}$ lead - $\frac{5}{32}$ error
Back $\frac{1}{4}$ lead - $\frac{3}{32} - \frac{5}{32}$ error

As the influence of the radius rod is direct (according to the rule we made), it follows that by lengthening this rod $\frac{5}{32}$ the valve will be square and can be tramed as in Fig. 13. You will note that in this case the valve has been squared by shortening the eccentric rod $\frac{1}{16}$ and by lengthening the radius rod $\frac{5}{32}$.

Example No. 2.

We will now suppose that upon traming the valve we get results as in Fig. 14. Divide the error between the forward and backward motions as follows:

Front $\frac{7}{16} - \frac{1}{4}$ lead - $\frac{3}{16}$ error
Back $\frac{1}{4}$ lead - $\frac{1}{16} - \frac{3}{16}$ error

To square the error the valve must be moved $\frac{3}{16}$ ahead.

Error in the back motion.

Front $\frac{1}{4}$ lead - $\frac{3}{16} - \frac{1}{16}$ error
Back $\frac{5}{16} - \frac{1}{4}$ lead - $\frac{1}{16}$ error

To square the error in the back mo-

tion, the valve must be moved back $\frac{1}{16}$.

We now have two errors each in the opposite direction. It is true that they augment each other and the average error will be the sum of the two, which is $\frac{3}{16} + \frac{1}{16} = \frac{1}{4}$ " average error.

We must now divide the error equally about the central point, so it will now be necessary to move the valve $\frac{1}{2}$ the amount or $\frac{1}{8}$ " ahead in the forward motion.

According to our rule for altering the eccentric rod, we find the eccentric rod must be lengthened $\frac{1}{4}$ " in proportion of two to one; when this is done the valve will travel as in Fig. 15.

The error in the front and back motions have been equalized, and it remains only to square the lead. The valve as now standing is $\frac{1}{16}$ too far back, so we have the following:

$\frac{5}{16} - \frac{1}{4}$ lead - $\frac{1}{16}$ error.
 $\frac{1}{4}$ lead - $\frac{3}{16} - \frac{1}{16}$ error.

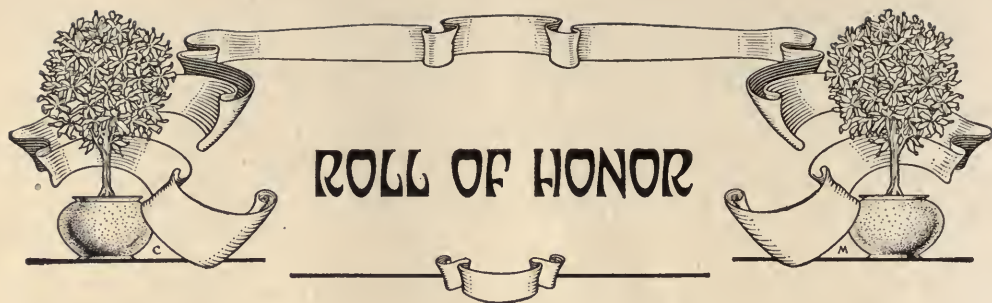
To move the valve ahead $\frac{1}{16}$ we must lengthen the radius rod $\frac{1}{16}$. When this is done the valve will tram as in Fig. 13.

We have now squared example No. 2, by making the following changes:

Lengthened eccentric rod..... $\frac{1}{4}$ "
Lengthened radius rod..... $\frac{1}{16}$ "

From examples given it is evident that the error in the front and back motion are equalized by changing the eccentric rod, and the lead is squared by changing the radius rod.

Keep in mind that in the examples which I have given, the engine is supposed to have $\frac{1}{4}$ " lead. In squaring an engine in the back shop (or cold engine), in marking the front and back positions on the quadrant, I get good results by allowing $\frac{1}{4}$ " toward the front allowing this for expansion, but this is no fixed rule, and I leave it to the judgment of the man doing the work.



Name	Occupation	Where Employed	Service	Date of Retirement
Paul Newman (Col.)	Porter	Natchez	25 yrs.	8/31/16
Eugene Ross	Conductor	New Orleans	19 yrs.	12/31/16
John D. Avey	Conductor	Springfield	33 yrs.	12/31/16
Robert Travic (Col.)	Laborer	Wa. Valley	38 yrs.	12/31/16
Harrison Moss (Col.)	Laborer	Hardy	47 yrs.	4/30/17
Perry McGlothter (Col.)	Laborer	Jackson	44 yrs.	4/30/17
Felix S. Richardson	Conductor	Jackson	40 yrs.	4/30/17
Nickolas Nagle	Section Foreman	Grayville	36 yrs.	4/30/17
Amzi King	Crossing Flagman	Newton	45 yrs.	4/30/17
Samuel Carson	Crossing Flagman	Rantoul	29 yrs.	5/31/17
Peter Calmer	Crossing Flagman	Sioux City	16 yrs.	5/31/17



JOHN W. SHAW.

JOHN W. SHAW.

AFTER twenty-eight years of continuous service in the Road Department of the Illinois Central Railroad, Mr. John W. Shaw, Section Foreman, has been retired on the pension roll. His retirement is due to ill health. In September, 1914, Mr. Shaw sustained a paralytic stroke and has never completely regained his health.

Mr. Shaw entered the service as section laborer on the Indianapolis Southern Railroad, now a part of the Illinois Central, in May, 1888. In 1900 he was promoted to section foreman and continued in that position until July, 1916, when failing health compelled him to give up his work.

Mr Shaw has resided for many years in Palestine, Illinois, and will continue to make that place his home

ED. A. BALDWIN

ON February 28th, 1917, Engineer Ed. A. Baldwin closed a career in Mechanical Railroading that covers a span of some 56 years experience,

being retired on a Pension on the advent of his 70th Natal Day.

Mr. Baldwin's record as quoted herein covers a period of continuous service, commencing his railroad career during one of the most troublous times of our Nations history, the memorial year of 1861, at which time Mr. Baldwin, being only a young lad entered the shops of the W. & A. R. R., as a machinist's apprentice, serving his apprenticeship and sacrificing his machinist trade to become a locomotive fireman and continuing in the employ of the W. & A. until 1868, under Master Mechanic Flynn, with headquarters at Atlanta, Ga.

In 1868 he severed connections with the W. & A. and accepted a position with the Brunswick & Albany R. R., as engineer, under Master Mechanic Hertel, with headquarters at Brunswick, Ga., until 1872. He then left the B. & A. and accepted employment with the Macon & Western, serving this road for one year. From the M. & W. he went to the Chicago & St. Louis, now a part of the Illinois Central, under Master Mechanic Greener, and from this line accepted service with the Illinois Central, running out of McComb, for about one year. From this Company, Mr. Baldwin accepted employment with the Y. & M. V., working for that road about 11 years, and then returned to this Company permanently affiliating himself with this road in 1895, and since that time has served this line in the following capacities: General Foreman, Roundhouse Foreman and Terminal Switch Engineer, from which latter position he was given his retirement as above outlined.

The record of this grand old man is one that he can justly be proud of, and I might add that the evening of his retirement will be long remembered by Mr. Baldwin and his family, for on that occasion Mr. Baldwin was the Guest of Honor at a very delightful banquet, he being the recipient of many handsome tokens of remembrance.



ED. A. BALDWIN.

Mr. Baldwin is hale and hearty, enjoys the best of health and resides with his interesting family, consisting of Mrs. Baldwin and three talented daughters at 1113 Cambronne St., New Orleans, La.

**MR. CHARLES W. ROBINSON,
TRAVELING ENGINEER,
ILLINOIS DIVISION**

MR. CHARLES W. ROBINSON was born at Delaware, Ohio, December 27, 1873, and died at San Angelo, Texas, where he had gone only a few days before for his health, March 31, 1917.

To Mr. Robinson's multitude of friends on both the Indiana and Illinois Divisions the above likeness will recall him, as he was in good health when transferred to the Illinois Division. Mr. Robinson's devotion to duty and the interests of his employers during the past year or more while suffering from the malady which caused his death was a shining example of determination and will power not to surrender to the inevitable almost unparalleled. His death

to many of his friends came as a shock, because of his determination to remain at his duties, having worked continuously until within a few days of his death.

Interment took place at Mattoon April 5, at which a host of friends were present. "Charlie," as he was affectionately known to his friends and acquaintances, will be remembered best for his many kindly deeds and his disposition to always manifest an interest in the welfare of his fellow employees.

He began his railroad career as fireman on a switch engine for the old P. D. & E. at Mattoon in 1889, but was taken off on account of not being of age. He entered the machine shops in 1890, learning the trade and working at it until 1896, when he went firing on the P. D. & E. He was promoted to engineer June 27, 1900, and to traveling engineer in 1905. In December, 1910 he was transferred to Kankakee as traveling engineer, in which capacity he worked until his death. He leaves a widow and one son.



CHAS. W. ROBINSON.



Bloody Pond,
Shiloh National Military Park,
Pittsburg Landing, Tenn.

Meritorious Service

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

Illinois Division

During March the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands: Conductor F. Hellberg, Conductor G. Bosson, Conductor J. M. Hall, Conductor B. F. Dressler, Conductor W. Gerry; Flagman J. Gardner, Flagman D. Eakins, Flagman H. Buckbinder, Flagman A. Kruger, Flagman E. Ashton; Gateman R. J. Fraher, Gateman Thos. C. White; Gatekeeper A. Purner, Gatekeeper Anna Smith, Gatekeeper Eleanor Jacobs, Gatekeeper Margaret Heldenbrand, Gatekeeper Belle Onsel.

Conductor D. S. Weigel on train No. 24 March 16th declined to honor card ticket account date of sale having been erased and collected cash fare. On train No. 4 March 19th he declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

St. Louis Division

Conductor A. E. Reader on train No. 22 March 6th declined to honor card ticket account having expired and collected cash fare.

Wisconsin Division

Conductor J. P. Reece on train No. 123 March 1st lifted expired card ticket from passenger who admitted it had been previously used for passage and collected cash fare.

Iowa Division

Conductor D. B. Johnson on train No. 711 March 10th declined to honor card ticket account having expired and collected cash fare.

Tennessee Division

Conductor S. E. Matthews on train No. 6 March 18th lifted going portion of trip pass account returning portion being missing and collected cash fare.

Conductor J. A. Cunningham on train No. 10 March 14th declined to honor returning portion of interline ticket account having expired and collected cash fare.

Conductor J. E. Nelson on train No. 4 March 26th, lifted annual pass account limit having been altered. Passenger refused to pay fare and was required to leave the train.

Louisiana Division

Conductor L. E. Barnes on train No. 34 March 3rd lifted employe's term pass account identification slip having expired. Passenger refused to pay fare and was required to leave the train.

Conductor R. E. McInturff on train No. 35 March 4th lifted mileage book account being in improper hands and collected cash fare.

On train No. 23 March 15th he declined to honor returning portion of interline ticket account not having been validated and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 35 March 18th and No. 23 March 19th he declined to honor card tickets account having expired and collected cash fares.

On train No. 24 March 19th he declined to honor mileage book account having expired and collected cash fare.

Conductor E. S. Sharp on train No. 314 March 6th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 313 March 23rd he declined to honor mileage book account having expired and collected cash fare.

Conductor M. Kennedy on train No. 332 March 6th, Nos. 331 and 332 March 16th declined to honor mileage books account having expired and collected cash fares.

Memphis Division

Conductor G. T. Reeves on train No. 523 March 3rd declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. B. Bell on train No. 114 March 7th lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor B. Smith on train No. 41 March 12th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 41 March 26th he declined to honor mileage book account having expired and collected cash fare.

Vicksburg Division

Conductor R. C. Buck on train No. 36 March 5th lifted mileage book account be-

ing in improper hands and collected cash fare.

New Orleans Division

Conductor R. E. Cook on train No. 15 March 1st declined to honor returning portion of five day excursion ticket account having expired and collected cash fare.

Springfield Division.

Brakeman P. W. Werner, Clinton, has been commended for discovering and reporting bolster hanger broken and sand board down on C. M. & St. P. 100387, train 152, April 13. This action undoubtedly prevented possible accident.

Assistant Baggage-man Walter Carter, Clinton, has been commended for discovering and reporting broken rail in Clinton District main track south of East Main Street, April 1. This action undoubtedly prevented possible accident.

Section Foreman Cleve Elam, Pana, Ill., has been commended for discovering and reporting two brake rods dragging in train 152, April 30, near Dunkle, Ill. Train was stopped and brake rods removed, thereby preventing possible accident.

Brakeman G. A. Walker and Conductor Thomas Clifford, Clinton, have been commended for discovering M. & O. 11674 with broken arch bar. Car was set out at Ramsey, thereby preventing possible accident.

Mr. J. P. Donegan has been commended for discovering I. C. 106456, train 182, March 21, and having car set out at Ramsey, thereby preventing possible accident.

Engineer T. B. Scott, Fireman Thos. Miller, Conductor F. Brown, Train Baggage-man S. W. Perry, Flagman R. O'Connor, Porter J. C. Rochon have been commended for action taken in extinguishing fire at bridge DA 223-23 south of Waggoner, March 11. This action prevented considerable property damage, as well as serious inconvenience and expense on account of expense.

Minnesota Division

Operator C. A. Indra, Lena, has been commended for discovering and reporting brake beam down on train 1st 52, April 13. Train was stopped and brake beam was removed, thereby preventing possible accident.

Agent J. H. Price, Julien, has been commended for discovering and reporting brake beam dragging on I. C. 28448, April 10. Train was stopped and brake beam removed, thereby preventing possible accident.

Illinois Division.

Conductor J. J. Monahan has been commended for discovering and reporting two cars in his train improperly stencilled. Arrangements were made to correct same.



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Fireman O. C. Yerk has been commended for discovering roof of freight car laying on northbound main track two miles south of Manteno and reporting same, thereby preventing possible accident.

Switchman D. McKenzie has been commended for discovering and reporting car off center moving in Extra 1672 south, passing through Champaign Yards, March 17th. This action undoubtedly prevented possible accident.

Agent B. C. Madison of Manteno has been commended for discovering and reporting sand board down I. C. X1010. This action undoubtedly prevented possible accident.

Engineer C. N. Weaver has been commended for discovering and reporting three inches of rail broken out of north bound main near oil track switch, Kankakee Junction. The necessary action was taken to have repairs made, thereby preventing possible accident.

C. A. Deany, Yard clerk at Gilman, has been commended for discovering and reporting U. R. T. 1501 improperly stencilled. Arrangements were made to correct same.

Brakeman E. Metzger has been commended for discovering and reporting ties on fire on south main north of Odin. Necessary action was taken to have repairs made, thereby preventing possible accident.

Conductor H. L. Beem has been commended for discovering I. C. 96087 improperly stencilled. Arrangements were made to correct same.

Brakeman C. S. Mayhew has been commended for discovering and reporting tank at Dorans almost empty at 1:45 A. M. March 3rd. Pumper filled tank and thereby avoided unnecessary delay to trains which would have been caused by their arrival at Dorans and tank being empty.

C. W. McKnight, Agent at Arcola, has been commended for discovering and reporting wheel sliding on eighth car from engine in extra 1650, passing his station. Dispatcher notified train crew who had brake released.

H. E. West, Agent, Buckley, has been commended for discovering and reporting piece of sheet iron protruding from top of car in extra 1510 north, March 1st Train was stopped and crew securely fastened the iron, thereby preventing possible accident.

R. V. Devenoughes of Manteno has been commended for discovering and reporting brake beam dragging under N. Y. C. & St. L. 24377 in No. 56, March 6th. Train crew removed same, thereby preventing possible accident.

Brakeman C. A. Nave has been commended for discovering and reporting broken arch bar under I. C. 120744, while inspecting train at Monee, March 25th. Necessary action was taken to prevent possible accident.

Switchman M. A. Brooke has been commended for discovering and reporting I. C. 782 at Champaign improperly stencilled. Arrangements were made to correct same.

Minnesota Division

J. W. Benda has been commended for discovering and reporting brake beam dragging on Extra 1570 west. Brake beam was removed, thereby preventing possible accident.

Division News

Indiana Division.

The "Star and Stripes" are seen floating from most business buildings in Mattoon, as well as from many homes, and there have been several public demonstrations of flag raising, but the I. C. R. R. shop employes took the initiative in this respect, when on April 14th at 9:00 A. M., an impressive ceremony took place at Mattoon Shops, being witnessed by the entire shop force, also a large attendance of others. Rev. A. H. Kelso made a very interesting speech, and the two stenographers in Master Mechanic Bell's Office, Misses Flora Adrian and Gertrude Hasler, had the honor of raising the flag. It is nine by eighteen feet, and can plainly be seen at quite a distance waving majestically over the shop buildings.

Superintendent L. E. McCabe, who was on Indiana Division for several years, was promoted April 1st to Minnesota Division with headquarters at Dubuque, Ia. Much genuine regret is felt at Mr. McCabe's departure, but we all wish him the very greatest success in his new position! Mr. H. J. Roth, formerly Train Master on the St. Louis Division, at Carbondale, succeeds Superintendent McCabe.

Superintendent H. J. Roth, together with the Train Master, Road Master, Chief Dispatcher, Trav. Frt. Agent, Special Agent and Mr. Calahan from the Loss & Damage Office, have completed a trip by motor car over the entire Division, checking up stations, etc. Stations were found in very good shape.

Business seems to be on the increase. For the first twenty-one days of April we had an increase of 25% over last year. March was the largest month in the history of Indiana Division, in this respect.

Operator C. J. Walker, of Newton, Ill., has departed for Seattle, Wash., to be gone about six weeks. He will attend the

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O. R. T. Convention before returning. He is being relieved by Operator C. V. Whit-sell.

E. A. Berkitt from the Superintendent Telegraph's Office visited Mattoon a few days ago looking after installation of wires in the new Station Building.

A. F. Buckton, Chief Clerk to Master Mechanic, and C. R. Wood, Asst. Accountant in the Master Mechanic's office, attended the Accountants' Meeting in Chicago April 24th, and report an interesting meeting.

Elmer Stoner, Engine Carpenter at Mattoon Shops, has just returned to work after spending two months' vacation in California.

On April 26th at noon, the new cut off between Effingham and Evers was put into service, which eliminates a bad hill and curves; also permits increasing of tonnage about 55%.

Robt. Laden, Chief Clerk in Road Department, was called to Rockford by the death of a relative a few days ago.

J. T. O'Dea of Chicago Terminal was a visitor on the Division recently, for a few hours.

File Clerk Harry Sumner is home from a short pleasure trip to Chicago.

On April 27th, ballasting track was commenced on the Indianapolis District, where the work was discontinued last year.

On the afternoon of April 19th, the patriotic spirit of the people was displayed by a Preparedness Parade. All business houses, industries, etc., were closed during this time. All the different organizations were represented; schools, clubs, lodges, all classes of business, factories, shops, etc.

The Illinois Central Railroad employes formed a section, and received particular mention in the daily newspaper with reference to their splendid appearance and number.

The President's Special, consisting of office cars Nos. 16, 3 and 5, was received at Indianapolis, Ind., on April 24th, and was handled Special, Indianapolis to Mattoon via Newton. Delivered to Illinois Division at Mattoon for movement to Chicago.

Springfield Division

J. R. Thorne, dispatcher at Rantoul, returned to work March 26th, after an extended leave of absence, greater part of which was spent at different winter resorts in Florida.

Agent G. W. Rollins took a fifteen day leave of absence effective March 28th.

Agent Wesley Stone expects to take an extended leave of absence about April 30th, and will spend several months in the West.

Gang Foreman H. W. Gray has been granted a leave of absence and will leave soon for Ocala, Fla.

Engineer J. J. Tracey and wife are visiting in Hot Springs, Ark.

Timekeeper C. L. Day has returned to work after an absence of two weeks on account of sickness.

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Machinist C. Henson and family visited in Osage, Ia.

Supply Man George Gandy will leave soon for Oklahoma City, Okla., for a two weeks' vacation.

Janitor Peter Lemon has returned to work after spending a week in Monticello, Wis.

Engineer W. J. Brewer went to Jacksonville, Fla., in April on business.

Erecting Foreman Wm. Getzendanner made a flying trip to the Windy City a few days ago to purchase his garden seed. "Getz" is some gardener.

Engineer C. L. Drago and wife have returned from Crookston, Minn., where they were called on account of the sickness of their daughter.

The "Safety First" Ball Team is again being organized under the management of Frank Bullard. Last year the team had a fine season and with the proper support and management should have even better success this year.

The O'Malley Beare Valve Company building, located at 95th and Forest Avenue, to cost about Sixty Thousand Dollars (\$60,000.00), is going up very rapidly and will soon be completed.



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Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day, with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipe, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 189Z, Station E, New York City, and get the very interesting free book that will be sent promptly upon application.

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Pendant left
Pendant right
Pendant down,
as shown in
illustration



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Adjusted to

6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
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19

June

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in the interest of the Company and its 45000 Employes*

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15¢ pr. copy \$1.50 pr. year*



JOSEPH J. BENNETT
Assistant Purchasing Agent

Mr. Joseph J. Bennett was born in Centralia, Ill., July 7, 1885. Educated in Centralia Schools, graduating from the Centralia High School. Entered the service of the Illinois Central Railroad Company as clerk in the freight office at Centralia, Ill., in 1902. Accepted position with the Centralia Coal Company which position he filled until July 1907, at which time he re-entered the services of Illinois Central Railroad Company as Traveling Coal Inspector, Southern Lines, appointed Fuel Agent Oct. 1, 1910. Promoted to Assistant Purchasing Agent Jan. 1, 1913.

ILLINOIS CENTRAL Magazine

Vol. 5

JUNE, 1917

No. 12

THESE companies have small parcels of vacant land not leased, scattered over the entire System. There is also available, portions of the waylands adapted to agriculture, a greater part of which can be used for small farming and gardening.

We feel that it is a patriotic duty to have produced upon this land crops that will add to the general storehouse which it is predicted will be seriously depleted in the near future by reason of certain adverse conditions growing out of the War now in progress.

There should be idle no land adapted to such purposes and no idle labor that can be employed to till it. Many employees have odd hours in which they can help themselves, their families and their country by using this ground. It is appreciated that many who desire to supplement their incomes in this way are not skilled in agricultural matters. It is the purpose of these companies to assist any such and to co-operate in this movement beyond the donation of the land for such purposes. It is, however, necessary that those interested should help themselves as much as possible.

Select suitable ground, make application to your immediate superior for its assignment. If you do not know of a suitable parcel of ground vacant, he may be able to assign ground for the purpose.

There is no objection to using the waylands in the incorporated towns or in close proximity to stations. It may be advantageous at some of the larger towns to effect a community method of gardening, which need not be composed of employees altogether, but preferably handled by the Agent or some other responsible employee. Selection of waylands several miles from the town may be made and the work placed in the hands of an adjoining landowner or farmer or some one employed for the purpose.

Work contributed by those interested or their families can be credited to the amount to be returned to each at the harvest. In fact, many methods of utilizing the vacant ground will suggest themselves.

Ground adjacent to section houses should preferably be assigned to Maintenance of Way employees. In the vicinity of shops, to those there employed; that in the vicinity of yards, to employees in the yard and train service.

When the selection is made, have it plowed and otherwise prepared immediately. Buy your own seeds and tools and in other ways rely upon yourself. If you meet with difficulties, apply to those to whom you report, who will, if unable to handle the matter locally, refer it to the Chief Gardener, who will render any reasonable assistance or give such information as may be sought.

A list of those who decide to cultivate gardens will be kept and valuable information will be mailed to them periodically during the season. It is desired to keep a record of all activities embraced in this garden propaganda and those participating are asked to keep a record of their expense and the results obtained, which will be compiled for general information at the end of the growing season.

If employees do not in any locality desire to use the vacant ground, it may be assigned to those not directly connected with the Company by employment, preference being given to pensioned employees, or the families of former employees, or others whose interests are allied with the Company. Judgment must be exercised to not assign any part of the waylands to those who will be jeopardized in crossing tracks, or in other ways subjecting themselves to risk of personal injury.

The Company will assist by advice from its Landscape Gardener in the work of kitchen gardening, or the beautifying of any buildings on Company property by the installation of flower gardens and flower boxes. Seeds, bulbs, plants, and the necessary tools and accessories will be furnished, if desired, at cost, together with free information as to planting, fertilizing, cultivation and harvesting, as well as personal supervision within the limits of the availability of the forces in this Department.

Inquiries may be addressed to Mr. C. F. Swayger, Chief Gardener, Champaign, Illinois.

W. L. PARK,
Operating Vice-President.

Chicago, April 1, 1917.

Breaking ground, Wildwood, Ill.



Report of Garden Manager, Wildwood

Chicago, Illinois, May 23, 1917.

The Vol. Agri. Corps of I. C. Employees.

Gentlemen:—Attached is report of progress made on farm for the first month of operation beginning April 21st and ending May 21st, 1917.

As the season was far advanced it was impossible to complete an organization before beginning operations; therefore, farmers were hired and cultivation well under way before the matter of organization was given any attention.

To expedite the work and maintain perfect records Mr. M. P. Blanvelt consented to act as Secretary-Treasurer and Mr. J. H. Nash as Colonel of the Corps without compensation.

Having taken an active part in organizing the Corps and after making a careful study of its needs, I wish to offer the following suggestions:

1st—That a Board of Trustees be appointed immediately, other officers to be appointed by the Trustees until a regular election is held.

2nd—That shareholders should have some means of identification when claiming right of privilege in the purchase of products.

3rd—That new subscribers to membership for fall ploughing and cultivating the 1918 crop be given privilege of purchase before any produce is sold on the market.

4th—That Illinois Central employees having farm experience be requested to register their names with the Secretary and be ready to take charge of inexperienced volunteers when called on for weeding and other purposes. Such employees to receive as compensation thirty cents per hour, and inexperienced persons twenty-five cents per hour.

5th—For the purpose of giving the largest possible publicity to the work and purpose of the Corps and acquaint the membership with progress made I recommend that a day be set as early as possible for a grand opening demonstration at the farm and in compliance with the President's suggestion invite public officials, representatives of the press and all Illinois Central officials and employees together with their families.

The preliminary details undertaken by me in the matter of forming the organization and getting the crops under way are now completed, and in turning over the affairs of the Corps to its regular officers I take this opportunity of thanking the officials of the Illinois Central Railway Co. for the support given me in this work.

Respectfully yours,

WM. J. PINKERTON.

REPORT BY W. J. PINKERTON ON ILLINOIS CENTRAL RAILWAY EMPLOYEES FARM AT WILDWOOD, ILLINOIS.

April 13th, 1917: Vice-President W. L. Park requested Illinois Central employes to organize for the production of food stuffs, employes requested the use of railway lands for that purpose.

Request granted by Illinois Central Management.

April 14th: Request made by employes on Engineer Department to locate ground available for agricultural purposes.



WILDWOOD, ILL., GARDEN

April 15th: Through misunderstanding, location was not determined upon until Wednesday the 18th.

In response to President Wilson's message, Illinois Central employes drafted a temporary organization and rules for the purpose of aiding in developing the food resources of the country.

Truck Gardener Van How requested to resign from Pullman Company and be ready to operate farm on Monday.

April 16th: Location not yet determined.

April 17th: Heavy rains. Arrangements made for farmers and teams.

April 18th: Mr. A. F. Blaess and Mr. Jones of the Engineering Depart-

ment and Charles F. Swayger, chief gardener, I. C. R. R., Frank Van How, farmer, and W. J. Pinkerton, switchman, located the ground to be cultivated.

April 19th: Request for an engineer to run levels so that furrows could be plowed to lowest point for drainage.

Requests: Seeds—cauliflower, cabbage, and tomato plants, to be forwarded at once, on account of being too late to raise plants in hot beds; box car for stable, and one for tools and seeds; outfit car for farmer, close to water supply.

Tools: Two plows and one disk, two harrows, one seed drill.

Total acreage available for farming: 90 acres in good condition.

April 20th: Requested engineer to run levels for drainage. Mr. Rhodes and his assistants gave this matter immediate attention.

In the afternoon farm implements and seeds were purchased from the Leonard Seed Company. Mr. Park, V. P., ordered a tractor plow and requested Mr. Pinkerton to look out for it at Wildwood.

Yard Master Chas. Neff promptly arranged to have plow spotted near 130th Street as the most convenient place for unloading.

April 21st, 1917: Mr. W. L. Park, V. P., Mr. Williams, Supt., Mr. D. E. Hilgartner, Supt., Mr. W. J. Leahy, Supt., Mr. C. M. Suter, Supervisor of Bridges and Buildings arrived at 130th Street, to advise about laying out stables, offices and matters of importance. The question of proper drainage was thoroughly discussed by Mr. Park and it is understood that this important matter will be looked after immediately as the ground is too wet to run tractor.

10:30 A. M. tractor unloaded.

1:30 P. M. the first ground was broken on "The Illinois Central Employees' Farm" at 130th Street.

Mr. John Bugler, an Irish farmer, resigned an indoor position with a wholesale liquor concern paying him \$125.00 per month and purchased team to aid in developing the food resources of the nation.

April 23rd: About 12 acres plowed by tractor. Constitution and By-laws prepared for "The Volunteer Agricultural Corps of Illinois Central Employees."

April 24th: Robert P. Bamrick delegated to secure membership among employes in train, engine and yard service.

Mr. Morris delegated to secure membership at Twelfth Street.

April 25th: Cold rains prevented planting seeds. Plowed about three acres. Total 15 acres. Continued rains prevented further plowing. Commenced harrowing. Hauled manure on land prepared for onions. Supt. Hilgartner forwarded about 160 pounds of onion sets on 2:40 P. M. train to Wildwood.

April 26th: Completed harrowing 15 acres. Purchased wagon and disk from Weber Company. R. P. Bamrick reported success from his educational tour through the terminals; altogether about 20 acres ready for seeds. Weather cold. Teams and men for farm work scarce. This will be overcome when the project is understood. Stables are near completion, seeds are stored, ready for planting when weather permits.

April 27th: Ground too soft for tractor, plowed and harrowed with teams.

April 28th: Ground too soft for tractor, plowed and harrowed with teams.

April 30th: Heavy cold rains. Employed McNichols for general farm work.

May 1st: Hauling manure. Sign with proclamation of President Wilson erected at 5:30 P. M.

SEEDS AND PLANTS UNDER CULTIVATION.

	Seeds	Kind	Amount	Acres	Rows
May	4, 1917—Onions	Yellow Dry.....	8 lbs.	4	
May	5, 1917—Beets	Detroit Red.....	7 lbs.	1½	
May	7, 1917—Carrots	Chatenay & Denver	1½ lbs.	1½	

May 8, 1917—Parsnips	2 lbs.	1	
May 9, 1917—Onion Sets.....	160 lbs.	(5 bu.)	$\frac{1}{3}$
May 10, 1917—Cabbage Seed.....	Holland	$\frac{1}{2}$ lb.	2
May 10, 1917—Cabbage Seed.....	Premium Dutch.....	$\frac{1}{2}$ lb.	2
May 10, 1917—Cabbage Seed.....	Faultless	$\frac{1}{2}$ lb.	$2\frac{1}{2}$
May 11, 1917—Cabbage Seed.....	Red	2 ozs.	$1\frac{1}{2}$
May 11, 1917—Cauliflower Seed.....		2 ozs.	1
May 12, 1917—Spinach		5 lbs.	12 half
May 12, 1917—Radish		12 ozs.	10
May 12, 1917—Turnips	Purple top.....	1 lb.	7 full
	W. Globe.....		
May 14, 1917—Onions	Table Southport	$1\frac{1}{2}$ lbs.	3
May 15, 1917—Lettuce (leaf).....	Black Seed Simpson	$\frac{1}{4}$ lb.	3
May 15, 1917—Beans	White Navy	2 bu.	7
May 16, 1917—Carrots	Chatenay	$\frac{1}{2}$ lb.	6
May 16-17, 1917—Potatoes	Red River	45 bu.	7
	(2700 lbs.)		
May 17, 1917—Beets	Crosby Egypt	2 lbs.	6
May 18-19, 1917—Corn	Pride of North.....	4 bu.	12
May 21, 1917—Tomato plants			2
May 21, 1917—Cabbage plants	Jersey Wakefield.....		4

The "Grow an Illinois Central Garden" propaganda originated by Vice-President Park has met with a hearty response not only from our own employees but from those not connected with the company as well.

The output of the acres already under cultivation coupled with those that are now being prepared for planting will undoubtedly have an appreciably favorable effect upon food production.

In order that those not connected with this move may gain some idea of its scope and magnitude, we give below statements by Divisions showing the number of employees and others who have taken advantage of the Company's offer in an effort to at least so far as they are individually concerned solve the problem of the high cost of living.

	Number Employees	Number Not Employees	Acres
Wildwood	142	.....	90
Chicago Terminal (not including Wildwood).....	30	.....	52
Illinois Division	240	111	2,000
Indiana Division	115	.....	340
St. Louis Division.....	13	.....	29
Springfield Division	17	.....	38
Wisconsin Division	29	50	115
Minnesota Division	44	48	79
Iowa Division	39	20	240
Kentucky Division	45	4	52
Tennessee Division	53	.....	805
Mississippi Division	26	4	20
Louisiana Division	4	.....	35
New Orleans Terminal.....	16	.....	19
Memphis Terminal	16	.....	3
Vicksburg Division	236	.....	700
New Orleans Division.....	52	.....	192
Memphis Division	52	.....	192
Total	1,169	237	5,001

A GARDEN FOR EVERY FAMILY

PROMOTES THE HABIT
OF THRIFT

HELPS SAVE MONEY TO
BUY A HOME

INTERESTS THE WHOLE FAMILY

HELPS WHEN OUT OF WORK

MAKES A BETTER
NEIGHBORHOOD

KEEPS BOYS AND GIRLS
OFF THE STREET

WE CAN'T GROW BOYS
AND GIRLS

WHERE WE CAN'T
GROW PLANTS

G4

Gardens Help In Time of Need

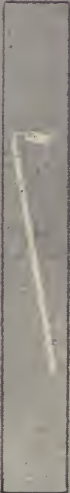
FOOD produced by the family in their own garden means more money for improvement of the home; better schooling for the children; more of the comforts of life—music, books, etc.

The products from a garden will aid greatly in carrying any family through emergencies, such as sickness of the wage earner, closing down of the mills, or anything else that cuts off the ordinary family income. If a family owns its own home and has a good garden growing, or the products of a garden stored in the cellar, the lack of the weekly wage for a limited period of time does not cause much distress.

These principles apply to city and country alike. The garden is the most deadly foe to the bread line and the soup house. The garden will help you in a time of need.



Accounting
Dept.
 Employees
 in
 Washington D.C.
 Gardens



NEW DISCOVERY IN POTATO GROWING

A Missouri Man Claims a Production
of 42 Bushels on a Plot only Eight
Feet Square.

(By H.M. George, for six years
editor of the American Home-
stead, a national farm month-
ly).

Forty-two bushels of potatoes in the season of 1916 from a plot of ground only eight feet square, or an equivalent of over 28,000 bushels to the acre of ground space used, was the astonishing feat of R. E. Hendricks, a resident of Kansas City, Missouri.

This sensational achievement was made possible by the use of an entirely new and original method which, when generally introduced, promises not only to revolutionize the potato growing industry throughout the world but to solve the problem of an unfailing source of cheap food supply for the nations of the earth.

The story of Mr. Hendricks' successful experiments in potato growing, covering a period of three years, sounds more like a fairy tale than a recital of facts, yet it is so unique and interesting that it at once compels attention. Expert gardeners and farmers who have looked into the plan carefully pronounce it not only practical but call the originator the greatest plant wizard of the age, and declare that he has anything in plant culture and intensive agriculture beaten by a wide margin.

Like all great discoveries, Mr. Hendricks' method of raising potatoes is founded on such simple elemental principles that one wonders "why someone didn't think of it before." He had often watched the potato pile in the cellar bin, which every spring sent out its shoots through every possible crack and crevice. Sometimes these sprouts would crawl out along the floor a distance of seven feet in order to reach the light. From this beginning he conceived the idea that if this pile was removed out into the open and given soil and fertilizer, with proper conditions of light and moisture, that the potatoes would grow and reproduce their kind.

DISCOVERS A NEW METHOD

Three years ago he built what he called a "potato pen," which was nothing more or less than a huge potato hill, the sides of which were supported by a loosely constructed enclosure, built after the fashion of an old rail fence. Within this enclosure, only 8 by 8 feet in size, he planted his potatoes in thin layers of dirt and manure, piling one layer on another until the pen was eight feet high. The "potato pen" became a mound of green. He had found that his potatoes not only grew better than they did in the cellar but that at digging time he was able to harvest 40 bushels of as fine potatoes as are grown anywhere. The following year he secured 32 bushels in the same size pen, and last year the astonishing total of 42 bushels.

Up to this time Mr. Hendricks has conducted his experiments unknown to but a few of his most intimate associates, but owing to the present food storage, and the nation-wide campaign to speed up food production, he decided to give up his discovery for the free use of people everywhere.

The details of the construction and management of these "potato pens," as described by Mr. Hendricks, outline a plan by which anyone having access to a plot of ground no larger than a flower-bed can raise all the potatoes needed for an average family for a whole year. The potato pens may be built eight feet

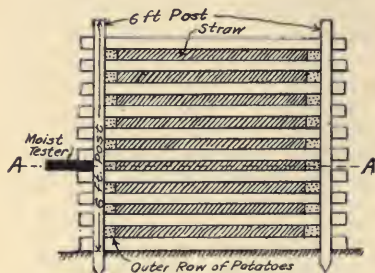


Figure 1 - End Elevation

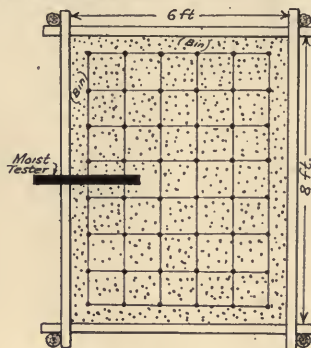


Figure 2 - Section A-A
Showing "Moist Tester" in position. Large dots on cross lines indicate how potato seed is placed

wide by any length, just so they are built strong enough to keep the sides from spreading. Most any kind of good stout material can be used. If light lumber or boards are used the pen may be braced through the center with wires. Rich earth and well rotted manure must be on hand in sufficient quantities to fill the pen to the top.

HOW PEN IS BUILT

The potato pen, as illustrated, is built 6 feet by 8 feet, inside measurement, and is 6 feet high.

Figure 1 shows the end elevation of a completed pen. Figure 2 shows the plan of planting. The pen is built as each layer is placed and planted. You can use 1x6 inch boards for the ends and sides, leaving a 2-1/2 inch space between the boards for the potato sprouts to come through. Start the pen with a six inch layer of dirt. Then mark off the plat a foot apart each way, allowing six inches of space for dirt all around between the outer row of potatoes and the inside of the pen. Plant a potato seed at every cross line or intersection of the plat, 48 hills to the layer of dirt. Each large dot as shown in figure 2 represents a potato seed. Then put an inch or two of well rotted manure over the potatoes and sprinkle good with water. Then lay six inches more of dirt, mark off as before, plant, manure and water again. Repeat this operation with enough layers to fill the pen to the top. To keep the dirt from falling out of the pen as the layers are placed, draw up old straw or hay against the cracks or crevices.

As the pen rises, place on the fourth layer of dirt in the center of one side, about two feet above the ground, a "moist tester," as shown in figure 2. This is made of any piece of timber about the size of the arm, a piece of 4x4-in. by 3 feet long, placed so it will protrude from the pen about a foot. After the potatoes have been planted three weeks loosen the tester, pull out and run your hand in to determine the moisture. By so doing you will know how much water to use on the pen. After the tester has been once removed this can be repeated once or twice a week. Watch the tester and keep the dirt in proper condition.

MOISTURE CONDITIONS CONTROLLED

The pen should be near a water supply so that it can be well watered during dry weather. It should be watered from the top about twice a week unless rainfall is sufficient. The "Moist tester" will always enable the grower to determine the proper moisture conditions. The top layer of dirt should be sloped gently toward the center so the ground will absorb and not shed rain, but care should be taken that mud be prevented from forming on top and baking to a crust. When the earth is dry the mound should be sprinkled on the top and sides.

The potato vines will grow to the top and sides of the pen, (the nearest way to the light), emerging through the crevices and concealing the timbers with a coat of green. When the potatoes are matured the pen may be taken down, the potatoes rolled out of the thin covering with a rake, and the material, dirt and manure saved and used again and again.

Potato pens may be started as early and as late as possible, giving potatoes ninety days to mature, except the early ones. The usual time of planting potatoes in the north is from March to June, but under this method the potatoes may be planted much later than is possible under open field conditions, where the factor of hot, dry weather must always be taken into consideration. With irrigation and every possible condition of good potato growing - moisture, ventilation and drainage - always under his control, the grower is practically certain of his crop. In his experiments Mr. Hendricks used the Red Early Ohio for seed, cutting two eyes to a good sized piece. This year he is experimenting with other adaptations of his plan and expects to have some interesting announcements to make by next November. Mr. Hendricks is backed in his work by a good wife, and his neighbors of twenty years' standing vouch for his honesty and integrity.

AMAZING POSSIBILITIES

The possibilities of this new method of raising potatoes, in the saving of labor and of land, are amazing to contemplate. When outside conditions are unfavorable the production can be carried on successfully under glass and shipping from warmer climes made unnecessary. With such a cheap source of good supply within the reach of all the people of the earth the spectre of famine and the day of high-priced goods will become a thing of the past.



HOW TO GROW A GARDEN

MANURE THE LAND
PLOW OR SPADE DEEP
MAKE FINE FIRM
SEED BED
PLANT EARLY AND
LATE VARIETIES
CULTIVATE OFTEN
TO SAVE MOISTURE
TO KILL WEEDS
MANURE AND PLOW LAND
NEXT FALL FOR THE
FOLLOWING SEASON

G4

Points For the Home Gardener

THE garden plot should be well manured. Manure not only furnishes plant food, but it loosens the soil, lets in air, saves the moisture.

Harrow the garden until the soil is firm and fine. Use a hand rake if the garden is small.

Plant radishes, lettuce, cabbage, etc., several times during the season, so that you will have a continuous supply coming on throughout the summer.

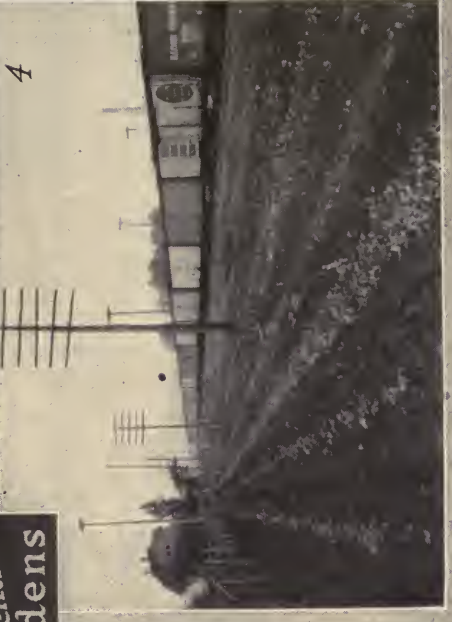
Rake, hoe or cultivate the garden every few days—first, to save moisture; second, to kill weeds.

Fall plowing loosens the soil, catches and holds the winter rains and snows, and stores this moisture for the following season.

Ground that is plowed in the fall can be worked early in spring, just as soon as the top dries off. This means earlier crops.



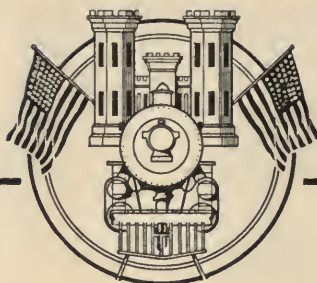
Illinois
Central
Gardens



1.—WAYLAND GARDENS, CHAMPAIGN, ILL.
3.—AT BROOKHAVEN, MISS.

2.—GARDEN OF BRAKEMAN G. B. MAYS, CHAMPAIGN, ILL.
4.—WAYLANDS, NEAR CAIRO, ILL.

MILITARY



DEPARTMENT

THE AMERICAN RAILWAY ASSOCIATION SPECIAL COMMITTEE ON NATIONAL DEFENSE

Washington, D. C.
Executive Committee.

Fairfax Harrison, President Southern Railway Co., Chairman.

Howard Elliott, Pres., N. Y., N. H. & H.
J. Kruttschnitt, Ch. Exec. Comm. S. P. Co.

Samuel Rea, Pres. Penn. R. R.
Hale Holden, Pres., C., B. & Q.

Ex-officio.

E. E. Clark, Interstate Commerce Commission,
Daniel Willard, Pres. B. & O. R. R.

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R. H. Aishton, Pres. C. & N. W., Chairman.
E. E. Calvin, Pres. U. P. R. R.
Hale Holden, Pres., C., B. & Q. R. R.
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R. S. Lovett, Ch. Exec. Comm. U. P. R. R.
E. P. Ripley, A., T. & S. F. Ry.

COMPLETION OF ILLINOIS CENTRAL COMPANY "A," THIRD RESERVE ENGINEERS.

We have pleasure in publishing the following roster of the officers and men of Illinois Central Company "A" in the Third Reserve Engineers' Regiment. This is one of three companies forming a battalion under the command of Major C. L. Bent, who was Inspector of Train and Station Service:

Company "A."

Capt. J. M. Walsh, Supt. Terminals. 1st Lt. Geo. T. Sheehan, Yard Master.
Capt. W. G. Arn, Asst. Engr. M. of W. 1st Lt. F. P. Nash, Gen. Fore., Mechanical Dept.

2nd Lt. J. W. Kern, Track Supervisor.

Name	Position	Name	Position
R. C. Wiggins.....		E. M. Chandler.....	Fireman
R. C. Ekstrand.....	Conductor	P. M. Durland.....	Fireman
Wm. C. Roe.....	Conductor	M. Foretch.....	Fireman
H. J. Henders.....	Conductor	R. F. Farris.....	Fireman

A. A. Larson.....	Conductor	C. M. Parvin.....	Fireman
H. H. Everhart.....	Conductor	Ralph Rostle.....	Fireman
R. O. Buckner.....	Conductor	T. X. Wynne.....	Fireman
S. A. Cunningham.....	Conductor	T. J. Garland.....	Stationary Engineer
J. F. Freshetto.....	Conductor	C. L. Morel.....	Stationary Engineer
C. E. Ingram.....	Conductor	D. D. Coons.....	Yard Foreman
J. A. Law.....	Conductor	J. D. Murray.....	Yard Foreman
A. B. Kellar.....	Conductor	M. E. Kinney.....	Yard Foreman
J. J. Morris.....	Conductor	A. G. Bain.....	Yard Foreman
C. H. Rowand.....	Conductor	J. G. Wilson.....	Switchman
J. M. Sheahan.....	Conductor	Pat Fenlon.....	Switchman
V. H. Hundley.....	Conductor	G. A. Bredin.....	Switchman
Daniel Flynn.....	Conductor	P. J. Cahill.....	Switchman
O. L. Collins.....	Conductor	J. R. Busby.....	Switchman
Thad. Cannon.....	Brakeman	C. E. Anderson.....	Switchman
O. R. Mattice.....	Brakeman	Jas. Banks.....	Switchman
D. L. Hall.....	Brakeman	E. M. Healy.....	Switchman
J. B. Dent.....	Brakeman	L. J. Ryan.....	Switchman
J. C. Beatty.....	Brakeman	G. W. Finkle.....	Switchman
R. O. Booth.....	Brakeman	H. W. Clark.....	Switchman
J. J. Callahan.....	Brakeman	W. W. Devison.....	Switchman
E. G. Jones.....	Brakeman	C. E. Mahon.....	Switchman
H. Brandon.....	Brakeman	C. H. Palmer.....	Switchman
M. S. Bentley.....	Brakeman	R. H. Palmer.....	Switchman
W. F. Bryant.....	Brakeman	T. F. Quinn.....	Switchman
G. C. Crook.....	Brakeman	H. McKee.....	Machinist
F. De Baker.....	Brakeman	N. E. Mockett.....	Machinist
H. L. List.....	Brakeman	S. N. Hill.....	Machinist
C. E. Murphy.....	Brakeman	J. E. Johnson.....	Machinist
G. A. Pellar.....	Brakeman	H. J. Smith.....	Machinist
Carl N. Roe.....	Brakeman	T. B. Howard.....	Machinist
A. J. Johnson.....	Brakeman	R. W. Springer.....	Machinist
W. M. Key.....	Brakeman	F. W. Klement.....	Boiler Maker
F. W. Wrightesman.....	Brakeman	F. T. Yochum.....	Boiler Maker
F. L. King.....	Brakeman	Chas. Kurtz.....	Boiler Maker
Earl Stout.....	Brakeman	G. E. Siemer.....	Opr. & Agt.
W. H. Hunt.....	Brakeman	H. R. Halverson.....	Opr. & Agt.
C. C. Wannabo.....	Brakeman	V. H. Williams.....	Opr. & Agt.
M. J. Kelleher.....	Engineer	P. Belstamper.....	Opr. & Agt.
Wm. Peterson.....	Engineer	W. L. Stevenson.....	Opr. & Agt.
W. W. Huggins.....	Engineer	H. J. Park.....	Opr. & Agt.
G. I. Nichols.....	Engineer	M. H. Huisenga.....	Opr. & Agt.
J. S. Cunion.....	Engineer	J. A. Brown.....	Opr. & Agt.
Louis Delude.....	Engineer	Roy Boyd.....	Opr. & Agt.
C. L. Peterson.....	Engineer	Melvin Prinz.....	Dispatcher
R. B. Brown.....	Engineer	H. A. Douglas.....	Dispatcher
G. A. Sheahan.....	Engineer	L. F. Crowley.....	Trackman
E. F. Dinsen.....	Engineer	Earl J. Smith.....	Trackman
H. A. Wisch.....	Engineer	Lloyd Graham.....	B. & B. Man
W. Hoover.....	Engineer	John D. Lilly.....	B. & B. Man
P. C. Kuskie.....	Engineer	L. J. Shea.....	Elec. Man
A. T. Landis.....	Engineer	C. M. Dearndorff.....	Sign. Maint.
W. H. Medalie.....	Engineer	S. J. Cowles.....	Sign. Maint.
C. H. Young.....	Engineer	J. C. Titley.....	Sign. Maint.

G. H. Beyer.....	Engineer	M. C. Crystal.....	Fireman
G. Bayless.....	Engineer	M. B. Barton.....	Gas Engineman
H. G. Morrison.....	Engineer	A. G. Moody.....	Clerk & Steno.
Carl Hanson	Fireman	J. F. Hays.....	Clerk & Steno.
W. T. Pascal.....	Fireman	P. L. Reilly.....	Clerk & Steno.
W. L. Free.....	Fireman	S. V. Smith.....	Clerk & Steno.
Ivan Carter	Fireman	Jas. Kelleher	Car Insptr.
F. Rosenbaum.....	Fireman	M. H. Lagerwall.....	Storekeeper
R. B. Foster.....	Fireman	R. J. Brunner.....	Storekeeper
L. C. Madix.....	Fireman	L. E. Morrison.....	Pipe Fitter
A. L. Pittman.....	Fireman	Marvin Boyce.....	Water Supplyman
John Sammons	Fireman	D. W. Scannel.....	Cook
F. A. Sarr, Jr.....	Fireman	F. A. Murphy.....	Cook
T. Mensdorf.....	Fireman	D. L. Bowen.....	Handyman
K. I. Crow.....	Fireman	J. E. Kullerstand.....	Handyman
F. Harmon.....	Fireman	R. H. Carter.....	Handyman
J. W. Lind.....	Fireman	Geo. F. Jones.....	Handyman
J. J. Casey.....	Fireman	A. A. Archbold.....	Handyman
Joe Prochaska	Fireman	D. L. Gaven.....	Handyman
W. Walker	Fireman	R. R. Reed.....	Handyman

RAILWAY TELEGRAPHERS FOR RESERVE SIGNAL CORPS.

The railroads in the Central Department between West Virginia and Colorado, and between the Canadian Line and the Ohio River, have been requested by Major L. D. Wildman, Chief Signal Officer, to furnish 300 experienced telegraphers. In order to handle this matter systematically and with the least possible delay, Mr. R. H. Aishton, President, C. & N. W. Ry., in his capacity as Chairman of the Central Department of the American Railway Association's Special Committee on National Defense, appointed a sub-committee consisting of Mr. W. L. Park, Vice-President, Illinois Central R. R., Chicago, Chairman, and Mr. H. E. Byram, Vice-President, C. B. & Q. R. R., and Mr. W. J. Towne, Assistant General Manager, C. & N. W. Ry. Under the direction of this sub-committee an active canvass of the interested railroads was inaugurated and a considerable number of applications from telegraphers for enlistment had already been received by the committee from such roads at the moment of sending this issue to press. The railroads in general, and the employes in particular, have clearly indicated by their hearty responses to all such demands a very live appreciation of the situation and have manifested an earnest desire to co-operate with the military authorities to the fullest extent. There will very evidently be no trouble about furnishing the desired total of 300 experienced railway telegraphers as several railways have already sent in applications in excess of the quota assigned to them on a pro rata basis according to mileage, etc.

ORGANIZATION OF CONSTRUCTION REGIMENTS.

The railways throughout the country have been called upon to participate in the organization of several Construction Regiments composed of civil engineers, trackmen and others to be sent to England or France to rehabilitate the railways there. So far as the Central Department is concerned, this related particularly to the Detroit Construction Regiment, or Sixth Reserve Engineers, under the command of Col. Arthur Burgess of Detroit, Mich. In

order to provide for looking after the necessary preliminary work of organizing the Detroit Construction Regiment, Mr. R. H. Aishton, President, C. & N. W. Ry., as Chairman of the Central Department appointed a sub-committee consisting of Mr. W. L. Park, Vice-President, I. C. R. R., Chicago, and Mr. H. E. Byram, Vice-President, C. B. & Q. R. R., Chicago, and Mr. W. J. Towne, Assistant General Manager, C. & N. W. Ry., Chicago. It is understood that the Detroit Construction Regiment has fully completed its organization of both officers and men, the latter consisting largely of track laborers and will soon be available for foreign service.

FORMATION OF SEVENTH RESERVE ENGINEERS, "ATLANTA CONSTRUCTION REGIMENT."

In the organization of the Atlanta Construction Regiment, which will be the Seventh Reserve Engineers, the Illinois Central, on basis of its 1,000 miles in the Southeastern Department, has been allotted 25 men, of which it is desired that at least 25% shall be bridge men. The Y. & M. V. R. R., on basis of its mileage of 1,380 miles, is requested to furnish 34 men for the same regiment. It is expected that the full quota of the regiment will be completed by June 15th.

RED CROSS MEMBERS ON SYSTEM LINES.

Under date of May 4, 1917, the following circular, addressed to employes on system lines, was issued by Mr. W. L. Park, Operating Vice-President:

ILLINOIS CENTRAL RAILROAD COMPANY.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY.

Office of Operating Vice-President.

Chicago, May 4, 1917.

To Employes:

There are two exceedingly important questions growing out of the United States entering the war which we desire to call to your attention, feeling that it is our duty to keep you informed and interested in matters known to be of such vital importance to each and every one of you. Grave events are impending. To prepare for them, we must immediately take steps to do certain preliminary things. It has been well said of the American people that we go into things without preparing, and prepare afterwards. In the two great humanitarian essentials, conservation of life and conservation of food, let us not, at this time, go unprepared. Interest yourself in the Red Cross work, and in the food propaganda.

The paramount question arising at this time is one in which the railroad employes, as well as the general public, are interested, or should be—the American Red Cross. The object in urging you to join the American Red Cross is that you may protect yourselves, your family and friends from unnecessary suffering during the coming conflict. Every man, woman, boy and girl should become a member at once. You are not called upon to do anything more than pay your membership fee; you are in no way obligated to do any field work or perform any other service whatever; the membership is purely voluntary.

The Red Cross work is charitable, patriotic, and essential to the success of our armies now going to Europe. You will be educated, comforted, and feel yourself a part of the most mighty force now being excited for humanity.

The activities of the American Red Cross, briefly, are:

Looking after the families of soldiers at home. In the field of action,

caring for the men who are disabled; notifying their families; forwarding their letters, and in many ways protecting them from sickness and suffering.

President Wilson unqualifiedly endorses and encourages this work. Read what he says:

"Men who are willing to give their lives for the defense of their country deserve to find the people they protect prepared to care for the sick and wounded. A large, well organized and efficient Red Cross is essential for such a result. Therefore, it is both a patriotic and humane service that is rendered by every citizen who becomes a member of the American Red Cross."

The minimum cost of an annual membership is \$1.00, for which you will receive a membership certificate. A membership for \$2.00 includes the Red Cross Magazine, which will keep you informed of passing events in connection with the work, and is sent to your address monthly for one year. You can make application through your local agent for membership, and he will send it to the American Red Cross, 104 South Michigan Avenue, Chicago, Ill., or you can send it to this address direct. You can also make application to the nearest Red Cross Chapter, through the local agent, or direct. There will, doubtlessly, be some of the employes who in spirit would like to subscribe but will be financially unable to do so. If you know of someone who ought to be a member but cannot now afford it, take the subscription and make a memorandum to this effect. We will endeavor to have the matter met at this end of the line, and the parties enrolled in the membership with the same standing that they would otherwise have, and they can pay the amount later.

The other important matter has heretofore been brought to your attention, and I desire to express satisfaction in the hearty response and results already obtained, and to admonish you to continue your efforts. Mr. Herbert C. Hoover, head of the American Food Board, says:

"We must plant everything and everywhere it will grow, or next year this time the food problem will be absolutely unsolvable and the world will face absolute starvation."

Mr. Hoover knows, for he has seen it in Belgium and other European countries.

Mr. Carl Vrooman, Assistant Secretary of the Department of Agriculture, in endeavoring to enlist the interest of the farmers of the South in this question recently said:

"I predict that unless the South shall organize itself at once and get to work, they will be as hungry as Germany or England. The war is going to be settled by the endurance of the peoples in doing without food."

President Wilson, in his Fifteenth of April Proclamation:

"I call upon young men and old alike and upon the ablebodied boys of the land to accept and act upon this duty—to turn in hosts to the farms and make certain that no pains and no labor is lacking in this great matter."

There is already talk of a national control of our activities and it is not only entirely within the range of possibilities that many restrictions will be placed upon individuals not now anticipated, but it is quite likely that it will be done in the very near future insofar as foodstuffs are concerned.

To those who do not provide or assist others in providing against the coming shortage of food, there need be shown little sympathy. For those who will be the innocent victims of the vicious waste of time and disregard of other essentials to frugality, there must be deep sympathy.

Actualities that are confronting other peoples are at our door. Money

won't supply many of the things that will be needed. It will require brains, brawn, and energy on the part of every individual, no matter what his present vocation may be, to meet this storm; the strong will meet it strongly, the indifferent will meet it indifferently and the weak will meet it weakly. There is one inevitable law of nature—the survival of the fittest. Closely allied thereto is another—self-preservation. These laws are more or less dormant in time of prosperity and plenty; they rise in all their frightfulness when there is not enough for all. Foodstuffs, like water, have a natural tendency to seek their level; under war conditions, they will surely do so. The deficiencies in one country will be made up from another, at the price of being taken at the point of the bayonet or by the sword thrust—what exchange or barter will not take, force will attempt.

Man's inhumanity to man is proverbial; it is more in evidence today than ever before in the history of the world, and there is no indication that the fire of hatred has anywhere near burned itself out, or that the ambitions of autocrats have been subdued. To save ourselves as much as possible from the effects of this hysteria, we must practice economy in foodstuffs.

Conserve that which can be stored; plant the maximum amount that your abilities will permit, and harvest carefully that which is grown. Idle land and idle labor must be brought together; waste must be discouraged and the indolent disciplined. Under existing conditions there is no place for either inactivity or shiftlessness.

The Illinois Central has ten thousand acres of vacant land that can be farmed. They will donate its use for agricultural purposes. Do not ask someone else to use part of it; do it yourself and the other fellow won't need to be told.

W. L. PARK,
Operating Vice-President.

The response of the Illinois Central and The Y. & M. V. R. R. to President Wilson's call for sustaining members of the Red Cross is exceedingly gratifying. Up to June 5, 1917, the Red Cross memberships subscribed for by officials and employees of system lines represents the sum of \$20,150.75 which will head the list of the organizing units to increase the membership of the Chicago Chapter of the Red Cross Society.

TASK OF THE RED CROSS.

Response of People Should Electrify World, Says Mr. Davison.

Discussing the work of the Red Cross war council at a conference in this city last week, Mr. H. P. Davison, chairman of the council, said:

"Are the people of this country going to be content with a Red Cross organization which will take care of our Army here and abroad? Is that our mission? If it is, then we need no such campaign. But, rather, are we going to stamp the rest of the world with patriotism and an appreciation on the part of 104,000,000 American people? Are we going to say to Russia, poor, broken Russia, 'Here we are with our flag'? Russia today has 6,000 ambulances on a front of 1,000 miles. In France there are 64,000 ambulances on a front of 400 miles. Are we going to allow conditions like that to exist and not respond to them promptly? I say, No! I say that it remains for each and all of you to so imbue the rest of the people in your various and respective localities that we will respond in a way which will electrify the world.

"We had when we started 22,000 members. We have today, I believe, in

excess of 1,000,000 members. We should have in two months 20,000,000 members.

"The question was asked yesterday as to whether this campaign is a membership campaign as well as a financial campaign. Our conclusion is that it is unwise to feature in any sense a membership campaign. Furthermore, we do not want to come back immediately for a membership campaign. But we must have a membership campaign—rather, the result of our financial campaign must result in a very largely increased membership. Therefore, we propose that everybody contributing to the Red Cross War Fund—for that is the fund; it is not the ordinary Red Cross contribution, but it is a Red Cross War Fund—everybody contributing to that war fund, not now a member of the Red Cross, in an amount exceeding \$1, automatically becomes a member of the Red Cross and later will be so advised. Everybody contributing \$2 or more automatically becomes a subscribing member and will be so advised. The arrangements between the chapters and headquarters will also be taken care of at a later time; but you will appreciate that it will be most unfortunate, either publicly or by any canvass, to feature the membership campaign. If you do, you will fail in a degree in the amount of money that you would otherwise get.

"I thank you, ladies and gentlemen."

—*The Official Bulletin.*

Railroad Assistance to the Government During the War

IT has been arranged that the railroads of the United States during the war acting through the American Railway Association are to put at the service of the Government and to give preferential use of all facilities which will be needed for national defense. For some time past committees of railroad officers, in co-operation with the Quarter Master General of the Army, have been perfecting plans to promote, in case of war, effective use of the companies' transportation facilities.

The plans now being perfected contemplate that the government shall advise the railroads what service it requires and the responsibility will be upon the railroad managements to provide that service. When working to that end, the railroads of the country will be operated practically as one system. It is the belief of the railroad managements that this plan will not only work for efficiency of service, but for economy in operation as well. It is anticipated that the transportation companies will be able to af-

ford to the government expeditiously all the service it may require without substantial interference with the commercial business of the country. Government business will receive preferential movement, but no abnormal delays are expected in the handling of ordinary traffic.

For the purpose of assisting the Government in the military transportation accounting, a general committee, consisting of the accounting officers of several of the larger systems of the country, has been formed, and through them, representatives assigned to co-operate with the Army Quarter Masters in each of the several states. The following is a circular transmitted to agents and all interested, under date of April 12, 1917, by the Comptroller:

Chicago, April 12, 1917.

To Agents and All Interested:

To assist in expediting the movement and delivery of troops, impedimenta, munitions, equipment and other supplies of the Federal and State Governments, accounting representatives have

been assigned to the mobilization camps in all states. These representatives are to act in the interest of all railroads in seeing that documents on which traffic moves into and out of mobilization camps are in correct form and are properly executed.

The following is a list of the representatives for the states traversed by the lines of these companies:

Arkansas—James Heston, Gazette Bldg., Little Rock, Ark.

Alabama—E. M. Cunningham, Gay Teague Hotel, Montgomery, Ala.

Indiana—Frank G. Cronin, care Adjutant General, State of Indiana, Indianapolis, Ind.

Illinois—H. G. Nicholson, care Auditor Freight Traffic, Rock Island, Chicago, Ill.

Iowa—J. R. Brice, care G. J. Bunting, General Auditor, C. M. & St. P. Ry., Chicago, Ill.

Kentucky—E. J. Duane, 908 W. Broadway, Louisville, Ky.

Louisiana—George H. Kaupp, care H. H. LeRoy, Auditor A. & V. Ry. Co., New Orleans, La.

Mississippi—R. C. Gucker, care C. B. Hayes, Compt., M. & O. R. R., Mobile, Ala.

Minnesota—A. E. Bartelheim, Ft. Snelling, Minn.

Nebraska—H. B. Ochiltree, care H. J. Stirling, Auditor, Union Pacific, Omaha, Neb.

South Dakota—C. J. Vervais, care C. Jensch, Comptroller, C. St. P. M. & O. Ry., St. Paul, Minn.

Tennessee—E. H. Pride, 1000 Broadway, Nashville, Tenn.

Wisconsin—Cassius M. Clay, care L. A. Robinson, Comptroller, C. & N. W. Ry., Chicago, Ill.

All employes of these companies should co-operate with the representatives above named, as well as with the officers of the Federal and State Governments, in arranging for the correct documents covering the movement of troops and supplies so that there will be no delay on delivery. In the event communications or requests are received from the representatives above named, comply immediately advising them what action you have taken and send copies of all papers to the undersigned.

While the importance is recognized of complete records being kept of all movements and bills of lading issued therefor, nevertheless it should be understood that movements of trains must not be delayed on that account.

M. P. Blauvelt,
Comptroller.

While the above is addressed primarily to agents, it is thought that other employes will be interested and will be able to assist in accomplishing the desired results when it is understood what is contemplated under the arrangement.

The officers of your company confidently anticipate that, with the loyal and enthusiastic co-operation and support of the employes generally, this company will be able to create and maintain a record for the prompt handling of Government business, to which those engaged in the work may well point with pride in the years to come.



COMMERCIAL FERTILIZER FOR THE GARDEN

Manure is the best fertilizer for the garden. If you cannot get manure, it is well to apply commercial fertilizer.

For gardens

12x15 feet use 10 pounds fertilizer

18x20 feet use 20 pounds fertilizer

20x30 feet use 30 pounds fertilizer

25x40 feet use 40 pounds fertilizer

On sandy soil or poor clay use a third more fertilizer. If you have applied manure to the garden already, cut down the amount of fertilizer about one-third.

HOW TO APPLY THE FERTILIZER

When you have prepared your garden patch well, by thorough spading or plowing, scatter one-half the fertilizer on top of the soil and rake it in. When you are ready to plant, mark out your furrows and take one-half of the remaining amount of fertilizer, and scatter lightly down the furrows and dust a light covering of soil over it. Then sow your seed or set your bulbs. After the plants have had a start of about 12 to 20 days or the seed has come up, scatter the remainder of the fertilizer along the rows and work it in when cultivating the garden.



Flag Raising at Burnside Shops, May 10, 1917

The employes of the locomotive department under the direction of General Foreman Miller, assembled in a body north of the old roundhouse. The employes of the car department under the direction of General Foreman Quinnell assembled near the east wash-room. Band Master Fraser with his band headed the procession leaving the north roundhouse followed by Mr. Davidson, Master Arthur Miller as mascot and Shop Superintendent L. A. North, and the flag, supported by 48 Burnside employes. The flag was followed by the lady employes of the plant, the employes of the locomotive department falling in behind four abreast, marching to the east wash-room where they were joined by the car department employes. The procession then marched to the flag pole, near which had been erected a small platform for the ceremony. The flag was presented to the shops by Mr. W. B. McGrew, presentation speech as follows:

"We, the Burnside employes of the Illinois Central Railroad Company, are gathered here for the purpose of presenting this emblem, the American Flag, which is about to be raised, to Burnside shops, may it ever wave proudly and quicken our love and loyalty for and to the nation that it represents."

The flag was accepted on behalf of the employes by Mr. North who in substance said that he wished to thank them for their spirit of co-operation and loyalty and that the flag would be raised at sunrise and lowered at sunset for each day of the year. The flag was then attached to the halyards and raised as the band played appropriate airs. After the flag was raised, a salute was given by Master Arthur Miller, as follows:

"I pledge my allegiance to the American Flag, and to the Republic for which it stands, one Nation, indivisible with liberty and justice for all."

An address was then given by Mr.

L. A. North, a part of which follows:

"We are assembled here today, as employes of the Illinois Central Railroad Shops of Burnside, for the purpose of raising the flag which has been presented these shops by the employes of the plant. By so doing you have shown a loyal spirit which prevails throughout the entire country in this trying time. We, as citizens of this country as well as residents, are acting as a unit, the first and foremost thought and action being that of loyalty to this flag that floats so proudly above us, and we can rest assured under the protection of this flag, that we are able to share in all of the benefits and privileges our fore-fathers fought for. We are not an aggressive people, neither do we wish to be thought of in this respect by other nations, but as the President of the United States said in his grand message to the people of this country." Mr. North then read the President's address.

This message was given out to the people only after the most careful deliberation and consideration by the President reflecting the thoughts and ideals of this nation as a whole.

As loyal citizens of this country, as well as loyal residents, we can by our action here today demonstrate that we fully approve and are willing to support our President in this crisis if we but attend to our duties and endeavor to maintain peace and harmony between ourselves, each and everyone doing his share, keeping in mind the fact that you, as employes here are of just as much importance in your vocation as that of the soldier on the firing line, or the sailors and marines on the warships. Without your loyal efforts in the maintaining of the cars and locomotives and handling of transportation, it will be a difficult matter to handle and transport such commodities as are necessary, so that again, I ask of you to weigh and consider the duties assigned to you.



FLAG RAISING AT BURNSIDE SHOPS, MAY 10, 1917.

This address was followed by an address of General Storekeeper W. D. Davidson, as follows:

"Grand Marshal, Employes and their Families, and Invited Guests:

"It is indeed a pleasure to have the honor of addressing you on an occasion of this kind. Mr. McGrew's remarks in presenting this beautiful flag were very impressive and to the point, and showed the true patriotism which is manifested in this gathering.

"Mr. North's address was very instructive and appropriate. The extracts which he quoted from President Wilson's message were particularly interesting and food for thought for American people—something they should consider and act upon.

"In view of what the two speakers before me have said, there is nothing much left for me to say, as they have covered the ground fully.

"When the committee requested me to make an address upon this occasion my reply was that I had never made a speech in my life, and I was reminded of a story I once heard of a Kentucky colonel asking an old negro if he had change for twenty dollars. 'Sorry, sur,' replied the old dorky, 'I ain't got change for twenty dollars, but I thanks you for the compliment just the same!' (Applause.)

"As you all understand, the flag is a donation by contribution of employes and is presented to this company to show their patriotism. The committee in charge is certainly to be congratulated upon these arrangements and upon the large attendance, which I judge is between three and four thousand people who are here to pay their respects on this occasion.

At this time I cannot help but extend my congratulations to our worthy Mr. Fraser, Director of the Illinois Central Band, for the excellent music rendered on this occasion. The echoes of this music scattered to the four winds of Heaven on this beautiful sunny day, voices the sentiments of patriotism of every true American citizen.

Our president has called upon Americans in all walks of life to do their part in maintaining the integrity of our country. The question is, what is the duty

of the railroad man? I say, he will be the first to be called upon to assist in moving troops, etc., and after this duty has been performed, it will be necessary for him to stay at his post to assist in handling equipment for moving supplies, etc., within our United States, and to the front, if necessary. It will be likewise as important to maintain the company's tracks, bridges, equipment and power, and have them ready at a moment's notice at the call of our country, and I predict that each and every one of you will be equal to the occasion when called upon. (Applause.)

"In responding to our President's call, what part will the ladies play? Without doubt, they will eagerly do their part when called upon to act. In no human being is there truer patriotism than in woman when put to the test. The women of these United States can and will assist in carrying on the work of the men who are at the front when it becomes necessary for them to do so. I predict that in many various ways they will assist in conducting affairs at home in a capable and upright manner.

"As one of our great generals has said, 'War is Hell!' and as we are to have war, let us endure cheerfully its costs and stand by each other shoulder to shoulder to fight for our country, our President and our flag, for win we must.

"Referring again to this beautiful flag which has been presented to the Illinois Central Railroad Company today by employes representing nearly every country on the globe, it is indeed gratifying to have you show your loyalty in this way to the country which affords you your livelihood and to see the interest here manifested by each and every one of you.

"The intrinsic value of the flag which flies above you is little but its symbolic principles are immeasurable. May the standards of our country ever remain as high as this flag now flies, and may she maintain through eternity the exalted position which she now occupies.

"I thank you."

After the completion of this address the band played several appropriate airs and the employes disbursed to their several vocations.

Flag Raising by Illinois Central Shop Employees, Louisville, Ky.

EMPLOYEES of the Illinois Central Shop, Louisville, Ky., appropriately celebrated their devotion to Old Glory by flag raising exercises on May 2nd, 1917. The flag, a large one, 10x18 ft., was purchased by popular subscription of the employes and it was hoisted over the new roundhouse building on a pole 90 feet high where it can be seen for several squares east and west on Oak street.

The ceremonies incident to the raising of the flag were very beautiful. It began by a procession of fourteen four horse army wagons from the Armory, 6th and Walnut streets, to the roundhouse at 14th and Oak streets; then followed the First Kentucky Regiment Band of 24 pieces, and procession of 320 new recruits of the First Kentucky in line. The marching was fine and the soldiers showed they had been well drilled. Upon arrival the band took its position on Oak street directly in front of the speakers' stand and rendered music fitting the occasion, the 320 soldiers formed in line on the opposite side of Oak street directly in front of

Old Glory and between the band and the soldiers, 200 small boys and girls, pupils of St. William's Parochial School assembled in line carrying flags and banners making a very impressive scene. The following program was carried out:
Music by First Regiment Band—Star Spangled Banner.

Raising of the flag—Mrs. A. M. Niemz.

Addresses were delivered by—Col. W. A. Colston, 1st Ky.; Maj. B. J. Starks, 1st Ky.; Capt. F. T. Fort, Surgeon 1st Ky. and Dist. Surgeon I. C. R. R.; Dr. Ben L. Bruner, Ex-Sec'y of State, and Mr. J. P. Wallace, Paint Foreman I. C.

Mr. L. D. Smith, engineer, acted as master of ceremonies and introduced the speakers.

At the close of each address the band rendered patriotic music and at the close the pupils of St. William's School sang Liberty.

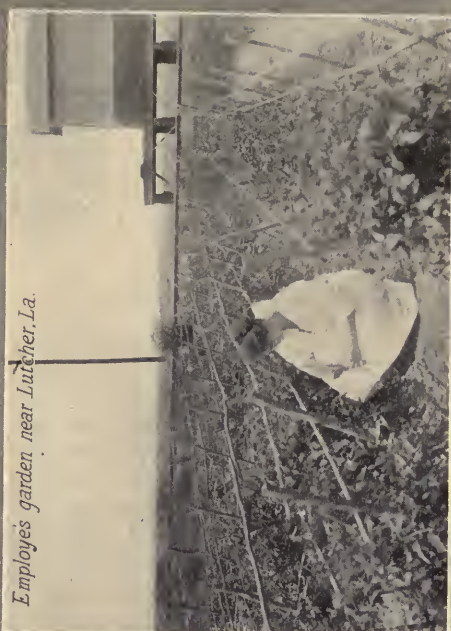
Besides those taking part in the exercises about five hundred people were present.



- 1—Three hundred twenty recruits who marched from Armory to Shops on Oak Street for Flag Raising, accompanied by band and 14 infantry supply wagons in parade.
- 2—First Infantry Band playing before flag was raised in front of new machine shop on Oak Street, Louisville, Ky.
- 3—Mrs. A. M. Niemz, wife of Building Inspector, also shows Capt. F. F. Fort of First Infantry, District Surgeon I. C. R. R. at Louisville, also Major Ellis Duncan speaking on stand.
- 4—Flag being raised by Mrs. Niemz, also corner of round house and wash rooms at shop.



Miss Livingston



Employee's garden near Lusher, La.



Near Cornith, Miss



Alfalfa near Cairo, Ill.

PUBLIC OPINION



AN UNJUST VERDICT

ELSEWHERE in this issue appears a highly interesting letter from President C. H. Markham, of the Illinois Central, relative to an unjust damage verdict in the sum of \$100,000 rendered against his company in Tallahatchie county in favor of T. G. James, a prominent planter, who claimed that a railroad embankment caused his land to overflow.

The communication from Mr. Markham is characteristic of the man. He is always frank and straightforward. When he feels that his company is not getting justice in the courts he has no hesitancy in saying so. Furthermore, he backs up his assertions with very conclusive proof. Similar letters from him in the past have contained some astounding revelations as to the character and extent of the damage suit industry in Mississippi, exposing the methods used by men who make a business of stirring up litigation of this character, and who are fattening their purses at the expense of the people, for it is the general public that must finally but inevitably bear the burden of unjust and excessive verdicts.

In his letter, Mr. Markham says that Mr. James "is said to be a man of commanding influence in Tallahatchie county." He must be, to have obtained a \$100,000 verdict on the trivial grounds set up in his bill of complaint. More than that, he must have a great deal of both personal and political pull to "put one over" of that character on a court of justice. It should be remarked in passing, however, that the jury was not unan-

imous. Nine members voted Mr. James \$100,000. Three jurors were in favor of a verdict for the defendant. It is evident that these three men were not especially impressed by his "commanding influence."

Stating the case briefly, Mr. James claimed that his plantation had been damaged fifty per cent by overflows, alleged to have been caused by the railroad embankment. And the jury believed him despite the fact that other reputable witnesses swore that before the railroad was built the whole country was inundated during each high water period, and that people traveled everywhere in boats.

It was also conclusively shown that Mr. James raised more cotton on his plantation after the railroad was built than ever before; that he had quicker, cheaper and better marketing facilities than ever before, and when the plaintiff himself was on the witness stand he was utterly unable to show, by his own books, just what fields or crops had been damaged.

More singular still, while Mr. James claimed that these damages commenced to accrue in 1907, and continued up to this time, he did not, during that long period of seven years, make a single complaint to any official or employe of the railroad company; did not write a letter claiming his property was being damaged, or suggest relief measures of any sort. The railroad did not know he had a grievance until the suit was filed asking for damages at the rate of \$41,000 per year. It is remarkable, indeed, that it took an astute business man and success-

ful planter like Mr. James seven long years to find that his valuable plantation, on which he was growing bountiful crops and making large profits, was going to the demnition bow-wows, and that unless allowed to thrust both hands into the railroad company's treasury he would be hopelessly and irretrievably ruined.

The Tallahatchie or Charleston branch of the Y. & M. V. road was built chiefly for the accommodation of Mr. James and other large planters. As a railroad venture it was a dismal failure. The line has never paid a penny on net revenue. This is borne out by the reports on file in the offices of the railroad commission. The road has, however, greatly enhanced property values in the territory through which it runs. And as Mr. Markham facetiously suggests, if the property is now to be confiscated by the courts, and divided up among the abutting property-owners, Mr. James has received much more than his share. Other planters ought to at least be allowed to put their feet in the trough. Giving one man a whole railroad line savors strongly of carrying things to extremes.

The Supreme Court will no doubt have an opportunity to review the Tallahatchie county verdict, and it will be interesting to see whether "a man of commanding influence" can sway the judgment of that tribunal.—*Jackson (Miss.) News, May 20, 1917.*

SUBSTITUTES FOR TIN CANS

In a pamphlet just issued by the Bureau of Foreign and Domestic Commerce containing suggestions on how to offset any possible shortage of tin cans, it is pointed out that manufacturers can not provide a sufficient supply unless the demand is lessened by a liberal use of fiber and paper containers for non-perishable goods. The demand, it is stated is from twenty-five to forty per cent greater than it was a year ago. Fiber containers are recommended for the distribution by the retailer of many foodstuffs, including milk, cream, buttermilk, ice cream, oysters, sirups, marshmallow creams, dried fruits, preserves,

jellies, mincemeat, horseradish, relishes, pickles, deviled ham and chicken, vinegar, dry and prepared mustard, soda water, salads, sauerkraut and olives. Other foodstuffs recommended for fiber containers include coffee, tea, alum, baking powder, spices, raisins, prunes, tobacco, lye, cleansers, soap powders, shoe polishes, metal polishes, soaps, shaving preparations, toilet articles, dry drugs and chemicals. Copies of the pamphlet may be obtained from the Bureau.

The forecast for a heavy yield of plums and prunes, items of growing commercial importance, is very bright. The condition of citrus fruits (oranges, lemons, and grape fruit) is not good in southern California, but somewhat better in southern Arizona, southern Texas, and Louisiana. Citrus trees were severely damaged by extreme cold weather throughout the Florida peninsula. The yield in this latter section will consequently be greatly reduced. All tropical fruits in Florida suffered likewise from this same cold wave. Grape fruit are an interesting example of a food product, once looked upon as a curiosity, now recognized as a delightful and healthful accompaniment to every meal, and with steadily growing production year by year.

The outlook for figs in southern Louisiana and Mississippi is very good.

The story of small fruit, strawberries and other berries, cherries, and the like, is much mixed, but on the whole is for a large yield, especially of cherries, if the weather be not too wet from now on. Strawberries suffered much in some sections, especially in southwest Missouri and northwest Arkansas, from both drought and cold weather. Yet on the whole the promise is for a generous yield, and generally of high quality fruit.

Cold wet weather has in general delayed budding of fruit, so that north of the fortieth parallel of latitude it is too early to form an intelligent idea of the probable outcome.—*Bulletin, National Chamber of Commerce.*

CAN IT

You Can Do It In One Cooking By Using the Cold Pack Method—Don't Let It Go To Waste.

COLD Pack Canning means packing the uncooked fruit or vegetable in the jar and **cooking it in the jar.**

All fruits, vegetables, greens, fruit juices, soups and meats can be canned in this way.

Use any kind of jar you have. The boiler will do for a cooker. Make a rack or platform of lath or perforated tin to hold the jars three-quarters of an inch above the bottom of the cooker. Put the rack in the boiler and put in enough water to come an inch above the top of the tallest jar. Have the water boiling when you set the jars in.

Fruit should be picked over, washed clean, and packed close in the jar. Make a thin syrup. (Two cups of sugar to three cups of water, boiled until the sugar is dissolved.) Pour this over the fruit until the jar is full. Screw the cover down lightly, using the thumb and little finger only so the cover will not be too tight. Cook 16 minutes in the jar. When the time is up take the jars out and screw the cover down tight at once.

Be sure the water in the cooker comes one inch above the top of the tallest jar. Keep the water boiling hard all the time.

Vegetables should be boiled 3 to 8 minutes then dipped in cold water before putting in the jar. (Put them in a towel or cheese-cloth and put them in the boiling water. Then lift out, dip **immediately** in cold water, and pack at once.) Pack close add 1 level teaspoon salt, fill the jar with boiling water, put the rubber in place, screw the cover down lightly, and cook the time given in the table below.

If you are using EZ-Seal jars put the bail in place but leave the clamp spring up until the fruit is cooked. Then press the clamp down. Economy jars may be closed as usual and the spring put in place.

TIME TABLE

Berries and Small Fruits do not need to be scalded before packing. Cook in the jar 16 minutes.

Apples and Pears should be dipped in boiling water 1½ minutes before packing. Cook in the jar 20 minutes.

President Markham Writes About the James Law Suit

Unjust Expense Reduces Ability of Railroad Company to Provide Permanent Improvement for the Convenience and Safety of the Public—Criticism of a Jury Verdict

The following open letter from President Markham concerning a drainage suit for damages against the Y. & M. V., which was tried before a jury in Tallahatchie County, Miss., appeared in *The Sumner (Miss.) Sentinel* of May 10th:

Chicago, May 5th, 1917.

To the people of Tallahatchie County:

Many of the citizens of Tallahatchie County are familiar with the law suit of T. G. James against the Yazoo & Mississippi Valley Railroad Company, but I have no doubt there are some who are not, and this letter is intended for their information.

Mr. James owns a large plantation lying along the eastern bank of the Tallahatchie River. The Charleston District of The Yazoo & Mississippi Valley passes a little over one mile to the east of the James land at the nearest point. The basis of the suit filed by Mr. James was that in the construction of the Charleston District sufficient allowance was not made for the passage of rainfall waters and the overflow waters from the Tallahatchie River through the natural drainage courses to the east, and that the railroad embankment held the water on the west side and caused it to back up over the James land.

The suit was filed to the March, 1914, term of the Circuit Court for the Eastern District of Tallahatchie County, demanding damages to crops to the extent of \$75,000 and permanent damages to land of \$100,000. Later, Mr. James filed an amended declaration, demanding \$106,000 damages to crops and \$75,000 permanent damages to land. In December, 1916, the stakes were raised to \$160,000 damages to crops and \$90,000

permanent damages to land, or a total of a quarter of a million dollars. During the progress of the trial, Mr. James asked permission of the court to amend his declaration by again increasing the amount of damages sued for to something over a half million dollars, which request was denied by the court.

The trial of the case lasted three weeks, commencing January 8, 1917, at a special term of the Circuit Court held for the sole purpose of trying this case. Nine of the jurors returned a verdict against the Railroad Company for \$100,000. Three of the jurors voted in favor of returning a verdict for the Railroad Company.

Mr. James, said to be a man of commanding influence in Tallahatchie County, testified strongly and, as it turned out, very effectively in his own behalf. Next to his testimony in importance was that of Alex Smith, a local engineer, who testified for Mr. James, and he admitted, on cross examination, that one of his principal occupations for many years had been the working up of drainage damage suits against the railroad. Mr. Smith had prepared a map in colors, showing the James land, the high ground, the bayous and brakes, and the position of the railroad to the east. He showed few elevations on his map and had very little to say in his testimony about elevations, although, of course, that was the important question in the case. He testified that the railroad had stopped up numerous water courses in the construction of the line and that there were still some 2,600 feet of openings necessary between Charleston and Marcel in order to properly relieve the situation.

The company attorneys had Mr.

Smith indicate on his map where he thought the openings, which he testified were necessary, should be placed, and some of them, as indicated by the elevations taken, would be located on the highest ridges. Furthermore, expert engineers were unable to find any water courses at the places where Mr. Smith claimed water courses had been obstructed.

Other witnesses testified that the railroad embankment held back the water, but some of them admitted that before the railroad was built, the whole country was inundated during high water periods and that they went everywhere in boats. This is a fact well known to all those familiar with the James lands.

Mr. James testified that all of his lands, taken together, woodlands, swamps, cypress brakes, cultivated lands, etc., were worth before the railroad was built, from \$100 to \$125 per acre, but he was not able to testify about any sales of lands in the locality of his lands at any such figures. He swore that the building of the railroad had damaged his lands 50 per cent.

If the advent of railroads is to prove such a scourge to land owners, as Mr. James claims has been the case with him, it is no wonder that the nine jurors who returned the verdict in his favor for \$100,000 were willing to do as much as they could do, which was a good deal, to forever put a stop to railroad building in Tallahatchie County, or, in the State of Mississippi, but perhaps some of the citizens of Tallahatchie County, men familiar with land values in the vicinity of the James lands, prior to 1907, and at the present time, will not agree that Mr. James was correct in his testimony that his lands are worth only one-half as much today as they were worth prior to 1907.

During the course of the trial, Mr. James testified that he purchased the Elm Lake plantation of 3,500 acres from his sister, Mrs. Collier, in 1905, together with 75 head of mules, several thousand bushels of corn, a lot of farming implements and tenant accounts, commissary, etc., for which he paid a total of \$92,000,

or at the rate of about \$26 per acre, with the mules, corn, farming implements, tenant accounts and commissary thrown in. The Elm Lake plantation which Mr. James bought of his sister, Mrs. Collier, comprised the bulk of the lands involved in this suit.

If Mr. James swore correctly that his lands were worth from \$100 to \$125 per acre before the Charleston District was built, it is difficult to account for his acquisition, in 1905, of the Elm Lake place, said to be as good, if not better, than any of his lands, at between 20 and 25 per cent of its actual value. If he was mistaken about the value of his lands before the railroad was built, and he paid a fair price for the Elm Lake plantation, then, according to his testimony, the Elm Lake plantation is worth just half as much now as it was worth before the Charleston District was built; for he swore that the building of the railroad had damaged his land 50 per cent. The inference is that Mr. James would be very glad to get out whole on his purchase of the Elm Lake plantation, because he says the railroad has caused it to depreciate in value 50 per cent. If he will indicate his willingness to dispose of the Elm Lake plantation at its exact cost to him before the railroad was built, I will be very pleased to undertake to find him a purchaser.

I am informed that Mr. James was required to take his books and accounts into court, because it was desired, with some degree of accuracy, to get at just what particular property had been damaged permanently and on what portions of his plantation he had suffered the crop damage, but he was unable, even with the aid of his books to give any detailed information in regard to the particular fields, and crops raised on them, involved in the law suit.

It developed that Mr. James had actually raised more cotton on the lands in controversy during some of the years complained of in his law suit than he had ever raised before the building of the railroad. He admitted that he could tell nothing from his records about his damages. He did not introduce his book-

keeper or anyone else to testify upon the question of damages. He simply averaged up his total damages for a period of years and made an estimate or guess on the whole thing, at so much per year.

It seems almost useless to refer in this letter to the character of the country through which the Philipp-Charleston line was built, to the condition of the country before the building of the road as compared to its condition at the present time, for that is a matter well known to the citizens of Tallahatchie county and of the entire Delta country.

Mr. Robert Ruffin, an old engineer and surveyor of Como, Miss., testified that in 1903 and 1904 he ran a line for a lumber company through the same territory in which the Philipp-Charleston line was afterwards built, and that the water marks on the trees then indicated that the water got four or five feet deep all through the section east of the James lands. This would have put the water considerably higher than the railroad embankment averages. Fourteen lay witnesses, old residents, well informed men, who were in no way attacked by Mr. James, testified that the James lands overflowed badly before the building of the railroad and that all of the country east, north and south of his lands, was low and had overflowed since the memory of man runneth not to the contrary; that they had repeatedly gone all over the country in boats during high water periods and that they had seen the water on the James lands and lands adjacent to them, higher prior to the building of the railroad than they had ever seen it since.

It was proved that timber cutting operations had obstructed the bayous and natural drainage courses; that upon the discontinuation of river navigation the rivers had been filled up with drift; that levees had been built on the west side of the Tallahatchie river preventing overflow into the Quiver river basin, a section of about 300,000 acres, causing the water that formerly overflowed there to overflow on the east side of the river, and many other explanations of changed

drainage conditions for which the railroad was in no way responsible.

A number of expert engineers testified that the Philipp-Charleston line was properly constructed and that its embankment had not in any way interfered with natural drainage courses.

It should be stated that the \$160,000 damage to crops claimed by Mr. James was scattered over the years 1908, 1909, 1910, 1911, 1912 and 1913. A general blanket estimate of so much damage per year to crops was made and, in addition, Mr. James claimed a permanent damage to his lands of \$90,000. His declaration alleged that the permanent damage resulted from water standing on the lands, causing them to be made sour, but neither in his evidence, nor in that of any of his witnesses was there a word about the soil being soured or damaged by water standing on it.

The following concerning Mr. James' alleged crop damage is taken from his own testimony in the case:

Q. Well, Mr. James, you say you have been damaged by this water in the way of reduced crops?

A. Yes sir.

Q. You have answered in court the bill of particulars of the damage suffered by you, as far as crops are concerned. I will ask you to take this bill of particulars and state to the jury how and to what extent you were damaged during the year 1908 by the water backing up on your property, as you say, by the building of this railroad.

A. In 1908—these damages are estimated to the very best of my ability. I claim that in 1908, I had 1,160—about 1,160 acres of land that I had planted in cotton that was damaged by the water, 280 acres in corn that was damaged.

Q. What was the extent of your damage that year?

A. \$12,749 on the cotton and \$843 on the corn.

Q. Was or not, that all the land you had in cotton that year?

A. No sir.

Q. Was, or not, that all the lands you had in corn that year?

A. No sir.

Q. How much other land did you have in cotton that year, about, and about how much in corn?

A. I had right in the neighborhood of 3,600 acres of land in cultivation, thirty-six or thirty-seven hundred.

Q. Take the year 1909, I will ask you to state the extent of your damage as to cotton and as to corn.

A. Well, we had about the same amount, about the same thing in 1909, and I claim damages of \$16,136. That comes about by the difference—the difference in damage is by the different prices of cotton. Cotton in 1908 was about eleven cents a pound, and in 1909, it was about fourteen cents a pound.

Q. About fourteen cents. Well, state the year 1910.

A. Well, conditions were about the same that year. The price of cotton and the amount of damage was about the same, \$16,136.

Q. How about the year 1911, Mr. James?

A. In 1911 my acreage that was damaged was about the same, and the damage on the cotton was \$12,749, the same as it was in 1908. The price of cotton that year was about the same as it was in 1908.

Q. Take the year 1911.

A. That was 1911 we spoke of then.

Q. Well, 1912.

A. In 1912 we had more water damage. I had, I think, about 2,800 acres planted in cotton that was damaged and about—something over 700 acres in corn.

Q. Well, what was the extent of your damage from those two sources, during the year 1913?

A. \$43,000 on the cotton and \$6,500 on the corn.

Q. What was the total then Mr. James?

A. \$49,500.

Q. What was your damage for the year 1913?

A. Just about the same as it was in 1912.

I think it will be admitted that it is not likely the water conditions could have been exactly the same on different

years, or that the damages which Mr. James claims he sustained each year could have been exactly the same, yet it will be noted that he testified that he sustained the same amount of damage in 1909 that he sustained in 1908, the difference in the amount of money asked being because in 1908 cotton was eleven cents a pound, while in 1909 it was fourteen cents a pound. In 1908, 1909, 1910 and 1911, Mr. James sustained, according to his own testimony, the same amount of damage to crops, but in 1912 his crops were damaged more. In that year his cotton was damaged to the extent of \$43,000 and his corn to the extent of \$6,500, or a total of \$49,500. In 1913 strange to say, the water conditions must have been just exactly the same as they were in 1912, because Mr. James testified that his damages again amounted to \$49,500, the same amount as he had been damaged in 1912.

One of the most remarkable features of this very remarkable case was that Mr. James did not testify, during all the time that he was on the witness stand, that he had ever, prior to the filing of this law suit, made a single complaint to any employe, representative or official of the Railroad Company that his property had been damaged by the railroad, although he admitted that he was personally acquainted with employes and officers of the Railroad Company during all of the years that he was sustaining such an immense damage, amounting, according to his testimony, to an average of \$41,000 per year. The suit was filed just before all claims would have been barred by the statute of limitations.

It was upon the earnest solicitation of citizens of Charleston and the Eastern District of Tallahatchie county that the Yazoo & Mississippi Valley Railroad Co. was induced to build the line of railroad from Philipp to Charleston, a distance of 26 miles. A committee representing the people of Charleston co-operated with the railroad representatives in securing some of the right of way and in locating parts of the line. I presume it will not be denied that the building of this line from Philipp to Charleston was

eagerly sought by the best people living along the proposed line, and that the entrance of the railroad into Charleston was considered the greatest achievement in the history of the town, for this constituted the only railroad connection with the outer world which Charleston ever had. The line was completed and put into operation in 1907. It was located and constructed by expert engineers, men trained in the art of railroad building and familiar with the country through which the line was built.

Since 1907 the Charleston branch has served the people in its territory, perhaps not perfectly, but at least faithfully, and with financial loss to its owners. The line has never paid. It has been a financial failure from the start. It was constructed in good faith with the view of developing the country served by it, and also with the view of the extension of the line. However, if some of the difficulties and obstacles which have been placed in the path of the railroad could have been foreseen; if it had been thought possible that a land owner, whose lands were not near enough to the right of way to be in sight of it, could have brought a suit for damages, alleging interference with drainage, and recovered judgment for \$100,000, for damages to crops and permanent damages to land, it is reasonable to say that this branch would never have been built.

If the line from Philipp to Charleston is to be divided up among those owning adjacent lands, I should at least like to see a fair division made. I submit

that the nine jurors who awarded to Mr. James \$100,000 gave him more than his share. If Mr. James has been damaged by the building of the Charleston Branch, is it not to be inferred that all other owners of land in the vicinity of this line have also been damaged to the same extent that Mr. James has been damaged, in proportion to the number of acres of land owned.

Harassing the railroad with unjust damage suits, and the taking of its funds for the payment of witnesses, court costs and damages, is an economic waste from which the railroad and the public are common sufferers, as the taking of the railroad funds in this manner reduces the ability of the railroad by exactly the same amount of money thus taken to provide facilities for the permanent use, convenience and safety of the public.

I hope that the James case will be much discussed by the people of Tallahatchie county and of the entire State of Mississippi. I hold that when matters of this kind are thoroughly aired before the public that the effect is good, because the people are fair and just and want to see righteousness prevail. If the Railroad Company has damaged Mr. James they will feel that it ought to pay him. If it has not damaged him, but is required to pay him, they will protest, because they know that in the end an injustice of this nature recoils upon every citizen and taxpayer of the State.

Yours truly,

C. H. MARKHAM.



BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage
Agent—Chicago, Ill., June 1, 1917

INFORMATION AND INSTRUCTION BULLETIN NO. 11

Sample Trunks Weighing More Than 250 Pounds.

54. One of our agents recently advised that certain salesmen are checking sample trunks weighing from 260 to 265 pounds. Under our rules, agents are not permitted to check any one piece of baggage weighing more than 250 pounds. Our informant states that when he refused to check a sample trunk weighing more than 250 pounds, the salesman exclaimed, "That is strange, all of the other agents are checking it for me, allowing 10 to 15 pounds for variation of scales"—or words to that effect. This is an old bluff which is frequently used by salesmen and in some cases it works. However, agents should not pay any attention to such remarks, but adhere strictly to the rules. Some years ago our tariffs allowed 10 pounds for variation of scales, but of recent years no such allowance is mentioned in the tariffs, and 250 pounds is the maximum that should be allowed for any single piece of baggage. In the event that a piece of baggage is presented which is overweight, the agent should require the person in charge to either remove enough of the contents to bring the trunk down to the 250 pounds limit, or refuse to handle it as baggage and

refer the owner to the express company or freight department.

Proper Method of Handling Unclaimed Baggage.

55. Rule No. 338, book of General Instructions No. 4, provides that all baggage remaining on hand for thirty days unclaimed must be forwarded to the unclaimed baggage room under the same check, with an unclaimed baggage card, Form GB07, filled out to show the kind and number of the check the baggage bears, description, storage tag number, date baggage was received and date forwarded to the unclaimed baggage room. The same information should be shown on the other portion of the card that is mailed to the General Baggage Office. Baggage on hand without check should be double checked to the unclaimed baggage room accompanied by a forwarding sheet, Form GB038. The forwarding sheet should show that the baggage is destined to the unclaimed baggage room. Notwithstanding these plain instructions some agents are detaching the original check from the baggage and double checking it to Chicago without any letter of advice. Other agents hold baggage two, three or four months and even longer, and then send it to the unclaimed baggage

room without attaching an unclaimed baggage card, Form GB07. In one instance an agent had three pieces of baggage for the unclaimed baggage room. He detached all of the original checks from the baggage, rechecking it to Chicago, enclosing all of the original string checks and the duplicate checks under which the baggage was forwarded to the unclaimed baggage room, and mailed the checks to the General Baggage Office with the advice that it was baggage for the unclaimed baggage room, no other information being given. As a result neither the General Baggage Agent nor the agent at the forwarding station nor anyone else knew what check originally covered each particular piece of baggage. If agents will dispose of their unclaimed baggage according to the above mentioned rule, it will be of material assistance to the General Baggage Agent in keeping a complete record of such baggage and also to locate baggage that we are tracing.

Failure to Show Full Information on Baggage Checks.

56. From observation it has been noticed that there are a great many agents who are not showing full information on baggage checks. Some agents do not write or stamp the name of their station on string checks, while others, when checking a lot of two or more pieces of baggage covered by an excess check, do not show on the excess check the numbers of the local checks in connection therewith. Failure to enter such local checks on the excess check makes it impossible in most cases for the receiving agent to assemble all baggage covered by the excess check and get the proper weight of it and also leaves the Auditing Department without proper information to show whether the proper collection was made on the baggage. There are spaces on local and interline excess checks for date, gross weight, excess weight, amount collected, and whether such collection is in cash or coupons, number and form of tickets,

number of tickets used, excess size and amount collected therefor, and all interline checks have spaces to show route of the baggage and junction points. When agents fail to show all of the information as called for by the check, it usually results in additional work in this office or the Auditing Department to trace baggage or get a clear record of it. When baggage is checked to an interline point over two or more lines and the junction points are not shown, it may result in baggage being held up at some point for proper route and, as a result of delay in getting it to its proper destination, we may be confronted with claims for damages for delay to such baggage to say nothing of the inconvenience and worry to the owner of the baggage on account of not receiving it promptly. Agents should in all cases show the state in addition to the city to which baggage is checked, and in abbreviating the name of the state it should be written plainly. We have had several cases recently where baggage was checked to Jackson, Miss., and baggage was carried to Jackson, Mich., or vice versa.

Description of Bad Order.

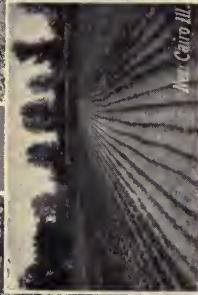
57. Notwithstanding the fact that our book of rules contains a list of abbreviations for bad order and a complete list of such abbreviations is also printed on the back of our local checks, many agents and train baggagemen continue to use the abbreviation "B O" or "G B O" in describing any kind of bad order. In all cases where the question of the condition of baggage figures in claims it is necessary that we know as nearly as possible the exact condition of the baggage. To describe a damaged trunk "B O" does not enable us to determine whether the lock was broken off or the trunk was smashed to pieces. Agents and train baggagemen should not only carefully observe the conditions of baggage, but they should describe it as accurately as possible by appropriate abbreviations for bad order on their waybills.



Canning Club Girls, Corinth, Miss.



Rye, Brookhaven, Miss.



Avon, Cairo, Ill.



Signal Employees garden on waylands near Burnside, La.





LOSS & DAMAGE BUREAU



Transfer of Freight

By J. L. East, Agent

THE proper transfer of freight is a matter of education, combined with extreme carefulness and suitable facilities, and involves a great deal more than the mere removal from one car to another. It is naturally assumed that the shipper knows a great deal more about loading his product than any one else, as he is familiar with its nature and realizes exactly the conditions under which it is to move.

In carload shipments it is not anticipated that the lading will be removed until the car arrives at destination, and the manner of loading is employed accordingly.

The shipper has in most instances facilities peculiar to the manner required in properly loading his commodity and therefore is able to perform such loading in an efficient manner. It naturally follows, therefore, that if for any reason it is necessary to transfer the loading of a car en route, we are handicapped to the extent of being without these particular facilities that would enable us to reload into another car as perfectly as done by the shipper. It is, however, required of us to replace the lading in a manner that will insure the safe arrival at destination, and to withstand the ordinary transportation handling.

Shippers of course strive to perform their loading as economically as possible and do not therefore take the same precaution insofar as marking and separating the various articles as would obtain were the shipment to move less carload. One instance of this is in connection with a shipment of broom handles, where

the lading of one carload contains three grades and sizes. All of the handles of one quality are marked with a red chalk, another blue and others yellow. To the ordinary laborer, upon entering the car, the handles would all seem to be the same, and the chalk marks would not attract his attention to their particular classification, unless in figuring how the handles could be replaced into another car in exactly the same position, he would notice the marks and find that all of one color were together.

This is an example of the peculiar manner in which the lading is arranged in carload shipments and should emphasize the importance of always making a particular inspection of the lading of a car before starting to transfer, replacing into the new car in exactly the same manner as taken from the old, if at all possible to do so.

It is of particular importance to select a car for transfer that is physically capable of protecting its contents, and suitable for loading the commodity for which it is being selected. In transferring oil, for instance, from one tank car into another, it must first be determined the kind of oil that is in the tank, and then the condition of the empty tank which is to be used, determining if oil of any other class has previously been in the empty, and which might have left residue that might deteriorate the oil which is to be placed therein.

The arrival of fruits and vegetables at destination in good condition depends

largely upon the ventilation and refrigeration accorded same while in transit, and a few degrees in temperature very often proves disastrous to the product when coming in contact with same. It should be known, therefore, that the empty car to be used in transfer is neither too warm nor too cool to in any way impair the condition of the lading which it is to protect, and in order to provide proper circulation of air, care should be exercised to provide space between the different tiers of boxes, and the lading must be carefully braced in order to prevent shifting.

In some cases where the lading of one car is to be transferred into another, that portion that is in the doorway of the original car is first removed and placed into one end of the new car, reversing entirely the position of the load for its arrival at destination, and while in some cases this does not in any way affect the shipment, in others it does, and it is left to the judgment of the transfer foreman to overcome this in cases where the loading in the doorway of the original car

is of a different quality or class than the balance of the load, and see to it that the position is unaltered.

In the transfer of large screened lump coal, it invariably results that the lumps are broken and the value of the coal reduced to that of a smaller size, and where this is known, it is generally more profitable to notify the shippers from the point of transfer as to the exact condition, as they can often arrange other disposition and preclude handling car to its original destination, only to be refused by the consignee account his inability to use coal of that size.

In cases of derailment, where the freight has been damaged it is a good policy to follow the same practice as referred to with the coal, and especially where machinery of different kinds is involved, it is generally more profitable to all concerned to return the damaged parts to the shipper for proper repairs, as they, of course, are provided with the necessary facilities for repairing their machinery at the minimum expense.

Who Am I?

—I am more talked of than anything else in America!

I am the autocrat of the commercial interests.

I control the treasuries of the world!

I command the bank clearances!

I am as powerful as Ajax!

I can stop commerce!

I am supreme!

Rulers and the common people alike

Take off their hats to me.

My aristocratic cousins, the luxurious

Pullman car,

And the steel coach who in the past snubbed

Me, now crave my favors!

I am merciful!

I can help you, but

I lack energy!

You must supply that!

Left to my own efforts

I am inert and innocuous!

Energize me and you increase your bank account!

Stimulate me and the wheels of commerce revolve!

WHO AM I?

I am the freight car!

I market your crops!

Load me promptly!

Unload me quickly!

Move me swiftly, and

You will prosper!

—*St. Louis Furniture News.*



Value of Valuation Work to a Young Engineer

J. M. Farrin, Assistant Engineer

(Continued from May Issue)

As the field work progresses, it will be found that general knowledge is being absorbed. This part of the work furnishes an excellent opportunity for the engineer to observe things on the Railroad with which he has not been connected, and consequently things with which he is not familiar. If he is a bridge man, he has probably heard of an anti-rail creeper, but the chances are that he would not know one if he saw it. Also, as he goes along he cannot help but notice that some sections of track are without tie plates, and if he is very observant, he will notice that if the tie is treated it has a tie plate, and in general only those ties that are not treated have no plates. The reason for this soon becomes apparent when it is seen how the rail is pounded into a plateless tie—a condition that soon requires its replacement probably long before the full value of the treatment has been received. If his curiosity is aroused he will find himself talking to the section foremen as they are passed and asking them various questions about all these apparently small things and on which he will find they are always ready and willing to talk. One thing that is especially noticeable on track work is the oiling of the joints. Where formerly it was thought better to let these rust the company is now going to considerable expense to keep them from it, and one enterprising foreman volunteered the information that it was costing the company \$50,000.00 to oil them and wanted to know if it was

worth it. Railroads have been ballasting and reballasting for years, but it has probably not occurred to the average young engineer that the ballast has been going down instead of up. As he goes along he will notice large holes that have been dug at intervals along the track through the ballast, and if he chances upon the roadway and track party he will see that they are digging these holes to find out how far into the dump the gravel has been pushed. It will also be noted that the company has a "well digging" party out equipped with earth augers capable of removing a vertical core from which, by making a comparison with the earth outside the dump, the subsidence or settlement of the dump into the natural ground is quickly determined.

It is interesting to note the various kinds of ties as the party progresses. It is now the custom to drive date nails in certain of the ties as they are placed in the track so one is able to tell their age and note their condition, and is soon able to roughly classify them. As he notes their removal the cause of their removal is apparent, and it can easily be told whether it was from mechanical wear, rot, or broken on account of becoming center bound. It will also probably be noted that even the railroads are feeling the effect of the European War and are now hardly able to get creosote oil for treating timber, and as a result other methods are employed, and in many cases un-

treated ties of trees peculiar to the district are being used, as, for instance, sawed cypress in certain parts of the south.

When quite a little mileage of the system has been passed over, an observing mind will notice that at fairly regular intervals there is a terminal with repair shops and yards. As a number of these terminals are passed it will be realized that they differ considerably in size, the larger ones being placed at the larger transfer points. At the larger terminals will be seen yards equipped with humps by means of which a train is quickly reclassified and made ready to continue its journey with a minimum amount of switching.

Mechanical contrivances are always interesting and the railroad will furnish plenty of them. Block signals, for instance, make use of many ingenious devices in order to gain a point in the "Safety First" campaign. At an interlocker plant it is instructive to watch the operator as he protects and then clears a train approaching a crossing. The levers are so locked that it is impossible to change the routing once he has started, and a mechanical contrivance known as the detector bar prevents the signals being changed once a train is within a certain distance. The economical advantages of the block signals are at once apparent when it is seen at what short intervals trains can follow each other over the same track.

An engineer is naturally interested in his own special line and he has abundant opportunity to see and to judge from actual field conditions as the field inspection and inventory proceed. During his office work he has probably formed an approximate idea at what intervals various structures have been replaced or renewed, but when he encounters these structures in the field, he very soon realizes that their component parts have probably been renewed more than once and that with proper inspection and maintenance their efficiency is greatly in-

creased. He will see that many structures are replaced, not because they are worn out, but because, on account of their great number, their removal must be commenced in time to complete by the time the last structure has served its life. Where the railroad company is progressive, it will also be noted that many replacements are made on account of a permanent improvement policy, and this, as in the former case, generally follows a program so that some replacements are necessarily made before their time.

Going along the track, the party encounters various work under construction and oftentimes things are seen that are not always available otherwise. For instance, when passing the Rock River bridge at Rockford, the writer was able to go down into one of the cofferdams and inspect some of the old piling that had been driven years before for supporting the old pier that was being replaced. These piles were in such perfect condition that they were being driven down for use in the new pier. Pile drivers are seen working in various places, and as they are closely followed by bridge gangs, repair and replacement work can be seen as it is actually done. Also as these gangs are met in different parts of the system, a pretty good idea of average pile penetration can be obtained which may be useful later. There are many new reinforced concrete slab trestles now being installed by the company, and it is interesting to trace the evolution of this design from the first one, built about 1902. One finds steel bridges of all types and sizes, the oldest of which was built in 1868 and is still in service. It takes only a furtive glance to realize the great increase that has taken place in motive power when one of these old spans is compared with those now being erected. It is effective to see a heavy locomotive and train pass over a bridge when down underneath, and the impression one receives will not soon be forgotten. If it happens to be a pile bridge, the use of effective

bracing is realized. When several such crossings have been seen, one will realize the continued effect of heavy live loads that would not have impressed him much had he just read about them.

Only random incidents have been mentioned of the personal experience that one engaged in valuation work will encounter, as there are many more that are met and which will be remembered. In conclusion, the beneficial results of work in the Valuation Department may be stated as follows:

1. Habits of thoroughness are formed.

2. General knowledge of work of other departments is acquired.

3. A detailed historical knowledge of the constituent companies forming the system is obtained.

4. Acquaintances are formed, both in the general office and in the various division offices, that will be useful and beneficial.

5. On account of the great amount

of business intercourse with various railroad and town officials, an ease in manner is acquired, enabling one to meet on equal terms general officers and others in authority.

6. A practical knowledge is obtained of one's own technical work.

7. An intimate geographical and physical knowledge of the road is learned by actual observation.

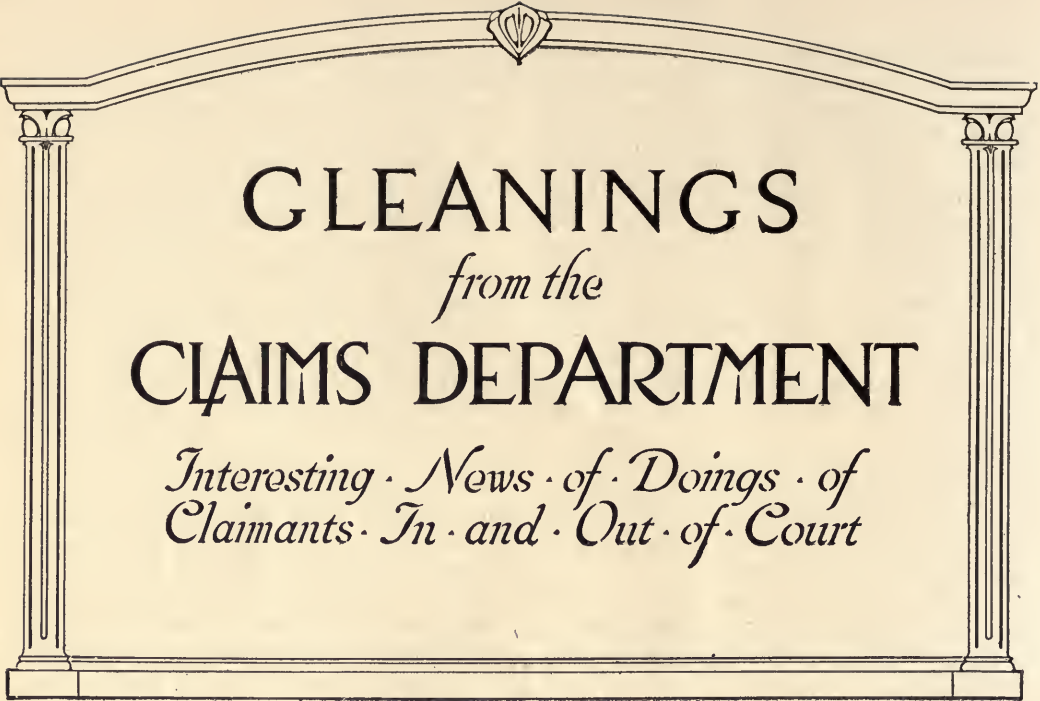
8. Physical and geographical features of the various parts of the country served with their agricultural and manufactured products is a knowledge acquired by such personal means that they will be remembered.

9. Acquaintance and ideals of the people along the road. Many incidents will happen to fix indelibly the nature of the people encountered.

10. A general broadening of one's education will be the natural sequence of valuation work when it is properly done and advantage is taken of the opportunities as they are offered.



*Employees of Accounting Dept.,
Chicago, planting at Flossmoor, Ill.*



CLEANINGS

from the

CLAIMS DEPARTMENT

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

THE "GOAT" AS USUAL

ORVILLE SAXON is a resident of Pryorsburg, Ky., and a farmer by occupation. His intercourse with the Illinois Central Railroad Company, until last January, was entirely in connection with claims for stock killed on the track, but last January, to be exact, the 13th of January, Mr. Saxon was in Mayfield and purchased a ticket to return to his home at Pryorsburg, a distance of seven miles, on train No. 21. The weather was bitter cold and otherwise unpleasant for it was alternately raining, sleeting and snowing. Altogether, it was one of the worst days of the winter in the vicinity of Mayfield and Pryorsburg. When the train arrived at Pryorsburg, several passengers preceded Mr. Saxon down the steps and safely lighted on the platform, but when Mr. Saxon started down his foot slipped on an icy step and he was precipitated to the platform. Some of his friends were near and picked him up, and his family physician, who happened to be a passenger on the same train, was called. The

patient was taken to the doctor's office, where it was found that he had a "dislocated" hip. However, he was only confined to his home a few days, and after that was able to go about his business as usual. Suit was promptly filed against the railroad company for \$2,500.00, on the ground that it was negligence to operate a train containing coaches with icy steps, which, if it means anything, means that no train at all should have been operated for the convenience of the public, including Mr. Saxon, on January 13th, between Mayfield and Pryorsburg. The point of this story is that this case was tried at Mayfield in April and that the jury awarded Mr. Saxon damages to the extent of \$65.00. The Mayfield Bar Association in January made a ruling that none of its members should accept a fee of less than \$50.00 for handling a case in the Circuit Court. The attending physician testified upon the trial that his bill against Mr. Saxon was \$35.00. The net result of this litigation is that the railroad company is out \$65.00, in addition to the costs

of the trial and paying the fees of its attorneys, Mr. Saxon's lawyer is in pocket \$50.00, his doctor is in pocket \$35.00 and the plaintiff, Mr. Saxon, is out of pocket, if he has paid his debts, the sum of \$20.00, besides his time. As usual, the railroad is the "goat" with the largest losses.

THE ONE WHO WINS A LAW SUIT LOSES AFTER ALL

When liability is established in a claim against the railroad, the claimant usually exacts the full pound of flesh, and when there is a claim in which liability is not established, the claimant invariably expects the claim agent to be a good fellow and pay up anyway. Very often the claim agent has to disappoint claimants by refusing to permit his employer to bear the brunt of the loss when not in any way responsible. Such a case was that of S. L. James, of Dieterich, Ill., who had a claim for \$100.00 for a horse killed at Dieterich, November 14, 1914. The claim agent in charge of the territory, Mr. M. B. Rothbrock, than whom there is no finer gentleman or fairer man, thought that the proper way to adjudicate the thing would be for each side to bear one-half of the loss, because it was evident that the horse was not killed through any negligence of the railroad company. Mr. James declined to stand any part of the loss. Mr. Rothrock would not stand more than one-half of it, so that the two gentlemen reached the parting of the ways and a law suit resulted. The first trial of the case took place in the Court of the Justice of the Peace, and resulted in a judgment in favor of Mr. James. An appeal was taken to the Circuit Court, where the case was again tried upon its merits before a jury and the jury brought in a verdict in favor of the railroad company. A new trial was granted and the case was tried again. This time Mr. James won. An appeal was taken to the Appellate Court and the judgment was reversed and the case remanded for another trial. Thus Mr. James' law suit has gotten back to the

point where it started. To complete this circle has taken a lot of time and money. The expense to each side is estimated to amount to approximately \$250.00, which reminds one of the old saying that "the one who wins a law suit loses after all."

AN AGENT'S SAFETY WORK

L. G. McMillion, the agent at Martin, Tenn., is trying his best to induce the people of Martin to use caution for their own safety at railway grade crossings. On April 28th he addressed a letter to one of the prominent citizens of Martin, reading as follows:

"As a matter of information and in order to prevent a repetition of a like occurrence, I call your attention to the fact that your daughter, in driving an automobile yesterday afternoon, violated both the city and state law by running over Main Street crossing at the freight depot without coming to a full stop to see if the way was clear. Not only did she violate the state law in this respect, but she proceeded across the tracks in face of the crossing flagman signaling her not to do so. Her act in this matter came very near causing a serious accident. A train was backing to couple up and came very near catching your daughter in between the two parts of the train. It is not the desire or the pleasure of this railroad company to cause unnecessary trouble, and I trust that this warning will be sufficient so far as your daughter is concerned. Her act on yesterday might have resulted in injury or death of all occupants of her automobile, the loss of loved ones and untold suffering and the censuring of the railroad company, when, in fact, every precaution in the way of warning signals were given. I am quite sure your daughter did not realize the danger she was in and did not intentionally violate the laws of the city and state, and I think it nothing more than fair and right that she should be made to realize this now, so that she will not be guilty of taking such terrible chances again. This letter is written you in the very kind-

liest of feeling and for the sole purpose of the protection of your daughter and others."

DAMAGE SUIT WON BY RAILROAD COMPANY

J. T. Thompson filed a suit in the Circuit Court of Warren County against the Yazoo & Mississippi Valley Railroad Company, for \$10,000.00, alleging that he was a passenger from Vicksburg to Rolling Fork, Miss., on the train due there about midnight; that the crew failed to call the station and he was carried by to the coal chute two miles north, where he was put off and had to walk back, carrying his baggage; that it was very dark and he fell into a cattle guard and was very badly injured.

Upon the trial at Vicksburg in April, Mr. Thompson testified in line with the foregoing and also that the following day he went on to Greenville where he got so sick and suffered so much on account of his injuries, that he had to go directly home and lay up for a long time.

The railroad proved that he was a passenger in a day coach and asleep; that the station at Rolling Fork was plainly announced and a fellow passenger testified that he told Thompson he was at Rolling Fork but that he paid no attention to him; also that after leaving the station when the conductor found Thompson on the train he admitted he had been asleep and asked to be allowed to get off at the coal chute. It was also shown that the chute was about half a mile from the station instead of two miles as claimed.

The claim agent had taken the precaution of procuring from the auditor the mileage collections made from Thompson for subsequent trips and these were produced. They showed that he continued his travels around the Delta for several days following the occurrence. This so clearly and conclusively showed that he was mistaken about going home the next day that the jury returned a verdict for the company.

An interesting part of this matter is that, following the trial of the case, Thompson's attorney was heard to say that they were pretty nicely caught by the company producing the mileage collections and that had they *only known* they could have *gotten by*; that Thompson could just as well have said that he was a very poor man and though suffering terribly and unable to work, he was compelled to continue on his trip to prevent his family from starving.

The damage suit industry has become so prevalent that the attorney unconsciously voiced a quite common feeling on the part of both damage suit lawyers and their clients, that the end justifies the means and that it is not necessary to hew very closely to the line of facts, but that considerable license is permissible in that regard, in order "To get by," as this attorney expressed it.

If the courts would take judicial notice of some of the perjury so frequently committed and bind a few reckless handlers of the truth over to the grand jury, and if the Bar Associations of the various states would be a little less blind to the assistance sometimes given by some of their members to such practices and take action in an occasional flagrant case, it might be confidently predicted that there would be a great decrease in these damage suits brought for revenue rather than in the interest of justice.

Another peculiar thing is that reputable lawyers get very little damage suit business nowadays because they do nothing towards suppressing the sharks.

AUTO TRIES TO RUN OVER I. C. FREIGHT BUT MAKES LITTLE HEADWAY AND CAR GOES TO HOSPITAL

A little Ford, occupied by four men, dashed madly down South Main Street between four and five o'clock Sunday morning. Where it had been or its destination is unknown.

When opposite the residence of

Capt. C. Moore, the occupants seemed to have awakened to the fact that death lurked a short distance ahead. They threw on the brake, but the car was going so fast it skidded about seventy-five feet and came to the railroad crossing just in time to strike the big engine pulling a train of coal from one of the West Frankfort mines.

However, just before striking the engine, the steering wheel was turned toward the right, and when the car struck the train the driving rod on the engine struck the car in such a way that it was forced into the house occupied by Flagman Williams. The entire east end of the house was reduced to kindling wood and it is said the little Ford had all of the joy taken out of it.

That no one was killed is a miracle, and this should be a lesson to other auto parties who cross this deadly crossing. Although there is a flagman on the crossing during the day, automobilists pay very little attention to his warning and seem to take a delight in flirting with death. Automobiles should be forced to stop here whether a train is in sight or not and then there would be no danger of anyone getting killed.

The Illinois Central has repeatedly warned people to stop at all dangerous crossings as the automobiles can do this easier than the trains, and it is also stated that it is useless to try and knock the train off the track, especially with the little Fords.

We have been unable to obtain the names of those who were in the car.—*Benton (Ill.) Republican*, June 1st, 1917.

BETTER TO DEAL DIRECTLY WITH THE COMPANY.

Superintendent Battisfore of the Illinois Division received the following letter dated Champaign, Ill., April 2, 1917, from Mr. C. A. Beasley:

"I received your letter of March 10th in regard to personal injuries, and these so called shyster lawyers, and I want

to say that you have voiced my sentiments exactly. Having been personally concerned in two different cases with the Illinois Central Railroad Company, of which you are fully aware, I wish to say that I found them to be fair and just in my cases. I have talked to a great many employes on the Champaign District in regard to this matter and I find that they are all pretty well posted. I had two different lawyers approach me and try to induce me to bring suit against the company, claiming that they could get more out of the case than I could get. I told them when I needed their services, I would let them know, and that was the last I heard of them. From what I have read and what I have seen, I for one believe any injured employe will fare far better if he deals directly with the company."

KEEP OFF THE TRACKS

New Danger to Pedestrians From Armed Guards

"Trespassing on railway property at all times a perilous practice, involves an even greater hazard for the trespasser now that it has become necessary to place armed guards at strategic points to prevent possible interference with the country's transportation facilities through the depredations of enemy agents," said Fairfax Harrison, president of the Southern Railway System and chairman of the American Railway Association's special committee on National Defense, calling attention to the importance of all loyal citizens keeping off the railway premises unless they have business thereon.

"In addition to the ever-present danger of being killed by a train," Mr. Harrison continued, "the man who now trespasses on a railway property subjects himself to the peril of being shot, should he fail to heed the challenge of the military guard. Charged with the duty of protecting railway structures whose destruction would interfere seriously with transportation, the guards cannot afford to

take any chances. Unfortunate occurrences can be avoided if citizens who have no business on the railway property will keep off. It is especially important that pedestrians who have been accustomed to walking tracks, rather than public highways, should understand the added danger and recognize that they can perform a patriotic service by avoiding it."—*Yazoo City Herald*, April 20th 1917.

NO TRESPASSING IN NEW YORK STATE

The legislature of the state of New York has passed a law which makes it a misdemeanor for unauthorized persons to ride on any railroad engine or car without permission of officer in charge thereof, or with intention of not paying fare for such ride, or to wilfully obstruct, hinder or delay the passage of any car lawfully running upon any railway, or to walk upon or along railway tracks or right-of-way except when necessary to cross at streets or

highways. The law will become effective September 1, 1917.

A SOLDIER BOY LOSES HIS HAND

John Hinton, aged 20, of Co. F. on guard duty here, lost his left hand last Wednesday night by a rather peculiar accident. He heard a noise on the trestle and going to investigate it, met an I. C. train, we understand, coming across the trestle. He ran to get off the trestle, but misjudging the distance or the speed of the train, he was unable to make the distance, and attempted to jump from the trestle to the abutment but stumbled and fell to the cinder, and threw out his left hand which was caught by the passing engine and was crushed. Dr. Rogers was called and found that amputation was necessary at once. All of the hand was taken off except the thumb. The patient was taken to a hospital in Cairo and is reported as doing very nicely.—*The Ballard Yoeman*, Wickliffe, Ky., May 11th 1917.

Carrot field near Crystal Springs, Miss.





How to Live



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

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

Health Hints for Vacation, or the Summer Outing

THE present age is one of intense activity—push, pull, drive and work. Work early and late. In the large cities especially, many work until they are mentally or physically exhausted, or both. Then they are compelled to take a rest. During the cooler months the strenuous life is endurable, but in the hot summer, especially during the heated months, the close rooms and the hot and dusty streets of the city become almost unbearable. It is these times that the tired and the over-worked man and woman of business seek respite from the hot and tiresome city by a vacation of two or three weeks. Parents take their children away from the city to escape the dangers of this heated term.

Within legitimate bounds, the proper enjoyment of life is the right of every person. Necessary rest and a reasonable amount of recreation are, or should be, as much a part of life as our work. It is far better to take an occasional short vacation and rest before the limit of endurance is reached, than to be forced to take a longer rest in order to recuperate from a breakdown, the result of a strenuous or too long continued effort. With many in the cities, the question arises, what can we do for a rest; where shall we go for an outing, and what shall it be? Some enjoy camping and for those who do, it is an ideal form of rest and recreation, provided the camp is well located, the sanitary conditions good and the water and food supply right.

To the lover of nature there is nothing so exhilarating and refreshing as a camp in the woods. The expense of such camp can be made very moderate by proper management. A few weeks, or even a few days on a house boat, if the conditions are right, is a constant delight for those who enjoy life on the water.

The great majority of those who take an outing must consider, first the time at their disposal, and second, the question of expense. For most of these as a rule the various summer resorts open to the public are most available, whether for the season or for a brief outing. There are many points to be considered outside of the social advantages.

These Are the Essentials—Pleasant environment and favorable conditions certainly have much to do with the pleasure, comfort and restfulness of an outing. A hotel or a camp located amid beautiful scenery is certainly far more pleasing than one amid dreary and cheerless surroundings. Pleasant drives and walks, good boating and opportunity for recreation of various kinds of games, such as golf, tennis and playgrounds for children—all add greatly to the attractiveness of any resort. Rooms with cheerful outlook where the sunshine can enter and where the ventilation is good; where the air is pure and fresh; where the warmth is sufficient in chilly or damp weather and where the heat is not oppressive during the hot days; these are the things

which are of importance in considering your vacation. Comfortable chairs; clean, comfortable beds and proper bathing and toilet facilities all add greatly to the comfort as well as to the benefit to be gained from our outing.

What To Avoid—One of the prime essentials of a safe and sanitary place to spend your vacation is that good drinking water be available. Avoid places where the drainage is poor and where there is no sewerage. Probably more resulting illness comes from contaminated water supply, which usually results from lack of drainage, than from any other cause. The question of the food is also very important. Avoid going to a place where the food is not first-class or where it is improperly cooked. It is important to avoid a place that is noisy and where proper sleep and rest cannot be obtained by the tired city worker. Frequently a room located near a barn or a barnyard causes the visitor a considerable amount of discomfort because of the unfamiliar noises of the animals and barnyard fowls. After arriving at the place that you have selected be careful to look over the situation carefully to ascertain as to whether that is the proper place for you to spend your vacation. If not, it is better to make a change even at the risk of partially spoiling one's vacation for that summer, rather than to take a chance with some insanitary condition or where the water or food supply is not safe. Avoid a place where there is an open well located near an outdoor toilet or a barnyard. Avoid open cisterns if you have small children. They delight to look into the open cistern and frequently a serious accident results. Avoid pools of standing water where mosquitoes breed and annoy you and possibly infect you with malaria. Avoid milk that is not kept clean and cool. Good milk is excellent food, but bad milk is dangerous.

If you are in a camp see that all garbage is kept in covered receptacles and carried away or destroyed each

day. Allow no garbage barrels to stand around the premises and slops should not be dumped into the outside closet. The outside closet should be kept clean and all human waste covered daily with ashes from the cook stove or earth or dry sand.

The character of the food is essential. It is safer to use foods that are subjected to great degrees of heat, such as cereals, boiled eggs, bacon, toast and coffee. All of these foods, even though they may have been contaminated originally are sterilized by the heat. If the hands are kept clean and the food handled with care there is little or no danger.

To young people taking a vacation, whether in the city or in the country, be careful of the company that you keep. If in the city, take a room in a good neighborhood, near good transportation or with a nice respectable family. Avoid alcoholic liquors. One of the greatest fighters that ever lived said, "The only way to avoid John Barleycorn is to run away from him." Therefore, avoid alcoholic drinks both from a moral as well as a hygienic standpoint. To those unaccustomed to swimming of being in the water it is important that care be used in not foolishly going into deep water or beyond one's depth. Avoid taking automobile rides with reckless or ignorant drivers. Frequently the danger is not realized until some serious accident results and then it is too late. It is extremely important that your work and your business cares and responsibilities should be left behind you. Insofar as is practicable each of us should forget our "at home" and "at work" responsibilities.

Avoid staying out late at night, as it is important that an unusual amount of sleep should be obtained. The most beautiful part of the day is early in the morning, and consequently while on a vacation if one will retire early and arise early a great deal more benefit and pleasure will be obtained thereby. It is also an advantage for one to take a nap in the afternoon, for sleep is nature's great restorer. During sleep

the body cells are rebuilt and the nerve tissues are regenerated, in a way that is unknown to the art of a physician. Consequently many hours of sleep and regular hours, aiming to sleep at least nine hours in each of the

twenty-four, will restore wasted vitality and help to rebuild the bodily tissues, so that when one returns from the vacation it is with renewed health and strength that we again take up our work.

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

Greenville, Miss., Sept. 4, 1916.

Dr. W. W. Leake,
Assistant Chief Surgeon,
New Orleans, La.

Dear Doctor:—

I seize this first opportunity to express my thanks for the very kind, careful and courteous attention extended to me while a patient in the Illinois Central Hospital at New Orleans.

Several months ago I contracted a very serious attack of stomach disorder and was referred to the Company's Hospital at New Orleans. Shortly after I was admitted to the Hospital I began to improve in health, and have continued to improve so that at the present time I am thoroughly well. It is difficult for me to express how grateful I feel to each individual in the Hospital at New Orleans who had to do with my case, so will ask that you try to convey to them my sincere thanks.

Yours very gratefully,

(Signed) A. R. Bingleben, Engineer,
Y. & M. V. R. R.,
Greenville, Miss.

Memphis, Tenn., September 6th, 1916.

Dr. J. Q. Taylor,
Assistant Chief Surgeon,
Paducah, Kentucky.

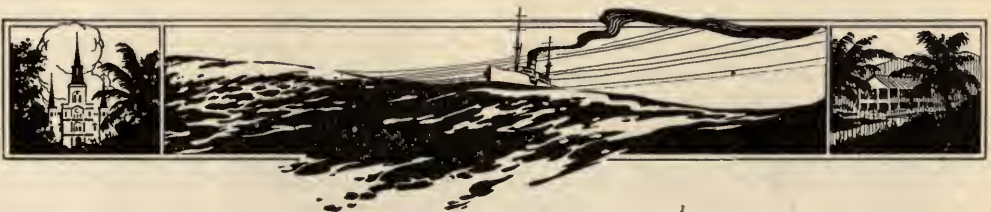
Dear Doctor:

I entered Paducah Hospital July 28th and was operated on for hemorrhoids the Monday following. I wish to report myself entirely recovered and to express my appreciation of the skillful treatment and kind attention I received. My case was entirely successful, due in no small part to efficient attention of the nurses as well as the master skill of the attending surgeon. In fact, my memories of my stay at the hospital will always be pleasant ones.

Trusting you may long continue your good work, I remain,

Yours truly,

(Signed) T. W. Kennedy,
Engineer,
Tennessee Division.



FREIGHT TRAFFIC

DEPARTMENT



Products of Louisiana—Sugar

By Frank A. Shaw, Commercial Agent

THE history of the sugar industry of Louisiana and its influence on the development of the state is of more than passing interest. Historians tell us the first sugar cane was brought to Louisiana, then a French colony, from Santo Domingo on board two French ships conveying troops to the colony during the year 1751, by some priests, members of the Jesuit order. These vessels also brought some negroes, natives of Santo Domingo, who were acquainted with the cultivation of the plant, and, in accordance with instructions, the canes were planted in the gardens of the plantation held by the priests of this order, which plantation was located where the Church of the Immaculate Conception, locally known as "the Jesuits," now stands on Baronne Street within a stone's throw of Canal.

While this served to introduce sugar cane into the colony, the results, at least from a commercial standpoint, were not immediate, as for many years it was grown mostly for "chewing" purposes. Later the syrup was used in the manufacture of a rum called "Tafia," a drink must sought after by the populace.

Although numerous attempts were made by both French and Spanish planters to produce sugar from the cane, they proved failures, and it was not until nearly fifty years later that efforts of this kind were successful.

The first crop large enough to influence the future of Louisiana and profitable

enough to justify others to embark in the enterprise was made by Etienne DeBoré, in 1795, near the site of the sugar experiment station in what is now Audubon Park. The crop in question sold for \$12,000, while the crop of the season just passed, estimated at 304,700 short tons, costing about \$20,000,000 to produce and market, sold for more than twenty-seven and a half million dollars. From all accounts, intense interest was shown by the planters, as well as others, in DeBoré's efforts; Gayarre, the historian, in his story of the discovery says: "Boré's attempt had not been without exciting the keenest interest, many had frequently visited him during the year to witness his preparations, gloomy predictions had been set afloat, and on the day when the grinding of the cane was to begin, a large number of the most respectable neighbors had gathered in and about the sugar house to be present at the failure or success of the experiment: Would the syrup granulate? Would it be converted into sugar? The crowd waited with eager impatience for the moment when the man who watches the coction of the juice of the cane determines when it is ready to granulate; when that moment arrived the stillness of death came among them, each one holding his breath and feeling that it was a matter of ruin or prosperity for them all. Suddenly the sugar maker cried out with exultation 'it granulates.' Inside and outside of the building one could have heard the wonderful tidings

flowing from mouth to mouth and dying in the distance as if a hundred glad echoes were telling it to one another. Each one of the bystanders pressed on to ascertain the fact on the evidence of his own senses, and when it could no longer be doubted there came a shout of joy and all flocked around Etienne De-Boré overwhelming him with congratulations and almost hugging the man whom they called the Saviour of Louisiana."

It was not until the year 1822 that steam power was used for the crushing of the canes; previous to that time the planters were entirely dependent on horse power. After the introduction of steam power the industry grew gradually until the early forties when rapid strides were made. The crop of 1861, made after the outbreak of the Civil War, proved the banner crop up to that time, amounting to 362,296 hogsheads. At that time the hogshead was the principal package used for transporting sugar, each hogshead when filled weighing from 1,000 to 1,500 pounds. At present all clarified sugars are packed in barrels, while the raw sugars are handled in bags, these packages averaging about 350 pounds each, the use of the hogshead having been discontinued some years since.

The amount of sugar produced from a ton of cane varies under certain conditions, averaging from 135 pounds to 185 pounds, the average for the crop of 1916 being 146 pounds. In addition to this the amount of molasses produced averages from four to four and a half gallons.

After the cane has been crushed and all of the syrup extracted, the pulp—known as "bagasse"—is used by the larger factories for fuel, most of the mills being equipped with what are known as "bagasse burners," these burners enabling the planter to obtain two-thirds of the fuel necessary for the operation of the mill from this refuse, either oil or coal being used to supply the remainder.

Louisiana has contributed more to the development of the industry than has any other nation, is recognized and often re-

ferred to as "The World's Sugar School," establishing in 1885 the Sugar Experiment Station, with Dr. W. C. Stubbs in charge, the project being financed entirely by the planters of the state. This was followed some years later by the sugar school for the training of experts in sugar work, also under the direction of Dr. Stubbs. To this school came students from all of the sugar producing countries of the world, while graduates of the school were called to Australia, Hawaii, Cuba and Porto Rico, to take charge of experiment stations established by these countries.

In addition to the educational feature, most of the modern machinery and advanced agricultural methods had their origin in the fields of this state.

It is estimated that the present investment of the cane producers of the state will approximate \$100,000,000. The consumption of sugar in the United States during the year 1916 was less than in any year since 1912, amounting to 78.13 pounds per capita, while the year 1914 showed an average of 89.14 pounds for each person. This falling off in consumption was due partly to the high price of sugar in effect during the year, another cause being the exportation of an enormous amount of sugar, the United States becoming for the first time one of the big exporting nations, selling over 1,686,000,000 pounds to foreign countries, much of it going to supply the entente powers now at war.

In this connection it is interesting to know that the French and German armies, as well as our own department of agriculture at Washington, have made many practical tests as to the value of sugar in lessening fatigue, and it is stated that while sugar constitutes only 5.4 per cent of the average diet, it supplies 17.5 per cent of the energy in it; consequently it is considered an important part of a soldier's ration, especially when he is to be subjected to great exertion.

In addition to supplying the sustenance for the soldier, the sugar planter has also had some part in supplying gun food, as blackstrap, the lowest grade of

molasses and a by-product of sugar formerly destroyed, is now extensively used in the manufacture of alcohol, which in turn is used largely in the making of smokeless powder and other high grade explosives, large quantities of which have been exported from this country.

While the outflow of refined sugars to foreign countries has been large, the importation of raws has also been quite heavy, the port of New Orleans receiving during the year 1916 some 324,266 tons, the greater portion of which came from Cuba and all of which was converted into refined by the three refineries located in or near New Orleans, these refineries having a total capacity of 15,000 barrels daily. These three refineries represent a total investment of more than ten millions of dollars, giving steady employment to several thousand men and distributing thousands of dollars in brokerage fees monthly to repre-

sentatives located throughout a large part of the United States.

The Illinois Central has always enjoyed a liberal share of the movement of this commodity, which movement is increasing from year to year, as the following figures taken from the annual reports of the company will show.

Total amount of sugar, including molasses and syrups—by-products of sugar cane—handled during year ended:	
June 30, 1893.....	36,063 tons
June 30, 1900.....	89,107 tons
June 30, 1905.....	299,979 tons
June 30, 1916.....	342,862 tons

These figures also include the movement of beet sugars handled by the Illinois Central. The statement for the year 1916 shows that this commodity produced slightly less than one per cent of the total revenue tonnage handled and slightly more than one and one half per cent of the total freight earnings of the company.

President C. H. Markham Compliments the Management and Employes of His Lines on the High Efficiency Obtained in Car Movement

"Chicago, May 11, 1917.—Never, until the seven months period beginning with May, 1913, did Illinois Central car performance equal 30 miles per day for two consecutive months, and not until September, 1915, was an average of 31 miles per day made. Since that time the car performance has shown a steady improvement, and it is now my very great pleasure to congratulate the entire organization on having, in the month of April, and for the first time, reached a performance of 40 miles per day.

"This result was obtained through the co-operation of everyone on the road

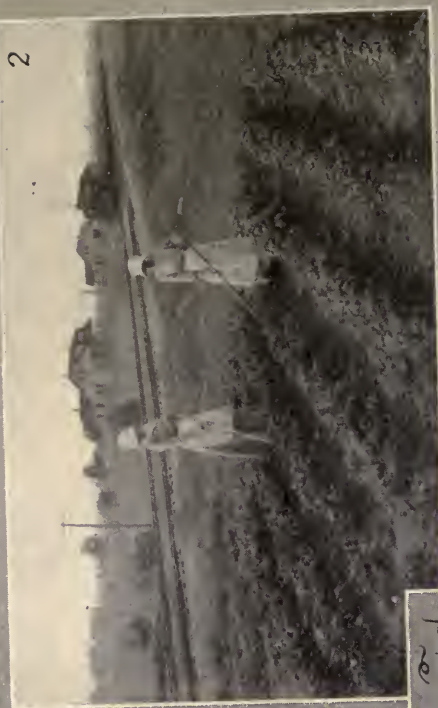
having to do with the handling of cars, either at stations, in trains, in yards or on repair tracks, and is the answer which the Illinois Central organization makes to the appeal of President Wilson for increased efficiency.

"Measured by any standard this performance puts the Illinois Central in a class by itself; but there is still room for improvement, and your continued co-operation and watchful care in the handling of cars will be of inestimable aid to the nation at a time when so much is required of the railroads of the country.

"C. H. Markham, President."



Growing
in
Central
Illinois
Gardens



1.—GARDEN OF SECTION FOREMAN, CENTRALIA, ILL., YARDS.
3.—AGENT'S GARDEN, LIEVERETT, ILL., M. P. 122.
2.—GARDENING—SECTION FOREMAN, CENTRALIA, ILL., YARDS.

4.—GARDENING ON WAYLANDS, ILLINOIS DIVISION—TO THE
LEFT, SWITCHTENDERS GARDEN OF BEANS AND POTATOES;
TO THE RIGHT, FIELD OF WHEAT.

New Orleans Lines Up For Safety

The following Stop, Look and Listen ordinance was passed by the Commission Council of the City of New Orleans on May 8, 1917, and is now in full force and effect:

Mayoralty of New Orleans, City Hall, May 8th, 1917.

Calendar No. 4487.

NO. 4381 COMMISSION COUNCIL SERIES

Section 1. Be it ordained by the Commission Council of the City of New Orleans, that no person, firm, association or corporation shall run, drive or operate any automobile, auto truck, motorcycle or other motor-driven vehicle, or any animal-drawn vehicle, or any bicycle, or any horse or other beast of burden, across any track of any steam railroad where such track crosses at grade any street, alley, avenue or highway in the City of New Orleans, without first bringing such automobile, auto truck, motorcycle or other motor-driven vehicle, animal-drawn vehicle, bicycle, or horse or other beast of burden, to a full stop, not less than ten feet from the nearest rail of such track.

Sec. 2. Be it further ordained, etc., that no person, firm, association or corporation shall bring any automobile, auto truck, motorcycle or other motor-driven vehicle or any animal-drawn vehicle, or any bicycle, or any horse or other beast of burden, to a stop at any place upon any track of any steam railroad in the City of New Orleans, or within ten feet of the nearest rail of any steam railroad crossing in the City of New Orleans.

Sec. 3. Be it further ordained, etc., that, except in the act of passing over a steam railroad crossing, no person, firm, association or corporation shall run, drive or operate any automobile, auto truck, motorcycle, or any other motor-driven vehicle, or any animal-drawn vehicle, or any bicycle, or any horse or other beast of burden, upon any track of any steam railroad at any place in the City of New Orleans, or run, drive or operate the same within ten feet of the nearest rail of any steam railroad crossing in the City of New Orleans.

Sec. 4. Be it further, ordained, etc., that no owner of any automobile, auto truck, motorcycle or other motor-driven vehicle, or of any animal-drawn vehicle, or of any bicycle, or of any horse or other beast of burden, shall knowingly cause or permit the chauffeur or driver thereof to violate any of the provisions of the preceding sections.

Sec. 5. Be it further ordained, etc., that the provisions of the foregoing sections shall not apply to any member of the police or fire departments of the City of New Orleans when in the discharge of duty, nor to any owner or driver of any ambulance actually engaged in ambulance service.

Sec. 6. Be it further ordained, etc., that any person, firm, association or corporation violating any of the provisions of this ordinance, shall, for each offense, be punished by a fine not exceeding twenty-five dollars, or by imprisonment not exceeding thirty days, or by both, at the discretion of the judge having jurisdiction.

Adopted by the Commission Council of the City of New Orleans, May 8th, 1917.

Approved May 8th, 1917.

A true copy:

JOHN P. COLEMAN,
Secretary to the Mayor.

GEORGE FERRIER, JR.,
Clerk of Commission Council.
MARTIN BEHRMAN,
Mayor.

PASSENGER TRAFFIC DEPARTMENT

Little Talks with the Rambler

Service Notes of Interest



A Happy, Idle Day of Small Talk in the Open

I WAS picking out a necktie at one of the department stores a short time ago when I was unexpectedly accosted by Mrs. Tyro, who said, "why, how fortunate to come across you here. You are the very man I want to see. I am just aching for an outing at the Dunes; take lunch with us and all that you know. Tyro says he is too busy to go along; I wonder, therefore, if you would not be so good as to be, with your friend Mr. Rambler, our escort for such a day?" I cordially acquiesced in her proposition, saying that I was of course sure the Rambler, if he was at liberty, would be more than delighted to be of service in any such direction; and as for myself I not only would be glad of that kind of a change, but that if there was anything that I delighted in, it was such an outing as she suggested. "But," I added, "might I ask who is the 'we'?" She laughed as she replied, "Why the Trunk Lady of course. How stupid of me to have forgotten to mention her." On parting it was agreed Tyro would arrange the date for us.

Shortly afterwards, therefore, I heard

over the 'phone from Tyro, who said that if agreeable to Rambler and myself, he asking me to arrange with the former as he was unable to get him over the wire, the ladies had selected the following Saturday for our trip. As the day set was agreeable to me and as the Rambler had already expressed to me the hope that the Saturday mentioned would be selected, I told him he might consider it as settled. That we would escort the ladies on that date. "Escort nothing!" laughed Tyro. "Who gave you that notion? You two are simply being *taken along*." Of course I explained that such was the light in which Mrs. Tyro had put the matter to me, whereupon he gave a hearty chuckle as he said, "Great Scott man! you don't know Mrs. Tyro. She needs no escort on such an occasion. With her thick tan outing shoes, khaki outing costume and long experience she not only is capable of scouring all the neighboring country in search of birds, flowers, health or any other old thing by her lonesome if she so likes, but has done it scores of times. She was only making an excuse to you for her invita-

tion. And, incidently," he continued, "don't flatter *yourself* too much at receiving the invitation. I reckon you were only called as a buffer for the Rambler." "Nevertheless," I laughingly replied, "I am grateful to be carried along in any instance, but why is the Rambler thus particularly distinguished?" "Oh, he isn't, by Helen" (that was Mrs. Tyro's name), but you know the Trunk Lady is going along too, and if ever a match maker lived that wife of mine is one." "Oh, I see," was my reply, "we'll be on hand, good-by;" and as I hung up I could hear Tyro laughing to himself.

On the appointed day our little party met at the station from which we took an electric line for our destination, some forty or more miles distant. The sky was overcast, but as we had been informed that there would be no postponement account of, "threatened rain," a "settled rainy day" only calling the excursion off, we had our rain coats on our arm. Incidentally we had occasion to use them but once in the course of the day, during a little shower that did us no harm. Of bright glaring sunlight, however, we saw nothing, but in lieu, as on arriving at our destination we wandered over the crests and up and down the sides of the Dunes, we were favored with a soft, restful sort of light which the Rambler remarked would have delighted Snap-Shot Bill's heart for picture taking.

On the journey out we had plenty of company, for the train was crowded with, as Mrs. Tyro called them, other "Dune Bugs." In fact, on our boarding the train, which had been at an outlying suburban station, our little party had difficulty in getting seats together, and it was not until the Rambler had made some characteristic maneuvers that we finally did so. He, however, after leading us to a part of one of the cars which seemed the most promising for his purpose, and after scanning the people about him and making up his mind who were in groups and who were traveling as individuals, asked if this one or that one would object to changing seats for another seat near

by which he would point out, so that our party could keep together. He did this in such a perfectly gentlemanly way, which apparently gave no offense, that he finally succeeded in placing all four of us to his and our satisfaction. For this accomplishment he was apparently rewarded by the Trunk Lady's saying in a demure sort of way, "you railroad men are so masterful." "Oh well," he laughed "I don't know. There was no harm in my asking was there? No one has been inconvenienced, they all seemed to take it good naturedly, and those who have moved to accommodate us seem well enough satisfied. I left them no worse off, and we are better off. Everything helps, you know, and I presume they were willing to help out in our enjoyment." "Yes," was the reply, "but I doubt if anyone, but a railroad man, would have accomplished the little feat so smoothly. Of course I mean nothing personal, but as a general proposition I have noticed on other occasions that railroad men as a class are rather masterful."

Whether she was bantering him or meant it as a compliment was a question in the minds of all of us. Particularly so I imagine in that of the Rambler who, however, took whatever was implied good naturedly and said "possibly you are right. Come to think of it, everybody in our business above the office boy is more or less of a boss. That is, in the matter of giving instructions in varying degrees, beginning just above the office boy and continuing through the organization to the top, even the highest up, who apparently are supreme, have in turn to take dictation in one form or another from still others on whom they are dependent. Even you for instance, as a possible stockholder in some railroad have, although you may not know it, a commanding influence to a degree: it being passed on down along the line."

"But look there," he continued, suddenly turning the subject by pointing to a long streak of blue flowers in the passing landscape. "Yes," said the Trunk Lady, "it is the lupine. I have been

watching them for some time past; and see those yellow flowers sprinkled here and there. Those are the puccoon. They are just beginning to bloom, but later they will be a feature of the landscape as is the lupine at present."

"I wish," said Mrs. Tyro, "that I had in my meager attainments an artistic ability to make a picture in water colors of that blue patch, in its green setting and with its woodsy back ground, that we are now seeing. As it is, however, any of you who may desire to see such a graphic record will have to wait, as far as I am concerned, and find such in the art stores or at the Art Institute, from the brush of some other individual than Helen Tyro."

"Say!" suddenly burst forth the Rambler, "how about the eats for the day? Are there any restaurants down there?" The ladies laughed heartily at this outburst, and after first asking him if he was hungry already, to which insinuation he made prompt denial, explained to him that while he might possibly find down on the beach some primitive establishments that would prevent his starving, he evidently had no idea of the vastness of the region in which they were going, and how foolish it would be to tie themselves up to any given locality for the purpose of appeasing such an unimportant thing as one's temporary hunger. As this was said Mrs. Tyro tapped significantly a khaki haversack that she had brought with her swung over her shoulder, and which now rested on the floor at her feet. At the same time the Trunk Lady called attention to a little wicker carrying case that she had placed under the seat.

Thus with bantering, some serious talk of the country through which we were passing and to which we were going, and on what we saw by the way, the time enroute passed quickly; and, on arriving at our station, a walk of about a mile east along a country road by the side of which, among other early flowers the spring cress displayed its beautiful white flowers in profusion, we came at last to the base of the Dunes. One of the latter faced us like a blank wall

which extended in either direction until its sloping front became lost in timber growth. It formed a barrier to our further progress except we climbed directly up the sandy incline or turned to the right for a lower opening, or valley, through which to pass onward toward the lake. We chose a mean between the two and finally reached the crest, or what was apparently the crest of broad acres of a rolling, solid sand plateau, with here and there tree tops, or little oases, of wood growth in the distance. Not to go too closely into detail as to the physical wonders of those vast sand piles, it can be simply said that we spent the day wandering over them; and, all being in high spirits, that we entered into a sort of happy abandonment as we wandered around like children seeking the end of the rainbow; for there were features of the place that made our rambling as elusive and as tantalizing as was that pot of rainbow gold of our childhood. That is to say, from some ridge or plateau we would think we could see for a great distance what the configuration of our immediate vicinity was, but on walking along for a space it would all suddenly change. We would find ourselves unexpectedly overlooking a great valley of sand, and there being nothing else to do we would cross it, scrambling down and up its deep slopes to the other side, feeling sure that on reaching the opposite crest we would be at the end of the undulation, only to find new shapes, slants and projections meeting our gaze. In short, like hunting for the end of the rainbow, we never came to an end of the changes. There was no ending to the evidences of the shifts of the sand and to its ravages with what little timber had at some time gained a foot hold on those shifting dunes. Sometimes trees and shrubs would be found half buried, in other places we could see where they had been more or less buried and again uncovered.

When lunch time came the contents of that haversack and little carrying case were disclosed as we sat on the edge of a vast sand bank whose sloping sides

were as steep as the roof of a house and went unceremoniously down into a young timber growth, from which vantage point we overlooked the tops of the trees. Then the good time we had over what the Rambler called our "eats." He declared he had never had such a good cup of coffee as was poured from a thermos bottle that he particularly noted had been taken from the Trunk Lady's carrying case. As for the sandwiches and fruit, all substantial and particularly adapted to open air appetites, he solemnly averred he never had anything that tasted better to him. We rested long and happily over that lunch, as among other reasons it was during that time that a shower passed over and it was more comfortable to sit and take it as it came than to be wandering aimlessly about. Each of us with rain coats and an umbrella between the two ladies, we suffered no practical inconvenience as far as that shower was concerned. In fact, we were imbued with the out of doors and the Dunes spirit and took all things from a hard climb through loosened sand to the passing shower, with a philosophical calm that positively refused to let anything interfere with our enjoyment. We chatted nonsensically, and we talked seriously. What we saw and had seen about us was commented upon. The Trunk Lady told us something of the habits of flowers that we had seen in passing but which we had not picked; among them, I remember being the lemon-yellow lousewort, the purple wild geranium, the blossoms of the sand cherry, the birdfoot and other varieties of violets, and the false Solomons seal. The birds in a near by growth and in the timber below were watched through the field glasses that the ladies carried; but they were too far away and too illusive to excite much interest. The Rambler said he would recite to us a touching little ballad, recently published in the Pittsburgh Y. M. B. C. Record, which, while the story was old, he thought jingled quite well when put into its poetical form. But the lure of the Dunes had been fastened on me and stirred a possible latent poetic feeling in

my breast which I had little suspected. It was of such a nature that I rather rebelled at what I thought might be coming from the Rambler; being afraid of his injecting a false note into the spirit of our environment. So I interrupted him, saying "not here man! no such nonsense as that frog story, if that is what you have in mind. Is not this all about you a sufficient poem in itself? Have a heart, and don't recite it." The others, however, laughingly insisted that the Rambler pay no attention to my interruption; but he, pretending to be offended at my suggestion of the possible untimeliness of his story, in a mock sulkiness said that in view of my remarks he did not dare repeat the poem until he had possibly improved it so that it would be more appropriate to the spirit of the Dunes. Then taking a pencil from his pocket, he turned his back on us and lapsed into silence as he began scribbling hastily on the back of an envelope which he had also taken from his pocket; we continuing on other subjects.

Of course we were not the only people at those Dunes, for it will be remembered that we went down in a loaded train. All about us we could see moving figures, some of them in the far distance looking like ants as they climbed up the hills. Upon some near, and some far, vantage points overlooking the beautiful landscape vistas in every direction, could be seen little groups like ourselves resting or having their lunch; while others were roaming, as we had been doing, up and down and over the vast undulations. One group passed quite close to us, and in it was rather a stout gentleman whom the Trunk Lady laughingly said reminded her of an individual she had seen some years ago in the southern portion of the state, and who had interested her greatly. On being urged, she went on to say that, hearing of an alleged efficacious mineral water spring, she with a friend went to investigate that water, the friend being in need of some natural curative. It was a crude place they went to, she said, as far as accommodations were concerned. Barracks-like whitewashed cottages furnish-

ed the sleeping accommodations, meals being taken in a central, sort of community house. The country 'round about was beautiful, and near the barracks was a charming natural grove in which the medicinal springs were located. She and her friend were the only visitors at the time of the incident that she related, and in consequence they were somewhat lonesome. However, one beautiful morning they were sitting on a bench in the grove listening to the birds and absorbing the pure country air, incidentally from time to time going to the springs to drink the water. Among the birds, practically none of which were known to them, even the Trunk Lady at the time not being much of a nature student, was one whose note was so beautifully clear and sweet that they became quite anxious to learn its identity. As they sat there listening and wondering a young man, fat and with the proverbial smiling face of the fat man, approached them from a distant path in the woodlands. As he neared they could see that he was wearing a coarse, broad brim straw hat such as is worn by farmers, that he was in his shirt sleeves, for it was a warm late-spring day, and that he was carrying in his hand a shining tin dinner pail which he swung back and forth as he walked. It was a primitive country in which they were, and so, in accordance with its custom, the young man as he neared the ladies saluted them with a little nod of the head and a polite "How do you do," as a matter of duty and friendliness to strangers. He was smilingly greeted in return, and then asked if he could tell the name of the bird whose beautiful notes had so interested them. He listened for a moment and then indifferently said that he didn't know what bird it was. Clearly he was not interested in the feathery songsters, or at least knew nothing of them. But he was of a friendly disposition, and as a sort of apology for not being able to please them in the direction of their inquiry, he smilingly announced, in drawling tone, that he had not been to school that day.

"Somehow," said the Trunk Lady,

"there was something so artless and boyish about him, although he was of mature stature and evidently of man's age, that we became interested in him; we placing him in mind after some little further conversation as being something of a simple rustic. Hence we thought nothing of his eventually coming and sitting down on the bench with us. As we conversed on little nothings of a sudden he became full of animation as he pointed to a good size bug crawling over the seat. We naturally drew away from the object of his interest, but before we knew it he was in a most interesting talk about the nature and habits of that bug. He told us where it had come from, what it had gone through thus far in its bug life and what was before it before its destiny was worked out. He told of the final fight it would have for its life, and how it would finally be conquered; also what it in turn, before its own end came would do to other insects and to plant life. Really, that apparent simple country boy, or man, gave the most interesting half hour talk that I ever listened to. He put his story to us simply, using such plain terms that we could understand it all, so that, although we shrank from his bug, we cordially admitted to him that his story was fascinating. He in time said goodbye and disappeared down the path, swinging his dinner pail and whistling, in the opposite direction from which he had come. Not, however, before he had explained to us just why he had not gone to school, and that he was the village school master."

"Never can tell how far a toad will jump by its looks," said the Rambler sententiously. He had long since finished his scribbling and had been listening to the Trunk Lady. "Does not that story illustrate," I suggested, "the general fact that one is usually best at some one thing; or possibly in the case of the school master that from indications he didn't amount to much except on his one hobby?" "Oh," said Mrs. Tyro, "that certainly is too sweeping a conclusion," while the Rambler broke in, with apparently the first portion of

my thought in mind, "I don't know about that! It is a generally accepted truth that a man is better at some one thing that he is particularly adapted to than he is at anything else; but that his gifts are as limited as that remark implies, I think, with Mrs. Tyro, is putting the matter too broadly. A passenger man might not make a good operating man, or vice versa, and so they know operating or passenger traffic, as the case may be, better than they do the other, but it does not follow that they are not capable in other things as well. Take for instance a successful Traveling Passenger Agent. In a word, his specialty is simply to '*get business*.' Getting business, business, business, for our trains is the line in which his genius is supposed to lie, and like the boy with the bug, it might be thought to be all that he knows professionally. But the various ways in which he gets business amounts to varied abilities in as many directions as there are cases of human nature or peculiar circumstances for him to deal with."

"What *does* a Traveling Passenger Agent do?" said a voice from behind us. Looking around we saw, much to our surprise, that it was Snap-Shot Bill who had thus unexpectedly accosted us. With his kodak under his arm he was standing over us and grinning good naturedly as the water dripped from the rim of his hat; for he had evidently been where the rain was harder than we had got it, although it was still slightly sprinkling where we were. He was cordially greeted with various exclamations such as "where did you come from?" "I didn't hear you come up, what are you, in your stocking feet?" "where are you going?" "sit down and rest," "had your lunch yet?" and "well! what do you know about that?" But Bill shook his head, saying he was equally surprised to find us there as he did not know of our being on the Dunes. "Yes," he thanked us, he had had his lunch, in among the trees down in one of the sand hollows some distance from the ridge on which we were sitting, but he could not stop. The rain was most

over, and he knew where there was something that he wanted to make a good picture of; "but," he repeated to the Rambler, with characteristic persistency, "what do you say, Rambler, a Traveling Passenger Agent does?" "I will tell you that some other time," was the reply, with which Bill seemed satisfied for waving us an adieu he started off as unceremoniously as he had come toward a distant peak from the crest of which a tree loomed against the sky. "Queer boy, that Bill" said Mrs. Tyro as he disappeared in a nearby hollow, "but I like him. He is mighty good company when he has a mind to be, and he always seems to be of that mind except when engrossed in his kodak work. Then it is fun to watch him. Yes, I think he is at least interesting at all times." "Wonder if he knew we were here?" said the Rambler reflectively, putting his question of interrogation to me. "I don't think so," I replied, "I told him nothing of our coming, and you remember he said he did not know of our being here. No, it is evidently a chance meeting." "Undoubtedly," suggested the Trunk Lady, "he knows a good thing as well as we do, and I see no reason why he should not be at the Dunes as well as us, I wish he had stayed." "We may or may not see him again, according to his mood," said the Rambler, "but I don't think he left because he thought he was intruding. He simply had something on his mind, and for the time being *we* would be more or less of a nuisance to him. But listen now!" he continued, "I fixed up that little poem so that I think it will suit our friend here. Can I relieve myself of it?" As we all nodded our acquiescence he drew up his knees, and holding them with locked fingers in the grasp of his hands, repeated from memory as he rocked gently back and forth the following:

Two frogs fell into a jug of cream—
A delectable fate for frogs, 'twould seem;
But these frogs, like folks, were of different kinds

And, like folks, these frogs had different minds.

Croaked frog number one, with Batrachian pout:

"From this nasty stuff, we shall never get out.

"The water for me; this mess makes me sick.

"For amphibians this liquid is much too thick."

Then he languidly swam with a doleful air,

Till at last he sank in dire despair.

Now, the other frog was of different stuff;

He, too, liked the water well enough,
But he croaked, as round the jug he'd range,

"This is quite an adventure for a change,
"I'm out of my depth, but I'll never say die,"

So he speeded up for another try,
With this result: As he paddled about,
Quite an island of butter was soon churned out.

Tired out, he rested on this awhile,
Then out of the jug he jumped, with a smile.

"That is a part of it as it was published, but to it I have added these, shall I say epic? lines," he continued with an assumed solemnity. He then read from the envelope on which he had scribbled:

"The frog that 'sank in dire despair'
Was like some men, now happily rare,
Who never travel without a growl,
A kick, a holler or a lusty howl
That everything's '*rotten*,' and as a
'straight tip'

On your road they're making their '*very last trip*.'

They are like that frog, for their grouch
surely brings

Inability to see the good side of things.
But troubles of travel would be rated
as 'nix'

By the frog that kicked out of his amphibian fix."

"Bravo! bravo!" said the Trunk Lady with clapping hands and a hearty laugh.
"That surely is some rhyme. But don't you think it a bit slangy? Only for that

trifle I am sure it would go 'echoing through the corridors of time' as a classic." The Rambler knew she was teasing and hastened to take advantage of the opening she had given for him to get even by dryly remarking, with careful emphasis, as she ceased: "being so cordially recognized as 'some' poem I would think might cause *all* slang on my part to be overlooked." His tormentor caught the point and laughed, as did the rest of us. She went back at him, however, by saying demurely, carefully choosing her words as she did so, "well, perhaps I did unconsciously slip some slang over myself, but I should worry. Tell me now, what was the real ending of that inspiring poem that you quoted? It seems a pity for it to be possibly spoiled by what may be a perverse application on your part." The Rambler, after pretending to say in sotto voice, but purposely so we could all hear, "they *will* always have the last word," complied to the inquiry by saying the piece was entitled "A Lesson for Quitters" and ended with a "moral" that went this way:—

The pessimist quits with hardly a try,
But the optimist sticks, for he never says die.

When he had finished we pretended to discuss seriously the merits of the original "moral" and the ending the Rambler had given, with the mock decision that we guessed we would have to let it stand at "fifty-fifty."

But the rain had ceased, although it was still overcast, and as we had sat resting and gossiping for quite a while, we agreed to continue our rambling and so started toward the beach. As we approached the latter, however, the lake did not seem to appeal to us as would have been the case ordinarily, for murky skies left nothing particularly appealing in the view of the water. So we turned off and climbed a bluff having a short but clearly defined ridge some twenty feet high, projecting above which we could see that there was some timber growth in the background. A few minutes followed of

puffing and panting as we climbed and slipped in the loose sand to the crest, from which, when gained, a surprise awaited us. Before us was a deep and unsuspected valley, filled with a fairly heavy growth of tall trees, the tops of which we had seen when we began to climb up from the other side. It was formed and entirely surrounded by high sand ridges, so that its shape might be likened to an elongated bowl. On one side of the bowl, as we unanimously christened it, the sloping sands had buried the trees, to a greater or less degree although the most of them were still bearing foliage; while on the other side the timber was standing about as it had achieved its foothold in anchoring the slope. As a whole it was a most beautiful spot. In it were flowers in bloom of many varieties, with evidences of others to come. Near its center a single wild crab tree was throwing forth its beautiful pink and white blossoms, while near by was a fair sized dogwood in full luxuriant bloom, the yellow-white petals of its blossoms making a brilliant show. As we hastened down into that valley the Trunk Lady made an exclamation which brought the Rambler quickly to her side, she calling attention to a nodding columbine in full flower, and pointing out others in the vicinity. The Rambler became immediately enthused, crying out, "the 'jacket and breeches' of my boyhood! I haven't seen them in years," and he stooped to pick one. The Trunk Lady interrupted him, however, remarking quietly, but earnestly, "no you mustn't pick them! They are too few, and it would be a pity for them, like other varieties that have gone before, to become extinct in this region. Don't touch," she smilingly added with an air of firmness. The Rambler looked at her quizzically, then thrusting his hands in his pockets as if to resist temptation, walked away,

remarking good humoredly as he did so, "it looks to me like railroad men are not the only individuals that are 'masterful.'" We all laughed at this little sally, enjoying it hugely; while Mrs. Tyro said to me in an aside that she believed the Rambler liked that kind of masterfulness.

"Never mind, Rambler," shouted a voice in the distance "I have a picture of that columbine you can have when we get home," and we looked up in time to see Snap-Shot Bill, using his kodak tripod as a staff, climbing out of the bowl and waving at us as he disappeared over the ridge.

It is of no use to relate all that we saw and talked about on that outing. Sufficient to say that in due time, toward the latter part of the afternoon, we were back to the ridge encountered on entering the Dunes. On our return, however, instead of hunting a low spot through which to descend we plunged over the crest from its full height and went down over the sloping side with a merry shout and youthful abandon, plunging every step up to or over our ankles in the now thoroughly loosened sand; for others in large numbers had made that run before us and utterly eradicated its thin crust of the morning. Then came a final walk over the sloppy road, the only real discomfort of the day's outing, to the railroad tracks to await our homebound train. As we plodded through the slop and the surface wet of that highway the sun came from behind the clouds for the first time during the day, causing the Rambler to blithely remark. "a fitting ending for a happy, idle day of small talk in the open; but, why couldn't it have shone for us before?"

"Because it didn't want to spoil a perfect light for picture taking on the Dunes" said Snap-Shot Bill, who, forgotten and hence unexpected, had overtaken us.

Service Notes of Interest

The following is promulgated with the authority of the Department of the Interior:

When asked whether the national parks are to be closed to visitors during the season of 1917, Secretary Lane stated that the

persistent rumors which have been current, particularly in the Middle West, that such action was to be taken by the Interior Department, have absolutely no foundation in fact. All of the parks are to be opened at the usual time.

The Secretary believes that the entrance of the United States into the war will not materially affect western tourist travel, and expressed the conviction that the national parks will be quite as well patronized this year as they have been during each of the past two years, when upwards of 400,000 people visited them. He pointed out that it is even more important now than in times of peace that the health and vitality of the Nation's citizenship be conserved, that rest and recreation must materially assist in this conservation of human tissue and energy, and that the mountainous regions of the national parks offer opportunities in abundance for thoroughly enjoying a vacation of long or short duration.

The Interior Department has taken effective steps to put the parks on a par with the best-equipped summer resorts in the world, and already transportation and hotel accommodations in several of them have reached this standard. The splendid hotel system of Yellowstone Park will be supplemented this year by a system of excellent new permanent camps, and ten-passenger touring cars, supplanting the ancient stage coaches, will offer a high degree of comfort and convenience in traveling through this great playground.

In the Yosemite a new hotel at famous Glacier Park, with every modern appointment, will be opened for the first time, and in beautiful Paradise Valley, in Mount Rainier Park, the new Paradise Inn will welcome its first visitors this summer. In these parks, also, new transportation equipment will provide service of a high order. New hotels in Rocky Mountain Park and the recently reorganized transportation service in Glacier, will make the touring of these parks on the top of the Rocky Mountains delightful.

Road improvement under large appropriations by Congress, supplemented by the increased park revenues, is moving forward rapidly. Conditions for automobiling in the parks will be better than ever before. The Department is giving special attention to the stimulation of motoring by issuing free automobile guide maps showing the road systems of the larger parks and the State highways connecting with them. New circulars of information for all prospective visitors will also be ready for distribution soon. The parks are not as well known as they ought to be, and the Interior Department is doing all it can to tell the people about them, as well as make them completely and conveniently accessible.

The United Fruit Co. announces that

it will continue to maintain its steamship service, but that under war conditions it will not be practicable to publish times set for departure and arrival, and that accordingly tickets must not be sold without assurance of steamship agent at port of embarkation as to sailing on or about desired date and that accommodations are available. Also that all tickets are sold subject to quarantine and other regulations that may be imposed from time to time, and that right is reserved to change or cancel schedules of sailings and arrivals. All passengers are required to have passports or consular certificates of the country of which they are citizens or subjects, and passengers desiring to land at ports of the "United Kingdom" must have their passports vised by the British Consul upon personal presentation to him forty-eight hours before sailing.

In addition, it was announced that having in many instances changed the itinerary of their ships, it has become necessary to change the fares to conform with the route to be taken by a given ship. Hence its ticket agents at the ports of New York and New Orleans have been furnished with a memorandum of fares to be charged, and it is asked that all agents co-operate so far as possible and be very careful to advise passengers that it has been necessary to change fares in some cases; explaining to them the reason therefore, and have them fully understand that it may be necessary for the United Fruit Co. agent at port of embarkation to make an additional collection.

The following is self explanatory:

WILLIAM J. BOWES.

In meeting of the representatives of the Passenger Traffic Department of the Illinois Central Railroad Co., assembled at Vicksburg, Miss., April 20, 1917, it was unanimously

Resolved,

That we miss from our family gathering the friendly genialty and helpful suggestions of Mr. William J. Bowes, late traveling passenger agent, whose long and faithful service with the said railroad company gave him a wide and friendly acquaintance among his fellow workers, and who was a regular attendant for many years at these meetings. It was also

Ordered,

That a copy of this resolution be engrossed and sent to his widow as a slight appreciation of the esteem in which he was held by his associates.

H. J. Phelps,
J. V. Lanigan,
H. N. Mudøe.
Committee.

The following convention announcements for June and July, 1917, should be carefully gone over by agents and kept in

mind with the end in view of obtaining business therefor in cases where applicable to their territory:

Illinois Field Club, Decatur, Ill., June 26-27, 1917.

American Society of Civil Engineers, Minneapolis, Minn., June 12-15, 1917.

Germania Gasang Verein, Kansas City, Mo., June 24-26, 1917.

Illinois State Undertakers' Association, Rock Island, Ill., June 11, 1917.

American Drop Forge Association, American Drop Forge Supply Association, Cleveland, Ohio, June 14-16, 1917.

Catholic Total Abstinence Union of Illinois, Joliet, Ill., June, 1917.

National Hardware Dealers' Association, St. Louis, Mo., June, 1917.

National Hardwood Lumber Association, Chicago, Ill., June 14-15, 1917.

State Convention of Elks, Dubuque, Iowa, June 20-21, 1917.

National Wholesale Grocers' Association, Chicago, June 18, 1917.

National Speech Arts Association, St. Louis, Mo., June 25, 1917.

American Boiler Manufacturers' Association, Pittsburgh, Pa., June 25, 1917.

Society of Homeopaths, Chicago, June 25-28, 1917.

National Association of Real Estate Agents, Milwaukee, Wis., July 23-25, 1917.

Mosaic Templars of America, Little Rock, Ark., July 10-13, 1917.

Retailers' Commercial Union, Chicago, July 30, 1917.

W. O. W. National Encampment, Mobile, Ala., July 23, 1917.

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

The International & Great Northern has announced the following in regard to train service in Mexico:

The International & Great Northern Railway and the Ferrocarriles Construccionalistas de Mexico has established shuttle train service between Laredo, Texas (I. & G. N. passenger stations) and Neuvo Laredo, Mexico, thus doing away with the bus transfer which has been necessary during the past several months.

A fare of \$1 per passenger, in each direction, will be charged, with a baggage allowance of 150 pounds on southbound baggage and 68 kilograms on northbound baggage excess baggage rate being on southbound baggage 25 cents United States currency for every 100 pounds, and on northbound baggage 10 cents United States currency for every 10 kilograms or fraction thereof, which charges are in addition to the fares to and from points in the United States and Laredo, Texas, and must be paid after arrival in Laredo.

A passenger assistant is on duty to give pas-

sengers necessary information in regard to customs house, immigration, and other requirements and who will also act as train auditor on the "shuttle train" to handle the transportation and will, in this capacity, be available to render such assistance as may be required by through passengers.

This does not constitute authority for the sale of through tickets from points in the United States and Canada to points in the Republic of Mexico—the practice of selling tickets and checking baggage to Laredo, Texas, only must be continued as heretofore.

The advice further adds that the latest they have concerning train service south of Laredo is that train No. 4 leaves that point at 8:00 a. m. and New Laredo at 10:25 p. m. for Monterey, Solttillo and Mexico City, connecting at Monterey for Tampico, with corresponding service returning to New Laredo.

The American Museum of Natural History began last summer the complete excavation and reparation of one of the finest and best preserved examples of prehistoric pueblo architecture in the Southwest. This ruin is located in the Animas Valley in northwestern New Mexico, a few miles below the Colorado boundary and directly across the river from the town of Aztec, which takes its name from this ruin. It is the popular, although some say erroneous, notion that Aztec was built, not by the Indians, but by members of the Aztec tribes, whose habitat since before the Columbian discovery has been confined to middle America. The restoration of this ruin is said to be one of the largest single pieces of scientific work of the kind ever undertaken in the United States.—*Rio Grande Service Gazette.*

The Northern Pacific announces the following in regard to service to and via Flathead Lake: St. Ignatius, Ronan or Polson, Mont., and points located on Flathead Lake can conveniently be reached from Ravalli, Mont., (located on Northern Pacific Railway) from which point passengers can take the Williams auto stage to St. Ignatius, Ronan or Polson, Mont., connection being made at the latter point with steamers of the Hodge Navigation Co. for Harriman Island, Narrows and Somers, Mont. (located on Flathead Lake). The departing time from Ravalli is at 7:00 a. m. and 10:00 a. m., the arrival at Somers being at 4:00 p. m.

Owing to war conditions and in accordance with the spirit of the times, it has been decided to postpone the Mississippi Centennial Exposition, scheduled for December 10, 1917, to February 22, 1919:

when, if peace shall have been gained, it is proposed to hold on the exposition grounds a monster event to celebrate not only the one hundredth anniversary of Mississippi's statehood, but the triumph of international democracy.

In the "May Service Notes of Interest," announcement was made of the St. Louis-Harbor Springs through sleeping car service, in which it was stated that it would begin Tuesday, June 5 from St. Louis, daily except Sunday, until June 23, after which date the car would be operated daily. A change has been made in this arrangement so that the car is now running daily for the season.

H. B. Stratton, chief clerk to the general advertising agent, is probably by this time "somewhere in France," he being a member of the Northwestern University, Chicago, Base Hospital No. 12, Medical Department, United States Army, which unit was reported on June 4 to have reached England. "Harold" was the first to get into active service in defense of his country from passenger traffic headquarters at Chicago.

The Southern Pacific's "Sunset Express," train No. 9-109, from New Orleans to San Francisco and intermediate stations now leaves New Orleans at 11:00 p. m. instead of at 11:30 p. m., as formerly.

The coupon ticket is to be abolished if some of the railroads have their way about it. The coupon ticket is a popular means of getting out west. You pay \$45.35 for a ticket which is eight feet long, is punched in seventeen places, signed in six, written over in ten and is made up of five separate tickets cut up and pasted together. All of this is wadded up and put into an envelope and you are sent out into the distant sunset with it. It is more uncertain as a means of travel than a motor boat. Every fifty miles a new conductor unreeles it and looks it over. Most of them punch it or write on it, or otherwise abuse it. By the time you get to Denver it is tattered. At Los Angeles it is in ribbons. On the way home you have to nurse it along like a baby. If you lose as much as six inches of it you are lost yourself. You will be ejected on the desert or made to pay \$89.34 extra to make up for the missing part. Every nine hours you must get off and validate it, which means standing in line two hours while a cross clerk snaps at other guardians of coupon tickets.

The coupon ticket must be made out exactly right, but never is. For that reason it is very nerve wearing to travel on it. Every conductor finds some reason why

the owner should take his trunk off the train and walk home. There are 1,879 chances of making a mistake on each ticket, and the fielding average of the ordinary agent is about 345. The railroads should either abolish the coupon ticket or send an expert along with each one to bring it home in case of a breakdown.—*Clipped.*

The pale-faced passenger looked out of the car window with exceeding interest. Finally he turned to his seat mate.

"You likely think I never rode in the cars before," he said, "but the fact is, pardner, I just got out of prison this mornin', and it does me good to look around. It is goin' to be mighty tough, tho, facin' my old-time friends. I s'spose, tho, you ain't got much idea how a man feels in a case like that."

"Perhaps I have a better idea of your feelings than you think," said the other gentleman, with a sad smile. "I am just getting home from Congress."—*Argonaut.*

Congressman Charles R. Davis, of Minnesota, relates that one afternoon a train on a western railroad stopped at a small station, when one of the passengers, in looking over the place, found his gaze fixed upon an interesting sign. Hurrying to the side of the conductor, he eagerly inquired: "Do you think that I will have time to get a soda before the train starts?"

"Oh yes," answered the conductor.

"But suppose," suggested the thirsty passenger, "that the train should go on without me?"

"We can easily fix that," promptly replied the conductor. "I will go along and have one with you."—*Argonaut.*

As a train was getting up steam to leave a certain station it suddenly parted in the middle. Of course the communication cord broke, and one end of it struck an old woman, who was standing on the platform, in the face.

"Goodness me!" she gasped, in astonishment. "What was that?"

"The train has broken in two, madam," said a man who stood near her.

"And I should think so!" said the old woman, indignantly, as she eyed the broken cord. "Did they really think that a piece of string like that could hold a train together?"—*London Answers.*

A traveling man one night found himself obliged to remain in a small town on account of a washout on the railroad caused by the heavy rain, which was still coming down in torrents. The traveling man turned to the waitress with:

"This certainly looks like the Flood."

"The what?"

"The Flood. You've read about the Flood, and the ark landing on Mount Ararat, surely."

"Gee! Mister," she returned, "I ain't seen a paper for three days."—*Harper's*.

The section foreman sent one of his men to the car for a tamping bar. The man failed to return and after a decent interval the foreman went to see what was the matter. He found the man fast asleep under a tree.

Eying him with a stern smile, the foreman said: "Slape on, ye idle spalpeen—slape on; while ye slape, ye've got a job, but whim ye wake up ye're out of wurrk!"—*By-Water Magazine*.

Miss Fortyodd:—"You must take back the parrot you sold me. I find that he swears very badly."

The Dealer:—"Pardon me, Miss, but it's a very young bird. It will learn to swear better when it's a little older."—*Clipped*.

Chuchow, China, is to have a real railroad. If you are feeling flippant, see if you can say it quick: "All aboard for the Chuchow Choochoo!"—*By-Water Magazine*.

Inquirer (at South Station): "Where does this train go?"

Brakeman: "This train goes to New York in ten minutes."

Inquirer: "Goodness! That's going some!"—*Christian Register*.

A Compliment to an Illinois Central Employe and Incidentally to the Illinois Central Service.

Illinois Central Magazine,
Chicago, Illinois.

Dear Sirs:

One of your agents sends me copies of your magazine. He lives at Durant, Mississippi. I wish to tell you something that I saw recently. I was on the train from Natchez to Jackson, Mississippi. At a certain station — there came upon the train a lady carrying a small child and leading another child. A second lady of delicate appearance was with her. All sat down. When the train started and was in motion one of the ladies rushed to the door to leave the train. The conductor was entering the car. He kindly but firmly caught her by the wrist and stopped her until the train could be brought to a halt. It was a very thoughtful act to save a woman from injury and to prevent a probable suit for damages. I congratulated the conductor on his kindly caution. I pass on the incident for the benefit of others. I always find I. C. men courteous and efficient.

Sincerely yours,

C. T. Thomson, President.

ANOTHER STUDENT OF THE 57TH STREET STATION TRAINING SCHOOL THANKS INSTRUCTOR BARTON

New Hartford, Iowa, March 23, 1917.

Mr. E. A. Barton,
Chicago, Ill.

Dear Mr. Barton:

I am well pleased with my work, like the work better every day.

I find the work you taught in school the very same it is in the office. I will never get as much schooling in that short time again and I only wish I could take another course with you.

Thanking you again for your kindness to me, I remain,

Very truly,

J. H. Hemba,
Helper.



COMPANY LAND NEAR CHAMPAIGN, ILL., SHOPS BEING PREPARED FOR POTATOES.
WIFE OF SECTION FOREMAN NO. 121, IN HER GARDEN.



PREPARING WAYLANDS NEAR CHAMPAIGN SHOPS.
STRAWBERRIES RAISED BY SECTION FOREMAN AT RANTOUL, ILL.

Growing
Illinois Central
Gardens

Development Bureau

Dairy Queens Invade Warren County, Mississippi

By H. J. Schwietert, Agricultural Agent

IN all the recorded pages of history, there never was a time when Destruction and Production were in more fatal combat with each other than at present. Because of misunder-

of the fighting hoards of Europe have been greatly augmented by the use of condensed milk. Milk, butter and cheese are the cheapest and most wholesome of foods.



VICKSBURG DAIRY SPECIAL.
High Grade Holstein Cows Grazing the Day After Arrival.

ings, life is being challenged and only by the most titanic efforts to produce the necessities of life can this challenge be answered. An army is being enlisted to fight, an army to care for the sick and wounded, and an army to produce food. Milk is Nature's first food. The dairy cow's power of service therefore extends to the first line of trenches. She is our greatest ally. The strength, endurance and efficiency

The dairy cow has played a most important part in every great movement and development. She is not only a great producer of food, but of wealth also, and reports from all sections of the United States would indicate that thoughtful business men,—bankers, merchants, doctors, lawyers, railroad men and others realize as never before that their prosperity depends very materially on the prosper-

ity of the farmer. When they consider what the dairy cow has done for Iowa and Wisconsin, it is not strange that after due deliberation, they should cast a unanimous ballot in her favor to bring about mutual and permanent prosperity.

Dairying is the high pressure branch of farming. It is intensified farming. It is diversified farming in the broadest sense. It does not make an overdraft on the fertility of the soil but rebuilds the soil. It is not a gamble but a business that affords a daily cash income. It is not speculative, uncertain, competitive. It is the most dignified phase of farming. Enter Dairy Cow. Exit Poverty. With the invasion of the dairy cow comes better methods of farming, better hogs, better sheep, better horses, better mules, better churches, better communities and a higher state of intelligence.

All of the foregoing thoroughly permeated the minds of such men as Mr. J. C. Clair, General Development Agent, Illinois Central Railroad, Prof. J. H. Culkin, Superintendent Education, Warren County, Mississippi, Mr. T. W. McCoy, the efficient Vice-President of the Merchants National Bank of Vicksburg, Miss., and the Young Men's Business Club of Vicksburg. These men and organizations are aggressive as well as progressive, and after studying the conditions in Warren County, concluded to organize and operate a Co-operative Creamery at Vicksburg, the same as had been done by progressive communities along the line of the Illinois Central, in Mississippi, during 1916.

But it takes cream to operate a creamery, and plenty of it. Warren County must have more and better dairy cows. With this in view, Mr. Clair, with some of his assistants made a trip to Vicksburg, where he was most enthusiastically received by the Young Men's Business Club, whose membership he addressed and impressed them with the importance of more efficient dairy cows. The follow-

ing day he interviewed the bankers and presented to them in a clear, concise manner the relative safety in loaning the dairy farmer money with which to purchase cows as compared to other loans, and urged them to loan the money at 6%. At the Merchants National Bank, he found the Vice-President, Mr. T. W. McCoy, keenly interested in the movement and who, at the conclusion of the conference announced that his bank would loan the farmers \$50,000.00 with which to purchase cows. This assured the success of the project. Mr. McCoy came to Chicago, accepted the proffered co-operation of the Development Bureau of the Illinois Central, conferred with President Markham and Vice-President Bowes, who unstintingly offered every assistance possible in promoting the movement, believing the dairy cow an economic necessity in agriculture, and that dairying will make for the substantiality of the territory along the lines of the Illinois Central Railroad.

The Young Men's Business Club and the Merchants National Bank conscripted Mr. O. F. Schleef Manager of the Farmers and Merchants Co-Operative Creamery at Vicksburg, to carry an invitation from the people of Warren County, Miss. to the Dairy Queens of Wisconsin to visit the Historic Hills of Vicksburg. On the 16th of April, Mr. Schleef, accompanied by the Agricultural Agent of the Illinois Central Railroad, entered the dairy sections of Wisconsin and commenced the purchase of eleven car-loads of High Grade Holsteins, and on the night of May 10th, left Chicago by special train, known as the "VICKSBURG DAIRY SPECIAL," with 256 Black and Whites for the Historic City.

The manner in which this train was handled received much favorable comment from those who had the train in charge as well as from the people of Vicksburg. Thousands of people were at the stations enroute and viewed the most significant movement that has

ever been attempted in Mississippi. The Special reached its destination Saturday night without an accident to mar its worthy mission.

Sunday morning, May 13th, a most impressive scene transpired when Vicksburg and Warren County surrendered to the Dairy Queens and hundreds of citizens from every walk of life clad in their "Sunday Best," came and paid their respects to the Captors.

The writer would suggest that May 13th, hereafter be known as INDEPENDENCE DAY in Warren County as that is what it will mean to everyone who received some of these cows, provided he gives them the proper care and attention they should have. This movement is a far reaching impetus that should bring Warren County into her own and eventually make her the Wisconsin of Mississippi.

Bankers—Farmers—Railroads—Business Men, Join Hands at Mayfield, Kentucky

By L. F. Orr, Secretary Mayfield and Graves County Commercial Club

THE above pictures speak of a part of the Community Development of Graves County, Kentucky, that is being brought about by the co-operation of The Banker—Farmer—Railroad and Business Man.

The pictures represent the charter members of the Graves County Boys' and Girls' Dairy Club, cows that were purchased for them by the Farmers National Bank, and pure bred bulls that were given them by the Illinois Central Railroad Company.

An explanation of how this movement was put upon its feet can be told with very few words, to make a long story short, "Everybody put their shoulders to the wheel, shoved at the same time and in the same direction."

The Mayfield and Graves County Commercial Club, representing the business interests of Mayfield, aided the Farmers National Bank in the selection of 44 boys and girls that make up the charter membership of the organization, the bank agreeing to buy cows for them taking notes signed by them and their parents at the rate of six per cent with the understanding that the child shall discharge obligation with three fourths of proceeds derived from cow, and with a further

understanding that the parents shall provide feed and shelter for the cow and assist in the care taking if necessary in return for the work done by the child on the farm, and a most important clause was used in addition to this and that was that the child should always hold title to the cow and its offsprings. The old idea of the child's calf growing into father's cow will not again be repeated in this instance.

The Illinois Central Railroad Company came forward in her usual progressive spirit and co-operated by giving five pure bred bulls to the club, they also gave the services of their Agricultural Agent, Mr. H. J. Schwietert, and after considering the aftermath it is hard to say that the bulls were the real and greatest gift to the community. For the seeds that have been sown in this community, through the aid of Mr. Schweitert, can hardly be computed in dollars and cents, in saying this we are not belittling the value of pure bred males in breeding, for we believe they should all be pure bred.

There were 34 grade cows and 10 pure breeds in the initial shipment, costing in total \$6,500.00, and when you consider the average value of dairy cattle in the state of Kentucky, which

is \$49.00 per head, it will be seen how greatly the wealth of this community will be increased by the importation, of these pure breeds and high class grades. These boys and girls and their cows are in charge of County Farm Agent, B. H. Mitchell, who will aid the children in the rationing, housing and caring for cows, together with aiding them in keeping a record of production and cost of same.

All of these dairy cattle were of the

of our soils, through the aid of manure from the cow; the greater growth of feeds, such as alfalfa, clovers and other legumes that will be made necessary in order that these cows may be fed, another being that the cow does business on a cash basis, five of them will carry the current expenses of the average farmer, and the carrying of that number of cows will not prevent his growing the usual money crops, and instead of being forced to pay his cot-



Charter Members Boys' and Girls' Dairy Club, Mayfield, Ky.
First Consignment of Cows for Club Members, Mayfield, Ky.
One of the Bulls Distributed at Mayfield, Ky., by the Illinois Central Railroad.

Holstein Breed; since that time one hundred and fifty cows and about 200 calves and heifers of the same breed have been brought into the community and are directly traceable to this movement, over twenty of them going to new members of the Dairy Club.

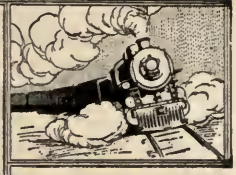
There are many reasons that can be advanced in favor of this movement, among them being: The reclamation

ton or tobacco money to the merchant for what he has eaten and worn out he can put it away for a rainy day, for his cows have already provided him with the necessities.

That is why we say to the I. C.,—good luck and may your returns be many fold in return for the great development work you are performing along your line.



TRANSPORTATION DEPARTMENT



Patriots or Slackers

By P. K. Hanley, Train Master, Kankakee, Ill.

THESE are days when the real spirit of '76 should manifest itself. There is evidence on all sides of expressions of loyalty. The Boy Scout mingles with the Veteran of '61. The government warns us that this is a period when patriots must show their mettle. The flower of manhood must stand shoulder to shoulder in defense of the country, not knowing how long nor how deeply this nation may be involved in the conflict.

Time will be necessary to properly train our volunteers or conscripts. This army must be moved promptly and safely as well as arms, munitions, foodstuffs and material for their maintenance.

Profiting by the experience and mistakes of European nations now in the combat our President implores strict economy. This appeal is directed especially to those who remain at home. By avoiding waste in every manner possible, we can show our loyalty.

The railroads of the country were the first branch of industries to offer the government their support and the use of their properties.

Our railroad organization consists of a well disciplined and contented body of men. The preparedness of this unit can be relied upon. However, recruits will be necessary and we must be depended upon to assist in their training.

Let us be patient with them and remember none of us escaped the awkward squad and our highest officer was once a "Rookie."

We should adopt military tactics and be on the alert. Be careful.

Every passenger train now is carrying someone who may be on an urgent government mission—every freight train

has material or provisions which may be of the greatest importance. The prompt and safe movement of all trains will be highly essential.

The best result in the matter of economy can be gained by the careful inspection of these trains before starting and watchful protection enroute to prevent accidents.

If we were traveling the ocean path and observed the periscope of a German "STINGER" the "LOG" of our ship would record the hazard—if a real accident did not occur. We can treat the hazards which confront us with the same fear and avoid them if each man will do his duty. Remember the old adage "A stitch in time saves nine."

Let us be careful ourselves and guard others. Equipment is limited and its prompt and safe dispatch will be of utmost importance. Use every means to save cars. Load and unload the freight promptly and carefully and avoid damage. War prices exist. Lessen the work of the Claim Departments. Protect company material as if it was your own.

Our burden will be light compared with men who are going to the front and facing an uncertainty.

The appeal of the government to economize and conserve the resources of the country can be loyally answered if each and every railroad employe will consider himself on "guard duty" and not nod at his post.

Let us be faithful warriors and when the conflict is over and our victorious army returns, we can greet them feeling that we were no slackers and we also made an effort to do our duty.

Accounting Department

Some Points About Our Passenger Accounts

By L. C. Esschen, Auditor of Passenger Receipts

RAILWAY passenger accounting consists primarily of the verification of agents' reports of ticket sales and conductors' reports of cash fare collections, settlements with foreign companies on account of the interchange of passenger traffic and the compilation of revenue and statistical figures as required by the Interstate Commerce Commission, various state commissions and other governing bodies. Incident thereto is the handling of collections on account of Parlor Car Fares, Excess Baggage, Storage of Baggage, Parcel Rooms, Milk Transportation, Vending and Weighing Machines, Accident Insurance, Pay Telephones, etc.

In the matter of classifying the revenues and compiling the revenue and statistical figures, the passenger accountant must be governed by rules laid down by the Interstate Commerce Commission and at the same time furnish such other figures as are required by the management. In our dealings with foreign companies, in so far as they relate to the rendering of reports and settling the accounts for the interchange of passenger traffic, we are governed by the recommendations of the Association of American Railway Accounting Officers. In the division of interline ticket fares consideration has to be given to the bases agreed upon by the various territorial passenger associations, the requirements of carriers as published in the Official Digest of Passenger Fares and Divisions, and the division circulars issued by the individual lines, in addition to observing the recognized principles under which such fares are divided.

The company publishes general rules for the guidance of our agents, conductors and train baggagemen in transacting the passenger business and in rendering their returns to the office of the Auditor of Passenger Receipts. These rules, which include instructions for the use of the standard-blanks and the various forms of transportation, are issued jointly by the auditor of passenger receipts, passenger traffic and baggage departments, as the accounting work is so closely allied with that in which these departments are directly or indirectly concerned. Instructions of a more specific nature are printed on the blanks or covered by special circulars.

It might be of interest to those with whom we have dealings out on the line to learn to some extent of the volume of work that there is to handle monthly in our passenger accounting office and note the sources from which it is contributed.

About 1,100 local ticket reports with accompanying authorities, exchange orders and other enclosures, with a like number of excess baggage reports and some 400 interline ticket reports are received monthly, the report of miscellaneous collections in passenger account covering vending and weighing machine collections, pay telephone collections, etc., and separate report on account of accident insurance being received from various agents over the entire system. In addition to this there are about 250 reports received from foreign companies.

Exclusive of the suburban service in Chicago the local sales reports cover an average of something over 900,000

card tickets per month, 165,000 simplex and other forms of book tickets and about 8,000 mileage books; in the suburban service there are over 1,000,000 passengers handled per month, 200,000 of whom travel on single and round trip tickets, while the others use 10 and 25 ride and monthly commutation tickets.

The local reports include the sales of some 90,000 milk tickets a month with 10,000 c. o. d. milk checks and waybills.

The interline ticket reports from agents cover the sales of approximately 30,000 tickets monthly and very often include more than 5,000 items that involve the making of new divisions in order that the apportionment of revenue may be made with interested carriers, in spite of the fact that at all times we have on hand about 150,000 standing divisions that are preserved on so-called division slips from previous months.

Weekly reports of interline ticket sales are received from agents for the purpose of figuring the divisions in advance and checking the items against the division slips to see whether or not there have been previous sales of the same form of ticket from the same selling station to the same destination via the same route at the same rate, and that there has been no change in the basis of division in the meantime, thus enabling us to use the standing divisions and in this way have everything in readiness to make the apportionment of revenue when the monthly reports are received.

Interline ticket reports are rendered to approximately 300 foreign roads monthly and cover an average of 20,000 items.

The reports that are received from foreign companies represent their sales over our line to the extent of 50,000 tickets.

There are 27,000 parcel room checks issued monthly, with 20,000 excess baggage checks, more than 1,000 of which are interline and involve apportionment with other companies.

Twelve thousand conductors' reports of cash fare and ticket collections are received together with cash remittance slips to cover, which are passed through the treasury department; the detail earnings of a like number of passenger trains are figured each month and the figures submitted to the management each week on a daily basis.

There are approximately 85,000 conductors' cash slips issued monthly in the through service and about 45,000 on the suburban trains.

The conductors' reports include the return of 130,000 detachments from mileage books that are honored for transportation, 25 per cent of which are of foreign lines' issues, which are billed for currently. Foreign companies' bills for the value of our coupons of interchangeable mileage books which they honor monthly include 40,000 detachments.

Upwards of 2,000 ticket requisitions, with double that number of items, are received monthly from the agents, which are passed upon by the auditor's office before the tickets are ordered by the passenger department. These in turn, after being classified, are sent out by that department under 3,000 invoices from which the stock records are charged and the receipted invoices filed.

Excess baggage, storage of baggage, parcel room checks, etc., that are furnished by the manager of baggage and mail traffic, are handled in like manner and the printing bills for these as well as the tickets are subsequently checked against the records as to the quantity that has been supplied.

Approximately 300,000 tickets of the various kinds are ordered monthly for the suburban service with 1,500,000 for the through service.

The combined weight of these tickets is about two tons.

In the redemption of unused or partly used tickets, on account of which the papers are passed to the auditor's office for verification, we handle about 1,000 claims per month with 100 vouch-

ers for the refund of fares paid by such persons who are entitled to free transportation, and a like number of mileage ticket redemptions. These constitute deductions from the revenue and have to be dealt with in compiling figures currently.

There are over 4,000 agents' weekly statements of passenger receipts to be handled each month. These supply the greater portion of the information that goes to make up our weekly estimate of passenger earnings which we are required to furnish the executive officers, and we are expected to come within a reasonable amount of the actual figures for the month.

Without undertaking to further elaborate by listing the number of rates that are checked, the commencing numbers of ticket sales that are verified, the extensions and footings in the reports of the various classes, the distribution of revenue and the computation of passengers carried one mile to cover the ticket sales and cash fares reported, but by simply summarizing the monthly work items that are enumerated above, we find a total of 1,975,450. In addition to this there is a miscellaneous lot of other work such as prepaid order transactions, semi-monthly ticket commissions, the rendering of bills against the United States, states, counties and municipalities for transportation furnished, claims

against foreign companies on account of erroneous proportions reported on their ticket sales, tracers for unreported foreign tickets, prepaid milk waybills, c. o. d. baggage checks, storage-baggage receipts and the tags issued on this account, the sales of passenger and excess baggage scrip books, the detachments from these that are honored, settlements for interchangeable scrip, conductors' reports of irregular transportation, requisitions for dating stamps, ribbons, conductors' ticket punches and cash fare holders, letter writing, maintenance of correspondence files, destruction of ticket collections after audit, etc., all of which would bring the total far in excess of 2,500,000 items of work.

The management has prescribed certain dates for furnishing the weekly estimates, closing the accounts currently and submitting statements of revenue and statistical figures. To accomplish this every branch of the work has to be handled with a great deal of dispatch and much depends on everybody doing their "bit" not alone in the general office but out on the line, as it is only due to that co-operation of the agents and conductors in correctly stating their accounts and promptly forwarding their reports and returns to the auditor's office that we are able to attain that which the management has laid out for us to do.

FROM THE LAW DEPARTMENT



Commerce Decisions

1. *Rights of lessee over leased line are not the general rights of a carrier, but are limited by the agreement.* In *Hocking Domestic Coal Co. vs. K. & M. R. Co.*, 44 ICC, 392, 400, opinion by Commissioner Harlan, the defendant in order to connect two separate parts of its line used a portion of the rails of another carrier, subject to a condition in the trackage agreement which excluded defendant from serving industries on private side-tracks connected with the leased line. Upon complaint of the operator of a coal mine on such a side-track, demanding service at its mine, it was held that the defendant, under the restraint of the contract, may lawfully decline to serve it. The opinion proceeds: "Such provisions do not impair the common-carrier obligations of the grantee on its own line, and the grant may indeed enlarge the ability of the grantee carrier to serve patrons on its own line. The general principles will be found stated at some length in *Union Pacific Ry. Co. v. Chicago, etc., Ry. Co.*, 163 U. S. 564, 593, 594, 595. Speaking of a similar limitation in *Alford v. C. R. I. & P. Ry. Co.*, 3 ICC, 519, 531, this commission said that the rights of the lessee with respect to the leased line 'are not the general rights of a common carrier upon its own road, but are limited and qualified by the agreement. They are simple contract rights which the law does not and cannot enlarge.'"

2. *Joint rates and through routes from points in Canada.* In *Fairmont Creamery Co. v. Adams Express Co.*, 43 ICC, 724, opinion by Commissioner McChord, the reasonableness of joint through rates on cream from points in Canada to Buffalo, N. Y., was involved. The commission reaffirmed its former decisions, holding: "It is well settled by numerous decisions that the extent of our authority in connection with transportation to an adjacent foreign country is over that portion of the transportation within the confines of the United States. *Black Horse Tobacco Co. v. I. C. R. R. Co.*, 17 ICC, 588; *Humboldt S. S. Co. v. White Pass & Yukon Route*, 25 ICC, 376; rates on soda ash and other commodities, 28 ICC, 613..... We cannot require the maintenance of joint rates from Canada into the United States nor control the charges that carriers in Canada may make for transportation service in that country. We may require the defendants to cease and desist from continuing the joint rates complained of and establish their own rates for the service within the United States. The traffic would then move on combinations of rates."

3. *Petroleum and its products.* In *Pierce Oil Co. v. M. K. & T. R. Co.*, 44 ICC, 279, opinion by Chairman Hall, it was found that the increased rate of 20 cents per 100 pounds on petroleum and its products from producing and refining points in Kansas and Oklahoma to St. Louis, Mo., published as a result of the decision in the midcontinent oil rates, 36 ICC, 109, is reasonable.

4. *Dockage charges at Duluth.* In *Duluth Dockage Absorption*, 44 ICC, 300, opinion by Commissioner Daniels, Commissioners Harlan and McChord dissenting, the carriers proposed to continue absorptions of charges for dock-

age of from 2 to 2½ cents per 100 pounds and to provide deliveries for freight in lots of 3 carloads or more at private docks upon payment of 2¼ cents per 100 pounds. The commission had held in rates of Lake & Rail Routes, 37 ICC, 302, that the expense of various privileges, such as the direct delivery from package boats to private docks, storage, reconsignment, and split deliveries of carload lots, should be paid for, and upon that statement the carriers sought to impose the charges in question. In this Duluth case the commission held again, "That services such as those named, should be paid for, cannot be denied." The proposed charge for special delivery at private docks was allowed to go into effect; but as to other charges the commission said: "Protestants have heretofore absorbed the dockage charge, and the presumption is that the through rate included adequate compensation for the service rendered at point of general delivery. (ICC, v. C. B. & Q. R. Co., 186 U. S. 320, 336.)"

5. *Grain rates to the East.* In Board of Trade of Chicago vs. Pere Marquette R. Co., et al, 44 ICC, 345, opinion by Commissioner Clements, complainant assailed the rates on domestic and export grain and grain products from Chicago to points in Trunk Line territory east of Niagara frontier as being unreasonable and unduly prejudicial in comparison with rates lower by one cent per 100 pounds contemporaneously in effect by break-bulk routes for Milwaukee, Manitowoc and Kewanee, Wis. The commission held that it "must give weight to the value of the service to the shipper and the ability of the break-bulk route to attract traffic at an equality of rates with the all-rail routes from Chicago and from Milwaukee. The evidence is not convincing that any substantial tonnage of grain or grain products would move via break-bulk routes in the absence of a differential or that the present adjustment results in undue prejudice and disadvantage to Chicago"; and the complaint was dismissed.

6. *Switching absorptions tantamount to establishment of joint rate.* In Cincinnati Switching Absorption, 44 ICC 353, it was proposed to discontinue the absorption of certain switching charges. The Commission held that an increase in charges cannot be justified on the ground that a particular carrier which transports the shipments over only a comparatively small portion of the entire through route receives an unsatisfactory division of the joint rate (Lumber Transit Privileges, 33 ICC 601, 605). It was urged that the Commission require the cancellation of the tariff under suspension for lack of proper parties; but the Commission cites National Dock & Storage Case, 38 ICC 643, 650, where it was held: "So far as the shipping public is concerned the effect of a switching absorption is to establish a joint rate; the cancellation of an absorption is the withdrawal of a joint rate, leaving effective the higher aggregate of intermediate rates. In such a case both the holding out and the withdrawal of the lower through rate are entirely the act of one of the carriers, which must therefore be prepared to justify the increase caused by the withdrawal." The Commission found that the cancellation had not been justified.

7. *Lumber rates.* In Lumber to Iowa Points, 44 ICC 401, opinion by Commissioner Meyer, advances ranging from 1 to 2½ cents per 100 pounds in rates on lumber and articles taking same rates from St. Louis, Mo., and grouped points to territory in Missouri and Iowa intermediate to Kansas City and Council Bluffs, were found justified; but similar rates from Cairo, St. Louis, and grouped points to southeastern Missouri were not found justified.

8. *Ground coal rates.* In Obermayer Co. vs. Pennsylvania R. Co., 43 ICC 745, the sixth-class rate of 15.8 cents per 100 pounds, applied on ground bituminous coal, in bags, from Rillton, Pa. to Chicago, was assailed as unreasonable. The value of this manufactured product was given at from \$3.50 to \$5.50 per net ton. Complainant contended the commodity rate of \$1.90 per ton, applicable on bituminous coal, should be applied. The Commission held, the fact that a

classification has long existed and is accorded wide recognition is persuasive of its reasonableness (*Underwood Veneer Co. vs. A. A. R. Co.*, 32 ICC 265); and it found that the rate assailed has not been shown to be unreasonable.

9. *Commodity rates between points in Illinois held to be an unlawful burden on interstate commerce.* In its second supplemental report of April 9, 1917 the Interstate Commerce Commission, opinion by Commission Daniels, found that the present commodity rates, with certain exceptions between St. Louis, Mo. and Keokuk, Iowa and points in Illinois, are just and reasonable in so far as they do not exceed class rates; but that these commodity rates are unduly prejudicial to St. Louis and Keokuk and unduly preferential of *East St. Louis* and points in Illinois directly opposite Keokuk, to the extent they exceed the commodity rates over the same routes between those east side points and the same Illinois points, where these Illinois points are a hundred miles or more from East St. Louis or Keokuk; and where less than a hundred miles from St. Louis or Keokuk they are unduly prejudicial to St. Louis and Keokuk and unduly preferential of the east side points to the extent they exceed the commodity rates over the same routes between said east side points and the same Illinois points by more than the difference which existed prior to October 26, 1914.

It was also held that the commodity rates between St. Louis and Keokuk and points in Illinois are unduly prejudicial to St. Louis and Keokuk and unduly preferential of *Chicago* to the extent that the St. Louis and Keokuk rates are on a higher basis than the Chicago rates to the same Illinois points.

The maintenance of commodity rates between points in Illinois which, in combination with other commodity rates required or permitted by said report, will produce the undue prejudice to interstate commerce and undue preference of intrastate commerce within Illinois, condemned by the report, is held to be unlawful; and commodity rates between points in Illinois a hundred miles or more apart, where on a basis *lower* than the basis of commodity rates between St. Louis and Illinois points for corresponding distances, are held to be to that extent a burden on interstate commerce and unduly preferential of intrastate commerce.—(*Business Men's League of St. Louis vs. A. T. & S. F. R. Co.*, et al, 41 ICC 308.)

Safety appliances—Freight cars.—In Safety Appliances No. 33 (Ex Parte), 44 ICC 303, the Interstate Commerce Commission, upon application of certain railroads, further extended for 8 months from July 1, 1917, the period of time heretofore granted common carriers by paragraphs *b, c, e, and f* of the order of the Commission dated November 2, 1915, within which to make their freight cars conform to certain of the standard of equipment prescribed by the Commission pursuant to the provisions of the Act approved April 14, 1910 as amended. The material part of the Commission's report made on April 12, 1917 reads:

The petitioning lines, representing a large percentage of the total railway mileage of the United States, show that on January 1, 1917, there were 296,033 cars which did not fully conform to the prescribed standards with respect to uniform location of the various appliances required by the safety appliance acts. It is urged that because of practical difficulties confronting the carriers at the present time, such as shortage of cars and labor, the inability to obtain new equipment, and congested traffic conditions, a further extension of time within which to make the required changes in their equipment is warranted, and that the period of extension should be sufficient to enable each carrier to make the required changes in its own cars in the usual course of interchange. It must be borne in mind that the penalty provided in the act attaches to the carrier using a car not conforming to the standards prescribed by the Commission, regardless of the ownership of the car. As freight cars move in interchange from one road to another throughout the country, it is apparent that the situation must be dealt

with as an entirety and that all carriers must bear some measure of responsibility in securing as prompt a compliance as possible with the standards prescribed. It does not appear that the changes required in the cars which have not yet been made to conform to the standards of equipment are of such a nature as to necessitate any prolonged withdrawal from transportation, and we see no good reason why, with proper co-operation on the part of the carriers, some system can not be devised by which the required changes can be made by foreign roads, if necessary, and the owning carrier properly billed for the expense, in much the same manner as in the case of ordinary running repairs.

Upon consideration of all the facts and circumstances appearing of record, we are of opinion and find that good cause has not been shown for a further extension of eight months from July 1, 1917, and that this extension should apply uniformly to all common carriers subject to the act of April 14, 1910, as amended. Accordingly an order will be entered granting such extension.

SOME GARDEN DONT'S

**DON'T WAIT TILL IT'S TOO
LATE TO PLANT**

**DON'T THINK EVERY LOT
WILL GROW A GARDEN**

**DON'T THINK A GARDEN WILL
TAKE CARE OF ITSELF**

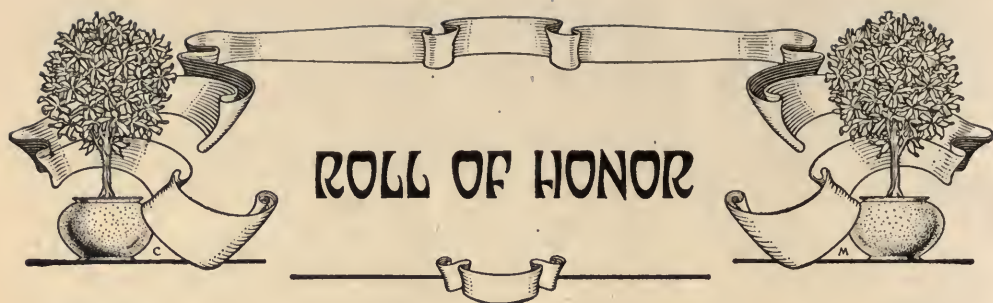
DON'T LIVE AMONG WEEDS

**DON'T EXPECT SOMETHING
FOR NOTHING**

**DON'T SIT DOWN
AND DO NOTHING**

**YOU CAN HAVE
A WINDOW BOX**

**YOU CAN HAVE FLOWERS
DO SOMETHING!**



ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
Edward A. Baldwin	Engineman	New Orleans	34 yrs.	2/28/17
Anton Brezinski	Gang Foreman	Burnside	24 yrs.	5/31/17
Jacob F. Bush	Carpenter	Burnside	24 yrs.	5/31/17
John H. Pinkham	Conductor	Cairo	43 yrs.	5/31/17
Hugh L. Palmer	Conductor	Jackson	42 yrs.	4/30/17
George W. Rutledge	Agent	Chatsworth	36 yrs.	5/31/17
George Moore	Train Baggage man	St. Louis	36 yrs.	1/31/17
Benedict Gurtner	Engine Foreman	Dubuque	32 yrs.	1/31/17
Knud Pederson	Section Foreman	Manson	25 yrs.	3/31/17
Malley Bowman	Laborer (Y&MV)	Vicksburg	25 yrs.	12/31/16
Alex. Jones (Col.)	Tr'n Porter (Y&MV)	Natchez	31 yrs.	1/31/17



MIKE KELLEY.

MIKE KELLEY

MR. MIKE KELLEY was born in Athlone, Ireland, February 8, 1852, and later came to America. Worked in the Mobile & Ohio shops at Jackson, Tenn. as water boy, and in 1869 went firing. The track at that time was being laid from Gibbs to Reeves, the road at that time was running over the N. & C. into Union City and was called the New Orleans & Ohio. In 1873 he went to Memphis and fired between Memphis and Covington and then in 1877 went to Paducah as hostler. In 1878 was promoted to engineer. The road was then building through from Trimble to Covington and Mr. Kelley ran one of the engines on the construction work. In 1900 was transferred to passenger service where he remained until retired on a pension January 31, 1917, after 47 years of loyal and efficient service.

Meritorious Service

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

Illinois Division

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

Daisy Emery,
Eleanor Jacobs.

Suburban Conductor W. H. Gerry on train No. 520, April 22, declined to honor returning portion of card tickets account having expired, and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Suburban Flagman W. Pakulas on train No. 408, April 25, lifted identification slip issued by the American Express Co. authorization use of annual pass between Kensington and Central Station.

Conductor F. Ennis on train No. 1, April 9, lifted going portion of trip pass account, returning portion being missing and collected cash fares.

Conductor F. A. Hitz on train No. 18, April 17, lifted annual pass, account having expired, and collected cash fare.

St. Louis Division

Conductor W. F. Griffiths on train No. 209, April 17, lifted employee's term pass account, passenger not being provided with identification slip, and collected cash fare.

Conductor A. E. Reader on train No. 22, April 23, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Indiana Division

Conductor J. N. Knight on train No. 204, April 13, lifted employee's term pass account being in improper hands and collected cash fare.

Tennessee Division

Conductor F. S. Ball on train No. 36, April 4, declined to honor employee's trip pass account having expired and collected cash fare.

Conductor J. W. Robertson on train No. 121, April 8, 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. 1, April 5, declined to honor mileage book account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 6, April 5, lifted employee's trip pass account having been previously used for passage. Passengers declined to pay fare and were required to leave the train.

Conductor T. W. Merriwether on train No. 132, April 20, declined to honor mileage book account having expired and collected cash fare.

Louisiana Division

Conductor R. E. McInturff on train No. 24, April 2, lifted employee's trip pass account being in improper hands and collected cash fare.

On train No. 24, April 10, he lifted employee's term pass account passenger not being provided with identification slip. Passenger refused to pay fare and was required to leave the train.

On train No. 35, April 13, he lifted going portion of trip pass account returning portion being missing, also expired card ticket from passenger who admitted having previously secured transportation thereon and collected cash fares.

Conductor M. Kennedy on train No. 332, April 3, lifted trip pass account being in improper hands. Passengers declined to pay fare and were required to leave the train; also declined to honor mileage book account having expired and collected cash fare.

On train No. 332, April 15, he declined to honor card ticket account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 1, April 11, lifted employee's term pass account identification slip having expired. Passenger refused to pay fare and was required to leave the train.

Conductor E. S. Sharp on train No. 314, April 23, lifted employee's term pass together with identification slip, account being in improper hands and collected cash fare.

Conductor L. A. Loutzenheiser on train No. 5, April 26, lifted mileage book account being in improper hands and collected cash fare.

New Orleans Division

Conductor S. K. White on train No. 21, April 16, lifted employee's term pass ac-

count, passenger not being provided with identification slip. Passenger refused to pay fare and was required to leave the train.

Illinois Division

Conductor H. L. Been has been commended for discovering and reporting I. C. 100207 with no light weight stenciled on same. Arrangements were made to have car stenciled.

Conductor James Dowling has been commended for discovering and reporting I. C. 142621 improperly stenciled. Arrangements were made to have car restenciled.

Conductor James Dowling has been commended for discovering and reporting I. C. 142621 improperly stenciled. Arrangements were made to have car-restenciled.

Agent W. M. Traeger, Loda, has been commended for discovering and reporting I. C. 142621 improperly stenciled. Arrangements were made to have car restenciled.

Extra Gang Foreman P. G. Boudreau, of Gilman, has been commended for discovering and reporting brake beam broken on C. M. & St. P. 502675, train 75, March 11, passing Gilman. Train was stopped and crew removed the beam, thereby preventing possible accident.

Conductor Van Meter has been commended for discovering a pair of broken angle bars about one and one-half miles south of Paxton on the south bound main track, west rail. Necessary action was taken to remove same, thereby preventing possible accident.

Maintainer V. Burriss has been commended for discovering and removing iron wedge in wing of frog at Neoga, March 29, thereby preventing possible accident.

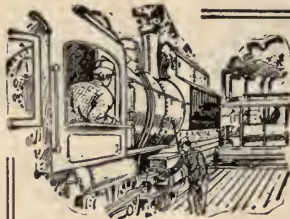
Mr. C. Sisson, Mason, Ill., has been commended for prompt action in extinguishing fire which threatened the destruction of telegraph pole.

Operator Meeks Otto, has been commended for discovering and reporting car loaded with steel in extra 1049 out of Fordham, April 17, supposed to have been empty. Dispatcher was notified and car was set out and returned to Fordham.

Station Baggage-man D. Hartley, at Gilman, has been commended for discovering brake beam down on I. C. 85464 in extra 1729 south. Train was stopped and brake beam removed, thereby preventing possible accident.

Brakeman J. C. Walker, extra 1729 north, March 21, has been commended for discovering and reporting brake beam down on car in extra 1597 at Monee. Crew was notified and brake beam removed, thereby preventing possible accident.

Fireman A. J. Freeman has been commended for detecting I. C. 124217 traveling as an empty, but contained a load of pig iron. The interest and action displayed by Fireman Freeman prevented delay and unnecessary long haul.



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 train-men 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 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



Engine Foreman J. D. Cook has been commended for discovering and reporting bunk car on Weldon Island stenciled on one side I. C. 1888 and on the other I. C. 1806. Arrangements were made to have car properly stenciled.

Brakeman A. L. Dahling has been commended for discovering and reporting broken rail on track 2 at Riverdale Interlocker, April 8. This action undoubtedly prevented possible accident.

Minnesota Division

Operator L. E. Bryant, Jesup, has been commended for discovering and reporting brake beam down on car in train extra 1707 West, April 23. Train was stopped and defect corrected, thereby preventing possible accident.

Tennessee Division

Engineman F. C. Clayton, Haleyville, Ala., has been commended for discovering and reporting defective truck on coach. Train 9, March 19. Train was stopped and defect corrected, thereby preventing possible accident.

Mail Carrier Lon Howard, Crutchfield, Ky., has been commended for discovering and reporting piece of broken flange, south bound main, at Crutchfield, March 22. This action undoubtedly prevented accident.

Flagman W. H. McNally, Jackson, Tenn., has been commended for discovering and reporting brake beam dragging, train 2/57, April 2. Train was stopped and defect corrected thereby preventing possible accident.

Brakeman A. Hammond, Haleyville, has been commended for assisting in firing engine 866, train 10, April 3, when regular fireman became ill.

Illinois Division

Conductor J. J. Monahan has been commended for discovering and reporting two cars improperly stencilled. Arrangements were made to have cars stencilled.

Conductor C. H. Calahan, extra 1686, south, May 9, has been commended for discovering and reporting car with no light weight stencilled on same. Arrangements were made to have car stencilled.

Switchman F. Kunde has been commended for discovering and reporting brake beam dragging on U. P. 44360, train 74, passing Kankakee, May 24. Dispatcher notified the crew and the train crew removed the brake beam, thereby preventing possible accident.

Brakeman C. A. Nave has been commended for discovering and reporting I. C. 95105, an empty gondola in extra 1509, south, April 22, with no brass and wedge cut into by journal.

Station Helper Leo McKenna has been commended for discovering and reporting C. & A. 22432, extra 1642, north, with broken truck frame. Car was sent out at Roberts, thereby preventing possible accident.

Supervisor G. W. Shrider, of Champaign, has been commended for discovering and reporting I. C. 69620, extra 1640, north, May 14, with loading badly shifted. Car was sent out at Rantoul, in order that necessary repairs could be made, thereby preventing possible accident.

Mr. E. O. Guyton has been commended for discovering and reporting broken rail in track No. 4, just south of south signal

bridge at Flossmoor, May 19. Necessary repairs were made which action prevented possible accident.

Conductor F. Tate, Fordham, has been commended for discovering and reporting bad rail sinking at joints about one-half mile south of Flossmoor, on track 3. Necessary repairs were made, which action prevented possible accident.

Springfield Division

Section Laborer Chas. Michenen, Elwin, Ill., has been commended for discovering and reporting brake beam down on train 153. Train was stopped and brake beam removed, thereby avoiding possible accident.

Engineer Wm. Blauvelt and Fireman R. R. Walsh have been commended for action taken when they found a roll of woven wire, May 10, south of Sangamon mine. Their action undoubtedly prevented possible claim on shipment.

Mr. T. R. Beach, Glenarm, has been commended for discovering and reporting brake beam down on car in extra 1591, north, April 28. Train was stopped and brake beam removed, which action undoubtedly prevented possible accident.

Section Foreman Emil Rubin, Macon, Ill., has been commended for discovering and reporting brake beam down on train 153, April 30. Brake beam was removed, thereby preventing possible accident.

Memphis Division

Engineer J. S. Skinner, employed on the Tennessee division, has just been commended for his action in connection with the stopping of his train and extinguishing fire discovered on bridge JG 395-57, 4:45 p. m., April 15.

On the afternoon of April 15, while train No. 51 was approaching Nonconna with seventy cars, the above bridge was discovered on fire and Engineer Skinner immediately stopped his train and extinguished fire, with very slight damage to the bridge.

Division News

Springfield Division

Mr. E. C. Jordan, clerk in the master mechanic's office, will attend the Illinois-Notre Dame track meet at Notre Dame, Ind., on May 5.

Mr. C. R. Simpson, firemen, will visit in Duluth, Minn., during June.

Chief Accountant E. G. Sterling has returned from Chicago, where he attended meeting of the accountants. The rest of the office force always get the full benefit of the "Lake Breeze" on his return.

Engineer J. W. Gallagher and wife are in Hot Springs, Ark., on their annual visit.

Boiler Foreman J. E. Stokes is in San-

dusky, Ohio, having been called there on account of the death of his sister.

Fireman Fred Silger will look after business matters in El Paso, Texas, during the present month.

Engineer G. S. Miller has been called to Billings, Mont., on account of the serious illness of his son, who resides on a claim near that place.

On April 16, 1917, occurred the death of Sidney C. Hatcher, for years foreman in the Illinois Central shops at Clinton.

Mr. Hatcher was born in London, England, July 24, 1854, and came to America in 1876, locating in Jackson, Mich. He was a

machinist by trade, having learned the trade in London, and since 1881 has been employed in the mechanical department of the Illinois Central Railroad at Amboy and Clinton, Illinois. In 1897 he moved to Clinton, and since that time has been foreman in the local shops.

During his long association with the Clinton shops he made many friends, and he will indeed be missed by all who knew him and worked with him.

Mr. L. C. Orr, clerk in North Yards is on his annual vacation, visiting in Minneapolis, Minn. Claire Gray is working in his place.

Mr. Schell Samuels, general foreman's clerk, has resigned to accept a civil service position in St. Louis, Mo.

Mr. J. Monroe, blacksmith, and family, are visiting in Owosso, Mich.

Mr. W. Allen, wood machine man, and wife, will visit in Central City, Ky.

Mr. L. S. Hunter, fireman, has returned from a business trip to Canton, Miss.

Mr. C. Brown, engine watchman, will go to Hot Springs, Ark., during the present month for the benefit of his health.

Mr. J. E. Zook, foreman at Rantoul, and wife, will visit in Sunbury, Pa. This is Mr. Zook's former home.

INDIANA DIVISION.

On Monday, May 21st, we commenced to interchange cars with the C. & N. W. at South Pekin instead of Peoria, which effects quite a saving in time, facilitating the movement of traffic to and from the C. & N. W.

B. J. Burr, agent at Bone Gap, died Sunday night, May 20th. Sympathy is extended to his family.

The family of former Conductor C. M. Nutterfield (who was recently killed at Decatur, Ill.) has moved to Bethany, Ill. Waldo Nutterfield, a son of C. M. Nutterfield, is employed as station helper in the agent's office at Bethany.

F. T. Wilbur, Superintendent of Telegraph, was on Indiana Division a day or two this month.

On May 3rd, the President's Special was handled on this division, Mt. Pulaski to Peoria; returned to Decatur, where it was delivered to Springfield division for movement north.

Passenger Brakeman Fred Grover, who has been in the State of Washington the last three months raising chickens, will return to work about the 1st of June.

Conductor C. A. Richmond is on the sick list; also Conductor G. W. Hamilton.

Conductor F. Maxwell, who has been located at Peoria the last three years, has taken up his residence at Mattoon.

G. J. Gaynor, chairman in the M. of W. Department, has been transferred to Greenville, Miss. T. G. Rivers relieved him.

C. R. Wood, assistant accountant in Master Mechanic Bell's office, has taken a two

days' vacation visiting friends (ladies) in Mt. Vernon, Ill.

Stock Keeper McAnelly of Centralia, took a rail and tie inventory of Indiana Division beginning May 7th.

We understand New Harmony has a good looking flower garden opposite the depot on ground leased by the town.

Blacksmith Foreman C. T. Miller and family will leave soon for a visit with friends and relatives in Ohio and Michigan.

W. Noll has been employed as time keeper in the Car Department at Mattoon temporarily.

S. S. Morris, of the Safety Committee, spent several days on Indiana Division this month.

FREE — 6 MONTHS — INVESTING FOR PROFIT.
 a monthly Guide to Money-Making. Tells how
 \$100 grows to \$—000, how to get rich quickly and hon-
 estly. H. L. BARBER, Pub. 439-32 W. Jackson Blvd.,
 Chicago.

Superintendent Roth calls attention to the following prompt movement of car I. C. 58576. This car arrived at Newton, Ill., 9 a. m., May 5th, was made empty, placed, reloaded with apples for Chicago, Ill., and went forward at 3:20 p. m., same date.

SECOND ROSELAND HEIGHTS.

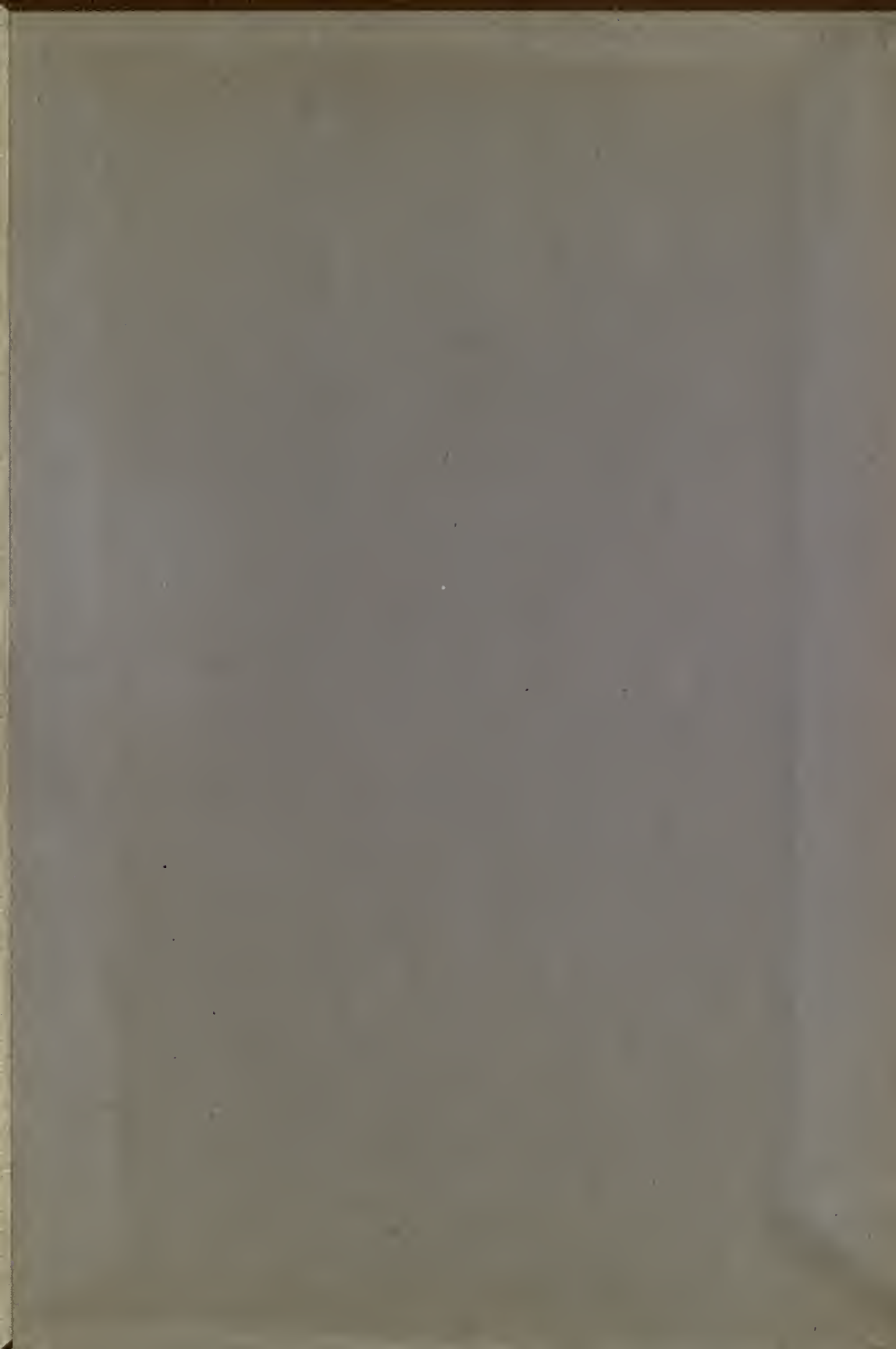
Mr. A. J. Hackett of 11 So. La Salle Street and Manager of Second Roseland Heights, reports that S. L. Bellante has already started on ten four-flat buildings with pressed brick fronts and stone trimmings, steam heat, and expects to start on eight more in about thirty days. These buildings are built for the purpose of taking care of the great demand of people wanting to locate in the Calumet District.

Also, L. Mason Lewis has already started on a bunch of bungalows to be located on Calumet Avenue.

Mr. Hackett is also finishing up his last bunch of ten two-flat buildings. With all of these buildings going up, Second Roseland Heights is now showing a degree of prosperity never before equaled in this section of Roseland. Arrangements are being made for another lot of about two hundred buildings to be started between now and fall by several different owners.

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.



UNIVERSITY OF ILLINOIS-URBANA



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