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AN OPINION

ON THE

CONSTRUCTION OF THE CHARTER

OF THE

ILLINOIS CENTRAL

Railroad Company

In Regard to the

TAXATION OF ITS PROPERTY.

W. H. STEAD, Attorney General.

SPRINGFIELD:
ILLINOIS STATE JOURNAL CO., STATE PRINTERS.
1905
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Hon. James S. McCullough, Auditor of Public Accounts, Springfield, Illinois:

Dear Sir—I beg to acknowledge receipt of your letter of the 22d ult., in regard to the taxation of the Illinois Central Railroad Company under the act entitled, "An Act to incorporate the Illinois Central Railroad Company;" approved Feb. 10, 1851. You state that said railroad company, under section 28 of said act, listed its property and assets with the Auditor of Public Accounts up to and including the year 1859, and that since that time it has been paying into the State treasury 7 per cent of the gross receipts of the said company semi-annually, but has failed since said year to list any of its property with the Auditor, on the ground that 7 per cent of its gross receipts was the maximum amount of tax which the company was bound to pay under said act, and as it has paid said assumed maximum per centum of its gross receipts, it has been unnecessary to list its property for the extension of the State tax thereon.

You further state that since the passage of said act and since the completion of the lines of railroad authorized by said act, the company has acquired, by title or lease, a number of other lines of railroad in this State, which have been, since the acquisition of such properties, assessed by the State Board of Equalization for the purpose of taxation under the revenue laws, and you request an opinion as to whether or not said company should, under the provisions of section 18 of said act, include the property of such branch lines acquired since the lines authorized in the original charter were built, and whether or not said company should report the gross proceeds, receipts or income of such branch lines so acquired by said company in this State and pay into the State treasury the per centum of such gross proceeds, receipts and income of said branch lines authorized by said act of incorporation. I shall consider these propositions in the order in which you have presented them.

The first question resolves itself into an inquiry as to whether the 7 per centum of the gross receipts, proceeds or income of said road and branches mentioned in the charter of said company is the minimum or maximum tax to be paid by said company into the State treasury.

The sections or portions of said act incorporating the Illinois Central Railroad Company which are pertinent to the questions involved are as follows:

Section 2. "The said corporation is hereby authorized and empowered to survey, locate, construct, complete, alter, maintain and operate a railroad, with one or more tracks, or lines of rails, from the southern terminus of the Illinois and Michigan canal, to a point at the city of Cairo, with a branch of
the same to the city of Chicago, on Lake Michigan; and also a branch via the City of Galena, to a point on the Mississippi river, opposite the town of Dubuque, in the State of Iowa.

Section 3. "The said corporation shall have right of way upon, and may appropriate to its sole use and control, for the purposes contemplated herein, all land, not exceeding two hundred feet in width throughout its entire length; may enter into and take possession of, and use all and singular any lands, streams and materials of every kind, for the location of depots and stopping stations for the purpose of constructing bridges, dams, excavations, station grounds, spoil banks, turn-outs, engine houses, shops and other buildings necessary for the construction, completing, altering, maintaining, preserving, and complete operation of said road. All such lands, waters, materials and privileges belonging to the State, are hereby granted to said corporation for said purposes.

Section 8. "The said company shall have power to make, ordain and establish all such by-laws, rules and regulations as may be deemed expedient and necessary to fulfill the purposes and carry into effect the provisions of this act, and for the well ordering, regulating and securing the affairs, business and interests of the company: Provided, that the same be not repugnant to the constitution and laws of the United States or of this State, or repugnant to this act."

Section 15. "For the purpose of securing the construction of said road and branches, the right of way, and all the lands which may be selected along the lines of said road and branches within this State, under the grant made by the Government of the United States to the State of Illinois, by virtue of 'An act granting the right of way, and making a grant of land to the state of Illinois, Mississippi and Alabama, in aid of the construction of a railroad from Chicago to Mobile,' passed September twentieth (20), eighteen hundred and fifty-two (1852); and also the right of way which the said corporation has heretofore obtained along and on the line of said railroad and branches, as hereinafter located and surveyed, for the uses of the same, as well as the right to enter into and take possession of the city of Cairo, for a part of the city, and all the grading, embankments, excavations, surveys, work, materials, personal property, profiles, plats and papers, constructed, procured, furnished and done by or in behalf of the State of Illinois, for or on account of said road and branches, also the right of way over and through lands owned by the said corporation, and granted to said corporation solely for the purpose of surveying, locating, constructing, completing, altering, maintaining and operating said road and branches, as in this act provided, and in the manner following, that is to say:

Section 15. Third—That said company shall proceed to locate, survey and lay out, construct and complete said road and branches, through the entire length of the principal trunk thereof, or central line, from the city of Cairo to the southern termination of the Illinois and Michigan canal, passing not more than five miles from the northeastern corner of township twenty-fourth (24), range one east of the third principal, and nowhere departing more than seventeen miles from a straight line between said city of Cairo and said southern termination of said canal, with a branch running from the last mentioned point, upon the most eligible route, to the city of Galena; thence to a point on the Mississippi river, opposite the city of Dubuque in the State of Iowa; with a branch also diverging from the main track north of the parallel of thirty-nine and a half degrees north latitude, and running on the most eligible route into the city of Chicago, on Lake Michigan.

Section 18. "In consideration of the grants, privileges and franchises herein conferred upon said company for the purposes aforesaid, the said company shall deposit on the first Mondays of December and June, in each year, into the treasury of the State of Illinois, five per cent on the gross or total proceeds, receipts, or income derived from said road and branches, for the year next preceding. The first payment of five per cent on the main trunk of said road to commence four years from the date of said deed of trust, and on the branches, six years from the date aforesaid, unless said road and branches are soon completed, then from the date of completion. And for the purpose of ascertaining the proceeds, receipts or income aforesaid, an accurate account shall be kept by said company, whereof shall be furnished to the Governor of the State of Illinois, the truth of which account shall be verified by the affidavits of the treasurer and secretary of such company. And for the purpose of verifying such account, and assuring the accuracy of such account, full power is hereby vested in the Governor of the State of Illinois, or any other person by law appointed, to examine the books and papers of said corporation, and to examine, under oath, the officers, agents and employees of said company, and other persons. And if any person, so examined, shall knowingly and wilfully swear falsely, or if the officers making such affidavits shall knowingly and wilfully swear falsely, every such person shall be subject to the pains and penalties of perjury."

Section 22. "The lands selected under said act of Congress, and hereby authorized to be conveyed, shall be exempt from all taxation under the laws of this State, until sold and conveyed by said corporation or trustees, and the other stock, property and effects of said company shall be in like manner exempt from taxation for the term of six years from the passage of this act. After the expiration of six years, the stock, property and assets belonging to said company shall be listed by the president, secretary, or other officer, with the Auditor of State, and an annual tax for State purposes shall be assessed by the Auditor upon all the property and assets of every name, kind and description belonging to said corporation. Whenever the taxes levied for State purposes shall exceed three-fourths of 1 per centum per annum, such excess shall be deducted from the gross proceeds or income herein required to be paid by said corporation to the State, and the said corporation is hereby exempted from all taxation of every kind, except as herein provided for. The revenue arising from said taxation, and the said 5 per cent on gross or total proceeds, receipts, or income, as aforesaid, shall be paid into the State treasury in money, and applied to the payment of interest-paying State Indebtedness and the extinguishment thereof: Provided, in case the 5 per cent provided to be paid into the State treasury, and the State taxes to be paid by the corporation, do not amount to 5 per cent on the gross or total proceeds, receipts or income, then the said company shall pay into the State treasury the difference, so as to make the amount so paid equal at least to 5 per cent of the gross receipts of said corporation.

Section 27. "This act shall be deemed a public act, and shall be favorably construed in all cases herein expressed, and declared to be the intent and places whatsoever, and shall be in force and from its passage."

A charter of this character must be strictly construed, and all ambiguities in regard to the powers or duties of said company arising from the words of said charter must be resolved in favor of the State and against the company.

Statutory grants of property, franchises or privileges, in which the government has an interest, are to be strictly construed in favor of the public, and nothing will pass except what is granted in clear and explicit terms.

Coosaw Mining Company v. South Carolina, 144 U.S. 550.

An act incorporating a railway company, and the acts amendatory thereto, are grants by the public to a private corporation, and must therefore be construed most strictly against the latter, so that no authority, right or privilege can be held to pass thereby unless the same is therein expressly or clearly implied.


All grants, franchises and privileges are strictly construed in favor of the public.

The charter of a corporation is the measure of its powers, and the enforcement of those powers implies the exclusion of all others. Such acts are strictly construed and all ambiguities are resolved against the corporation.

2 Idem, section 555.

"As regards enactments of a local or personal character, which confer any exemption from a common burden, or invest private persons or bodies, for their own benefit and profit, with privileges and powers interfering with the property or rights of others, they are construed more strictly, perhaps, than any other kind of enactment. The courts take notice that they are obtained on the petitions framed by their promoters; and in construing them, regard them, as they are in effect, contracts between those persons, or those whom they represent, and the legislature on behalf of the public. Their language is therefore treated as the language of their promoters, who asked the legislature for them; the promoters rather than the legislature being considered as the framers; and when doubt arises as to the construction of that language, the maxim ordinarily inapplicable to the interpretation of statutes, that verbo conservatum fortius securitum contra proferentes, or that words are to be understood most strongly against him who uses them, is justly applied."  

Endlich Interpretation of Statutes, section 354.

And more strictly is this rule applied in the construction of charters which exempt property of the corporation from taxation, and I have been unable to find that any distinction has been made between those charters which provide for an entire exemption of property from taxation and those which provide for a commutation of taxes.  

"It is a settled presumption, in the construction of statutes, that the legislature does not, without express declarations or clear and unmistakable manifestations of intent, mean to be understood as giving away any public right or stripping the State of any part of its prerogative. Upon this presumption, as well as upon the consideration of the interested origin of statutes, conferring particular exemptions from general burdens, e.g., of taxation, rests the rule that all such enactments are to receive a strict construction."

Endlich, supra, sec. 356.

"Private acts of parliament, conferring new and extraordinary powers of a special nature upon particular persons, affecting the persons of individuals, or giving exemption from a general burden attaching by law upon all parties, should receive a strict interpretation."

Potter’s Dwarin on Statutes, page 257.

Black on Interpretation of Laws, page 322 et seq., states the rule as follows:  

"Statutes which strip a government of any portion of its prerogative, or give exemption from a general burden, should receive a strict interpretation."

Sedgwick on the Construction of Statutory and Constitutional Law, page 296, states the rule tersely as follows:  

"The statutes which fall in this class are, like those which we have just considered, regarded with a jealous eye and strictly construed. Consequently any statute which exempts persons or property from taxation is to be strictly construed."

See, also, Cooley on Taxation, 355.

In the case of Commonwealth v. E. & N. E. R. R., 27 Pa. St., 351, the Court said:  

"If you assume that a corporation has certain privileges, show us the words of the legislature conferring them. Failing in this, you must give up your claim, for nothing else can possibly avail you. A doubtful charter does not exist; because whatever is doubtful is decisively certain against the corporation."

And the same Court, in the case of Pa. Ry. Co. v. Canal Comr., 21 Pa. St., 9, said:  

"In the construction of a charter, to be in doubt is to be resolved, and every resolution which springs from doubt is against the corporation."

The Supreme Court of our own State, in the very carefully considered case of People v. Chicago Theological Seminary, 174 Ill., 177, affirmed and applied these rules of construction to a charter exempting certain property from taxation. The Supreme Court in this case, lays down seven rules for the construction of charters of this character, and the seventh rule adopted by the Court is as follows:  

"If, on a fair reading of the instrument, reasonable doubts arise as to the proper interpretation to be given to it, those doubts are to be solved in favor of the party claiming under it, and where it is susceptible of two meanings, the one restringing and the other extending, the favor of the corporation, that construction is to be adopted which works the least harm to the State."

The rules of construction hereinafter mentioned have been held uniformly in this State:  

Montgomery v. Wyman, 190 Ill., 17.  
In re Siegert, 125 Ill., 257.  
Theological Seminary v. People, 101 Ill., 578.  
Caldwell v. Altman, 34 Ill., 415.  
Trustees v. McConnell, 12 Ill., 140.  
McIntyre v. Preston, 5 Gilm., 30.  
Petersburg v. Metro., 21 Ill., 206.  
Roche v. Canton Masonic Bene. Soc., 129 Ill., 455.

The charter of the Illinois Central Railroad Company must, therefore, be construed in accordance with the rules of construction above mentioned, and such rules must be applied notwithstanding that it is provided in section 27 of said charter, that it “shall be construed liberally in all courts for the purposes therein expressed.”

In the case above mentioned, of Theological Seminary v. People, 174 Ill., 177, it was urged that these rules of construction should not be applied to the charter involved in that case, because it was provided in the charter that it “shall be construed liberally in all courts for the purposes therein expressed.” The Court there said:  

"We do not think this language was intended to, or could be held to change or qualify the general rules of construction applicable to the section under
per centum of the total or gross proceeds, receipts or income of the company was the limit of the company's taxation. If such a contention is correct, why did the Legislature provide also that whenever the taxes levied for State purposes shall exceed three-fourths of 1 per cent per annum, such excess shall be deducted from the gross proceeds or income required to be paid by said corporation to the State? This provision, under such a contention, also becomes meaningless.

It will be noticed that said act provides that in case the 5 per cent provided to be paid into the State treasury and the State taxes to be paid by the corporation do not amount to 7 per cent of the gross or total proceeds, receipts or income, then the said corporation shall pay into the State treasury the difference, so as to make the whole amount paid equal "at least" to 7 per cent of the gross receipts of said corporation.

The absolute, plain and unequivocal meaning of these sections of the charter is that said company shall pay "at least" 7 per cent of its gross proceeds, receipts or income; that in any and all events said company must pay a tax to an amount which shall equal at least this per centum. No rule of construction nor jugglery of words can take away this plain intent and meaning. This being established, is this 7 per centum not only the minimum, but also the maximum of rate that can be charged?

It is also a familiar rule of construction that all legislative acts must be so construed as to give effect to all its parts if possible, and that in arriving at the true construction, all parts of the act will be taken into all consideration. If this 7 per centum must, under any and all circumstances, be paid by the company and if that was all that the Legislature intended said company should pay, then why did the Legislature provide in said act that all stock, property and assets belonging to said company shall be listed with the Auditor of State and an annual tax for State purposes shall be assessed by the Auditor upon all the property and assets of every kind, name and description belonging to said corporation? This provision in the charter would be absolutely useless and meaningless if the contention that said 7
This charter has been held by the Supreme Court to be a contract between the said company and the State in a number of cases.


If the contention that the company, under these provisions of its charter, must pay an amount equal to 7 per cent of its gross proceeds, receipts or income, and that said amount is the maximum amount that the company is required to pay in lieu of all other taxation, then the provisions in regard to listing its property with the State Auditor and the assessment thereon of the State taxes has no force or effect, is without meaning, and an absurdity.

In construing a statute, the Court is required to look carefully at and consider all its provisions, and to so construe it that all its several parts may stand and each have some effect given to it if possible.


In the case of Crozier v. People, 206 Ill., 489, 490, the Court said:

- "It is a cardinal rule of construction that a statute should be so construed that, if it can be prevented, no clause, sentence or word, shall be superfluous, void or insignificant, but that it shall be so construed, if possible, that every sentence and word shall be given its ordinary meaning and acceptance.

Decker v. Hughes, 68 Ill., 33; Thompson v. Bulson, 78 id., 277; People v. People, 65 id., 229.

In the last case, the following language from Lord Coke is quoted:

- "The good exposter makes every sentence have its operation; gives effect to every word; will not construe it so that anything shall be vain or superfluous, but so expressed that one part of the act may agree with the other and all may stand together."

This question under consideration in regard to the charter of the Illinois Central Railroad Company has never been passed upon by the Supreme Court of the State. In the case of State v. I. C. R. R. Co., 27 Ill., 64, the question was before the Court but was not passed upon. The Court says in its opinion:

- "It was further agreed that the only questions to be submitted to the Court and to be decided were:

First—Whether by the charter of the said company, that company is liable to pay any taxes exceeding in amount 7 per cent on their gross receipts, and whether, if the taxes assessed on their property exceed the amount of 7 per cent on the gross receipts of the road, the company is bound to pay the balance of the taxes?"

But in disposing of this question, the Court stated:

- "The argument on the first proposition was not presented fully to the Court, but alluded to only by the counsel for the State. It was considered as the case then stood, it would be unnecessary to make up any decision upon it. It was turned up upon the second proposition, as to the valuation of the property, and on that point it was agreed, that the evidence heard by this Court at the last November term held for the first grand division, should be considered as before the Court now here."

And further in the case, the Court said:

- "Under the law it (the property of the company) must be valued and assessed every year, and whenever it shall produce twice as great an income as it does at present, it shall be valued, of course, twice as high. Then, too, may arise the necessity, if it ever can arise, of determining the other question, whether in any event the company are liable to the State for anything beyond 7 per cent of the gross earnings of their road."

Thus it will be seen that this particular question was not decided by the Court, and in no other case that has been before the Court has this question been an issue.

Under Article XIV of the Constitution of 1857 there is a provision as follows:

- "No contract, obligation or liability whatsoever of the Illinois Central Railroad Company to pay any money into the State treasury, nor any of the lien of the State upon or right to tax property of said company, in accordance with the provisions of the charter of said company, approved February 10, in the year of our Lord 1851, shall ever be revoked, suspended, modified, altered, remitted, or in any manner diminished or impaired by legislative or other authority; and all moneys derived from said company, after the payment of the State debt, shall be appropriated and set apart for the payment of the ordinary expenses of the State government, and for no other purposes whatever."

In view of the decisions and authorities above cited, I am of the opinion that it is the duty of the company to list with the Auditor of the State all the stock, property and assets belonging to said company, and that it is the duty of the Auditor to assess an annual tax upon said company upon all the property and assets of every name, kind and description belonging to said corporation, and that such taxes must be paid by the company in addition to the 7 per cent of the gross or total proceeds, receipts or income aforesaid, notwithstanding that the amount of State taxes added to said 7 per cent of the gross or total proceeds, etc., would make an amount which would exceed 7 per cent of the said gross proceeds, etc., of said company; provided, however, that whenever the taxes levied for State purposes shall exceed three-fourths of 1 per centum per annum, such excess shall be deducted from the gross proceeds or income required to be paid by said corporation to the State.

In 1859 an act was passed, entitled "An Act in relation to assessments of the Illinois Central Railroad Company. By this act it is made the duty of the Auditor, in case said company shall neglect or refuse to list its stock, property and assets, as required by clause 22 of the charter of said company, to list the same and place a valuation thereon and assess thereon a tax for State purposes. This act also gives the power to the Auditor to examine the officers and employees of said company, under oath, in regard to the valuation of said property. This act is not an amendment to the charter of the company, but it is a remedial statute, prescribing certain duties of the Auditor in case the company shall fail to perform its duties under its charter. I am of the opinion that this law is still in force and that the Auditor has ample power to list the stock, property and assets of said company, and to extend the State tax thereon."
As to your second inquiry, do the branch lines which the company has acquired by lease or purchase or construction since the completion of the road, as provided by its charter, come with the provisions of the charter just discussed, I am of the opinion that these provisions of the original charter do not apply to said branch lines, nor the income thereof.

The original charter prescribed specifically the route of the main trunk line and of its two branches. The company, by its original charter, had no authority to acquire, by lease, purchase, consolidation, or construction, any other lines of railroad than those prescribed in its charter. It is specifically prescribed by the charter that this per centum shall apply to the gross or total proceeds, receipts or income “derived from said road and branches.” The said road and branches referred to mean only the road and branches authorized to be constructed by the charter. The company has acquired a number of branch lines of road, and has each year listed them with the State Board of Equalization for taxation, and they have been taxed by said board in the manner that all other railroads are taxed which have been organized under the general laws of the State. There has been no amendment to the original charter which has authorized the company to acquire these branch lines, and the company, in acquiring these branch lines, has evidently proceeded on the theory that it was authorized so to do by virtue of the general laws of the State, giving railroad companies the right to purchase, lease or consolidate with other lines of railroad.

In the case of Southwestern Railroad Company v. Wright, 116 U. S., 291, it appeared that the Southwestern Railroad Company was organized under the act of the legislature of the State of Texas. The original charter of the company authorized a railroad to be built from Macon to Americus and from Smithville to Pt. Guinees, and contained a provision that said railroad and its appurtenances and all property therewith connected shall not be subject to be taxed higher than one-half of one per cent upon its annual net income. The charter of the company was subsequently amended by authorizing the company to extend its road from Cuthbert to Eufaula, and said amendment stated that the construction of said road should be “under the rules and restrictions as are now authorized to construct said Southwestern Railroad.” The Supreme Court of the State of Georgia held that this branch road was subject to the general laws of the state for the taxation of railroads, without regard to the exemption in the original charter of the company. The case was appealed to the Supreme Court of the United States, and Chief Justice Waite, in delivering the opinion said:

“The language of the authority to build the road from Cuthbert to Eufaula is somewhat different. There is neither said to be subject to the rules and restrictions as are now authorized to construct said Southwestern Railroad.”

The court held that the company was subject to the general laws of the state for the taxation of railroads, without regard to the exemption in the original charter of the company.

In the case of Ford v. Delta & Pine Lead Co., 164 U. S., 662, the provisions of the charter of the Illinois Central Railroad Company, in regard to the exemption of its property from taxation and the payment to the State of a State tax and a certain per centum of its gross proceeds, etc., can apply only to the lines authorized to be constructed by the charter itself. These branches would not have been contemplated by the charter of the company.

In the case of T. C. R. R. Co. v. Irwin, 72 Ill., 452, the company sought to enjoin the collection of certain taxes levied on a steamboat used by the company for the promotion of its business. The court held that the boat was exempt from taxation under the general revenue laws of the State, and in the opinion, Mr. Justice Schofield used this language:

“It must be the business prosperity of appellant is greatly promoted and the public convenience subserved by its ownership and use of this boat. So, too, it might be by lines of stage coaches or by constructing canals or other lines of railroad to connect with its lines of road at such convenient points that it could enable it to draw to itself the trade and travel of the country for many miles east and west; yet it could not be claimed that therefore such enterprises are within the powers conferred by appellant’s charter, or that property so employed in within the contemplation of the Legislature in the enactment of the section under consideration.”
By the language and reasoning of the Court in this case, it is clear that the branch lines built by the Illinois Central Railroad Company would be held in the same position as the steamboat involved in said case, and be subject to taxation under the general revenue laws of the State.

In the cases of In re Swigert, 119 Ill. 83, and J. C. R. R. Co. v. People, 119 Ill. 137, the company sought to have elevators located upon its right of way declared exempt from taxation under its charter. It was held that such elevators were not essential to the operation of the road and were subject to the general revenue laws of the State.

That such branch lines are not incidental to the power to construct the main road under a charter of this character, has been decided directly by the Supreme Court of this State in the case of L. S. & M. S. Ry. Co. v. B. & O. & C. R. R. Co., 149 Ill. 281. In this case the Court says:

"The right to construct a branch or lateral road will generally depend upon the language of the charter or of the provisions of the general statutory law under which the railroad corporation is organized; and such right does not exist where the power to build the branch road is not conferred by the charter either in express terms or by necessary implication. The power to construct branches of a railroad is not incidental to the power to construct the road. (Pierce on Railroads, page 496.)"

It will thus be seen that these branch lines not contemplated by the original charter are subject to taxation under the general revenue laws of the State. It therefore follows that the proceeds, receipts and income of these branch lines cannot be drawn into the operation of the provisions of the original charter in regard to taxation, unless the tangible property of the branch lines is also drawn into the operation of the original charter. As has been seen, the tangible property of the branch lines is subject to taxation under the general revenue laws of the State, and is subject to taxation, not only for State, but for county, municipal and all other purposes. To subject the income derived from these branch lines to the 5 per centum tax provided for by the original charter would impose upon these branch lines a double taxation and a taxation much greater than that to which the original road is subjected under the charter, and greater than that to which any other railroad is subjected under the general laws of the State.

If the tangible property of these branch lines is excluded from the provisions of the charter, then the income derived from these branch lines must also be excluded from the provisions of the charter.

It is stated that said company is parallelizing its main line by these branch lines and diverting traffic from the main line over the branch lines, in order to reduce as much as possible the income, proceeds and receipts of the main line. If this fact is true, it does not afford a reason in law for placing these branch lines and the income derived therefrom under the operation of the provisions of the original charter. This fault, if it exists, must be remedied by another procedure.

In conclusion, I will state that in my opinion,

First—The company is required under the provisions of the charter to pay into the State treasury 5 per cent of its gross or total proceeds, receipts or income derived from the original road and branches author-

ized to be built under its charter, and that it is the duty of said company, under its charter, to list the stock, property and assets belonging to said company with the Auditor of Public Accounts, against which said stock, property and assets it is the duty of the Auditor to extend the annual State tax, which said State tax the company must pay in addition to the 5 per cent of the gross or total proceeds, receipts or income aforesaid.

Second—That whenever the amount of said State taxes added to said 5 per cent of the gross or total proceeds, receipts or income of said original road and branches does not amount to 7 per cent of the said gross or total proceeds, receipts or income, then said company shall pay into the State treasury the difference, so as to make the whole amount paid equal at least to 7 per cent of the gross receipts of said corporation.

Third—That if the amount of said tax levied for State purposes added to the said 5 per cent, exceeds an amount equal to the 1 per cent of the gross proceeds of said corporation, the said company must pay said State tax notwithstanding.

Fourth—Whenever the taxes levied for State purposes shall exceed three-fourths of 1 per centum per annum, such excess shall be deducted from the gross proceeds or income required to be paid by said company.

Fifth—The branch lines of railway acquired by the company, not contemplated by its charter, are subject to taxation under the general revenue laws of the State.

Sixth—Under the charter of said company, it is not compelled to pay any per cent of the gross receipts derived from said last mentioned branch lines into the treasury of the State.

Very respectfully,

W. H. Stead,
Attorney General.

Oct. 17, 1905.
United States Railroad Administration
Quarter General of Railroads

Illinois Central Magazine
December 1919

Christmas Greetings
To the Employees of the Illinois Central Railroad System:

It is my pleasure to thank you for the splendid support you have rendered during the year which is now drawing to a close, and to wish you a Merry Christmas and a Happy and Prosperous New Year.

[Signature]
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Window Shades and Novelties
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CARRY ON!

At a dinner of the Central Administra-
tion Luncheon Club in Washington re-
cently, Director-General Hines dwelt up-
on the desirability of everyone main-
taining the highest possible state of ef-

ciency right up to the last moment of
railroad control by the government.

This is important.

Every man, whether of high or low
degree in the service of the railroad, is
either proud of the fact that he is a
railroadman or he is in the wrong em-
ployment.

If he takes pride in his service in the
great industry of transportation he is
jealous of the reputation of railroadmen
as a whole and of his own and that of
his particular department more espe-
cially.

From now until the roads are turned
back the public will be even more than
ordinarily critical in the matter of ef-
ciency on the part of railroad employes
—and by employes we mean, of course,
those who have titles as well as those
who do not.

Railroad employes individually and
as a body as well as the service per-
formed by the roads, have been sub-
jected to much undue criticism, especial-
ly since the signing of the armistice. We
are, however, too big to worry about the
criticism that is unjust. It is the crit-
icism that is justified that hurts—be-
cause we have no moral support within
ourselves in refuting it.

Let us, therefore, refuse to worry
about unwarranted criticism, but let us
at the same time look sharply to our
duties so that no merited criticism can
be directed against us.

We are proud of the great accomplish-
ments of our industry in the past, in
time of war and in time of peace, and
we are proud of our indentication in
the progress of this industry and the
great service it has performed, and is
performing, for the mighty nation of
which we are true citizens.

Let us prove to the world that we can
change engineers while forging forward
at top speed—without the slightest slack-
ening of momentum, without the slight-
est perturbation of those whose interests
are affected.

Speeding toward the close of our
stewardship, let us break the tape clean
and sharp, with all the impetus we can
sustain.

Our reputation AS RAILROAD-
MEN is at stake!
PASSenger Train Performance

During September 88.4 per cent of the passenger trains on the roads under federal control made their runs on time or, if delayed at initial terminals, made as fast time as called for in the timetables, or faster. This is a slight improvement over August. Several regions showed substantial gains.

The following table gives the records of the various regions, covering trains which arrived on schedule time:

<table>
<thead>
<tr>
<th>Region</th>
<th>No. on Roads</th>
<th>No. on Eastern</th>
<th>On Aug 31</th>
<th>On Sept</th>
<th>Time Retarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allegheny</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Porchitas</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Southern</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Northwestern</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Central Western</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Southwestern</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
<tr>
<td>Average</td>
<td>3,233</td>
<td>2,916</td>
<td>130</td>
<td>192</td>
<td>18</td>
</tr>
</tbody>
</table>

Trains which arrived on schedule time or, if late, made their runs in schedule time or better.

Heads of Nations Satisfied

Handling the trains of chief executives of various nations has become almost everyday experience of late on American roads.

President Wilson expressed his gratification upon the splendid handling of his special train during his recent trip from coast to coast in advocacy of the League of Nations pact.

Despite President Wilson’s illness making the uncertain movements of King Albert and Queen Elizabeth of Belgium an itinerary as finally worked out was without the slightest friction, delay or mishap, and King Albert on numerous occasions expressed his keen satisfaction in connection with the efficiency displayed on the American roads.

Our latest distinguished guest has been the Red King of Spain, whose special train also has been handled without the slightest hitch to interfere with his program or comfort.

It really is quite a feat to transport such trains without mishap or delay, in order that the arrangements of their occupants may not be disturbed, as well as to insure their safety.

That no incident arose to mar the journeys of the president, the king, the princess is forceful evidence of the efficiency of the railroads and our railroaders.

BAD ORDER CAR SITUATION

Since the unauthorized strikes in a number of the shops early in the month, which interfered with the repairing of cars, gratifying progress has been made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, the number of bad order cars fell from 1,729,370, or 6.9 per cent, on October 4, to 1,467,702, or 5.8 per cent, on November 1.

Including the 19,294 cars held out of service as not worth repairing, the number of bad order cars fell from 1,916,466 or 7.6 per cent on October 4, to 1,645,514 or 6.5 per cent on November 1.

MONTHLY FINANCIAL STATEMENT

The Operating Statistics Section of the Railroad Administration has completed its figures covering the financial results of operation for September for all Class I roads in federal operation. These comprise 681,952 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated.

CONDENSED INCOME ACCOUNT

<table>
<thead>
<tr>
<th>Month of September</th>
<th>Net Revenue</th>
<th>Operating Expense</th>
<th>Net Profit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1919</td>
<td>$3,223,644</td>
<td>$2,809,554</td>
<td>$414,090</td>
</tr>
</tbody>
</table>

It must be remembered that the comparison between the nine-month periods is substantially affected by the fact that the rate increases, approximately 8 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

With a tonnage handled somewhat less than that handled in the same month of the preceding year there was, notwithstanding an increase of almost 5 per cent in the loaded freight cars, less earnings than in 1917 due to the situation of the war. This emphasizes the increasing difficulty in securing the heavy car loading which was possible during the war, and the result is that many more cars are being required for the same amount of traffic than were necessary during the war.

FREIGHT CAR DISTRIBUTION

During the five days immediately preceding November 1, when the strike of the bituminous coal miners was initiated, the Railroad Administration loaded approximately 13,000,000 tons of bituminous coal, a considerably larger amount than had ever been loaded in a similar period in the nation’s history. All through October every effort was bent toward maximum coal loading, the interests of the public being protected by most efficient work on the part of the railroads.

On November 1 the Central Coal Committee, under authority of Dr. Garfield, United States Fuel Administrator.
took charge of all coal in transit or on sidings, to be disposed of to the best advantage of the country as a whole. On the Central Coal Committee are several representatives of the Central Railroad Administration. An effective program of distribution was immediately inaugurated, so that all requirements on the part of industries and the public have been met. A great deal of coal has been allowed to remain loaded on cars for immediate shipment to such points as require it.

However, on account of the strike, many thousands of coal cars were released, and advantage was immediately taken of this situation to increase materially the loading of lumber, road-building material and miscellaneous freight, and every effort is being made to transport grain and grain products, especially wheat which is not under cover.

A considerable number or cars used for carrying ore and coal to the steel mills, and others used in connection with freight loaded from steel products, also have been released for other uses. Movement of other commodities therefore, shows a decided gain.

Despite the department of traffic account of conditions in the steel and mining industries and the uncertainty of their transportation requirements in the immediate future making the most effective car distribution impossible, a tremendous tonnage is being handled.

Every effort is being made to render the greatest service with the equipment available, keeping in mind the needs of the public and the requirements of the various shipping interests.

CURRENT MATTERS OF INTEREST IN RAILROAD OPERATION

In a recent address before the National Association of Railways and Utilities Commissioners, Director-General Hines touched on a number of phases of timely interest in connection with federal control of the railroads. Following are excerpts:

SPLENDID TROOP MOVEMENT SERVICE

I want to say, broadly, without at the moment undertaking to go into detail, that the railroads of the country at the present time are handling a larger business than they handled last year, and that the business they handled last year was larger than the business they handled in preceding years. They are doing that at rates which represent a lower proportion of the value of the things transported than I believe has ever been true in the past. We know from experience that the price of nearly everything has gone up far more than the cost of its production has justified, but the price of transportation has gone up in less proportion than has the cost of producing it.

In making this general reference to what the railroads have done and are undertaking to do, I want to call your attention to one important part of the work, which was of supreme importance during the war, which continued to have an importance far beyond what we had anticipated, and that is the work in the movement of troops. It is hard to express adequately the scope of that work, how difficult and how much we were forced to try to analyze the various sorts of movement which had to take place in order to get troops to the points where they were to be used and to get them home; but the fact is that in the twenty months ending with August, 1919, seven billion passenger miles of service were performed in the handling of troops in this country, and that was to a very large extent in addition to a practically normal passenger traffic, so that the inconveniences which the traveling public has sustained can to a large extent be accounted for by the fact that this perfectly enormous troop movement was going on practically all the time; it had to be moved under the most exacting conditions, and had to be given preference to whatever else was required. That was simply a sort of added service superimposed upon the normal passenger travel throughout the period of federal control.

HEAVIEST TRAFFIC IN HISTORY

In spite of this enormous volume of traffic, which was approaching in 1919 the largest now that it was at the same time last year, and it was larger than in preceding years, we have a condition where we are able to meet the demands for traffic. This has always been true in times of heavy volume of business. We have never known a busy year to go by when there was not a serious shortage of transportation in the portion of the year when the traffic was heavier, but there are some special and obvious reasons for the difficulty which now confronts the railroads in handling all the business which is being offered, and that is the inadequacy of facilities and especially of freight cars.

INCREASE OF FACILITIES RETARDED

A natural and very proper inquiry on the part of the public is, "If there is inadequacy of facilities, why are not more facilities forthcoming?" The reason for that is that in the year or two preceding federal control the normal addition to cars and other transportation facilities were not met because prices were very high, labor was scarce and financing on the part of the railroad companies was unusually difficult.

When federal control began, it therefore began with a railroad plant that was not as large as it ought to have been to handle the business. During the first year there was a severe limitation as to the amount of material that could be taken from other war purposes for providing additional railroad facilities. After a thorough study it was decided that the Railroad Administration could not hope to get material for more than a hundred thousand freight cars and that was the number ordered. Even then we found it was so difficult to get the material for these cars that very few of the cars could be constructed in 1918.

The limitations that existed prevented our ordering additional refrigerator cars or express cars, or other types of cars which it was desirable to have. When the year 1919 arrived we then confronted with a new difficulty in the way of adding to the facilities, and that was that federal control naturally deprived the railroads of the larger amount of the receipts which the armistice was signed. The government was not in a position, with the end of federal control in sight, to provide the new government undertakings for several additional facilities beyond what had already been provided. More than that, the failure of the appropriation on the fourth of March last, which had been sought by the Railroad Administration to enable it to meet its obligations already incurred, postponed the construction of even the hundred thousand cars that had been ordered, because they could not be paid for, and the equipment companies naturally had to slow down on their production. The railroad companies were unwilling to furnish money for new equipment because of uncertainty as to their own future, so the result has been that the Railroad Administration during 1919 has not been in the position to provide any additional facilities of which it thought were needed, as an emergency measure, unless the railroad companies were willing to furnish the money, and the result is that at the present time the Railroad Administration has been unable to order or obtain authority to order any cars in addition to the hundred thousand that were ordered last year.

That the inadequacy of facilities, which were inadequate before federal control began and which have become increasingly inadequate since then, principally accounts for the fact that the facilities now are not sufficient to handle all of the enormous business which is offered to the railroads of the country. And yet, even with that, we are handling more business than we did last year, and then we handled more than we ever did before.

NECESSITY FOR EARLY LEGISLATION

We are in a waiting and uncertain situation with reference to the provision of transportation facilities, and it is a matter of very grave concern to
Undue Criticism of Labor

Now, let me say just a few words about an aspect of the labor matter. I am aware that it is the present habit to condemn labor in such an uncomplimentary way as to make it appear not unreasonable. I believe this is unjust.

I have occasioned in the United States to study the labor situation with the greatest care in the last year and a half. I believe the extreme positions which have been taken by labor have been the result of the reaction from extreme and unjust positions which have been taken in the past by employers, and I believe, too, that a large part of the present manifestations on the part of labor are simply a part of the world-wide unrest that we see on every hand.

I think it is unfortunate for us to drift into an attitude of settled antagonism to labor, because labor is a very important part of the community, and in the long run we must find a proper modus vivendi whereby we can secure the proper co-operation with labor; and I think that by patience and fairness, as well as firmness, that can be accomplished. It is not fortunate and not in the public interest to develop a bitter hostility on account of these manifestations at present, which I regard as a realization in time to handle the heavy business of the latter part of next summer and the following fall.

You have heard a great deal, and should, about extreme cases of increases in pay to railroad employees. In that, as in so many other things, it is the extreme cases that are dwelt upon, whereas in a matter of this sort we must look at the general situation.

I think it is a mental habit that all of us have got into—on account of my peculiar situation I suppose I have escaped it—to assume that the government's treatment of the labor question is bad because the government did it, and then assume that the government control is bad because it treated the labor movement like it did. I think we have heard many comments running around in a circle that way.

Operating Practices Improved

At the outset of the Railroad Administration it was decided to make a careful check of the practices which obtained in the roundhouses in the handling of locomotives and in handling locomotives and terminals. A most careful study was made of that subject and it was found that there was room for very considerable improvement. Present indications are that we are saving from fifteen to twenty million dollars a year on account of improved methods in this direction.

Another matter taken up with great activity was that of fuel conservation—to get a better quality of fuel, to see that it was fired with more care, to see that greater efficiency was gotten out of it.

Railroad officials, engineers, firemen, trainmen and shopmen were interested in that work. Conferences and discussions were held all over the country, and our present belief is that we are saving from twenty to thirty millions of dollars a year on account of improvements made in our conservation of locomotive power.

We undertook early in the Railroad Administration to adopt standard operating statistics, so as to draw their pay, with their brains and their desks both covered with cobwebs.

Naturally, when we form that picture, it is our aim to drive to the conclusion that, whatever it is doing, it must be inefficient.

But that picture does not fit the Railroad Administration. The men who have been brought into that work are alert, capable, and experienced. There is not a man in the work who has not got his job. In every single instance the office has hunted the man. I have not seen any signs of cobwebs. I believe, throughout, there is the most earnest desire to find ways to improve the efficiency of railroad operation. I want to give a few illustrations which are mere types of many things that have been done.

Maintenance Supervision Systematized

Another matter: In the spring I took up the proposition that the railroads were not in position to supervise their expenditures for maintenance of way and structures, and expenditures for equipment, to the same extent and with the same success that they supervised their expenditures in the movement of trains.

The regional directors took the matter up at my request and each one held conferences with all his federal managers. They exchanged the minutes of their meetings, and the federal managers then held conferences with all their subordinates. Local committees were formed, and there has been a study of ways and means to improve the efficiency of supervision in all maintenance matters. That is where a very large part of the total operating expense is found. There has been a greater study of that phase of railroad administration than ever before and there has been a reaching out to find new units of comparison, so that each officer can see whether his subordinates who are using their labor and laboring to the best advantage, so one operating division can be compared with another.
and so there may be more efficient super-
vision of the men themselves. I
believe that we are making very
important progress in that direction.

**Developing the Best Practices**

Now, in all these things we do not
claim any credit for novelty. The
most progressive railroads had been
doing things of this sort for years. But
what we do claim is that we did take
advantage of a very broad opportunity
that was given to us to develop a simi-
lar interest on the part of all railroads,
and to develop a comparative interest
as between different railroads.

In addition to this we have been en-
couraging the interest of employees in
these matters, because the employees
see a great deal that can be improved
upon. We are trying to encourage a
situation where they will feel ready
to come forward with their suggestions
and criticisms, knowing that they will
be welcome in doing so, instead of
being criticised.

We have no doubt the most pro-
gressive railroads were doing that be-
fore, but we have tried to stimulate it
still further and to make it more gen-
eral. It is a matter which I think will
develop only by slow degrees but I be-
lieve it will develop. I think it is bound
to develop, because we must reckon
with labor as an important, vital part
of railroad operation. It thinks about it
and it asserts what it thinks. The
more it is consulted, the more it under-
stands what is being done, the more it
feels that its views are being respect-
ed, the better the results that are going
to be obtained.

**Benefits Will Continue**

My sincere judgment is that in all
these matters I have used for instruc-
tion well as in great many others, the
things that have been done by the
Railroad Administration simply on ac-
count of the opportunity it had and
which the railroads themselves did not
have before, are going to bear fruit in
increasing measure for a long time to
come.

In all these matters we have met a
most ready response on the part of
railroad officers because they have ap-
preciated the value of what has been
suggested and have given their most
hearty support in carrying forward
these efforts to improve operating ef-
ciency.

**Dealing With the Railroad Corporations**

We have another branch of our work,
which is of supreme importance. We
are charged with the task, representing
the United States Government, of set-
ting with the railroad corporations
after two years of occupation of prop-
erty worth perhaps sixteen to eighteen
billions of dollars, or more, and with
perhaps two hundred and twenty-five
or two hundred and fifty thousand
miles of railroad, with all sorts of inci-
dental properties which have been in-
curred.

You can readily appreciate the enor-
meous responsibility and enormous dif-
ficulty that exists in the working out
of a settlement of those.

We devised a short form of con-
tract which the railroad companies
and the government entered into. Those
contracts are necessarily complicated
because they deal with one of the most
complicated of subject matter. The
questions that arise under those con-
tracts are bewildering in number and
in complexity, and it will be a work of
supreme importance involving hun-
dreds of millions and even billions of
dollars of government money, in work-
ning out a proper and just final settle-
ment.

One of the most important phases of
that subject is the question of the main-
tenance of the properties. The state
contract contemplates, and the standard
work contract provides, (that the prop-
nerties shall be turned back in the condition
in which they were received. But
the contract also provides that the govern-
ment shall be deemed to have com-
piled with that obligation if it shall
have spent upon the properties the same
amount that was spent upon them during the test period of three
years, for similar purposes, making due
allowance for differences in prices and
wages and uses of the property. That
is one of our greatest problems—to main-
tain in the properties what the
contract contemplates and to avoid
over-maintenance. We have given it
a great deal of study. We have had in
mind it is important to cut down budgets
that were proposed for railroad com-
panies. On the other hand it has been
impossible, on account of the scarcity
of materials which existed during the
war, to obtain for all railroads all the
materials that they put on the proper-
ties during the test period. So we have an exceedingly complicated problem to
deal with.

Broadly speaking, my judgment is
that we shall be able to show, at the
end of this year, in the aggregate,
that we have spent on the property
what the contract contemplates—that
what we may be short in some re-
spects have been made up in other re-
spects. In some instances the railroads
may owe the government, while in
others the railroads may have some-
thing to report them from the gov-
ernment. The impression, which has
been disseminated in a considerable ex-
tent, that the railroads have been se-
verely under-maintained during feder-
al control, is altogether erroneous, and
the balance, one way or the other, will
not be a large figure considering the
enormous amounts involved.

**Turning Back the Properties**

We have another problem that is not a
small one—effecting the transfer of
these properties back to private control.

It takes but a moment’s thought to
see that it is a vastly more difficult
problem than that of the government
taking over these properties.

When these properties were taken
over by the government, there were all
sorts of different practices on the dif-
ferent railroads, all sorts of agreements
between the different railroad com-
panies, for joint use of the particular fa-
cilities. It was perfectly easy for the
government to bring in all these things
and continue to observe those differ-
ent practices until it had the oppor-
tunity to establish a unified method.

But now, when the proposition is
reversed and it is one of terminating
the unified method and of putting back
into play the old diversified methods,
we have a far more difficult undertak-
ing, and that is a thing which we must
work out between now and the end of December, with the cooperation
of the railroad companies. A thing which
I am particularly anxious to accom-
plish is that this transfer back to pri-
ivate control, despite all the difficulties
that will be involved in it, shall be made
without disturbing the public service and without subjecting the trav-
eler or the shipper to confusion or un-
certainty as to how he shall conduct
his business when the railroad com-
panies resume control, which control
will not be unified and may not have
the uniform practices which have pre-
vailed during government control. So
this problem is one which calls for a
great deal of attention.

**FREIGHT SERVICE WAGE INCREASE**

On November 15 it was announced
that, in order to adjust an inequality in
the compensation of train and engine
men in slow freight service, time and
one-half would be paid for the time re-
quired to make runs in excess of what
would be required if an average speed
of twelve miles per hour were main-
tained, provided all rule
traries and special allowances now paid
in various forms of freight train serv-
ices are entirely eliminated for the rail-
roads as a whole.

This action was taken in view of the
director-general’s statement in August
that, while the subject of a general wage increase would not be
an issue, and any inequalities in remuneration as be-
tween the various services performed
would be adjusted, thus taking the
scape as the recent increase to the
shopmen.

The conclusion was reached that em-
ployees in freight train service habitually averaging less than twelve and one-half miles an hour do not get an opportunity to earn a reasonable monthly wage, as compared with employees in fast freight or passenger train service, and are under the disadvantage of spending more time away from home at their own personal expense.

For many of the engine men have urged that time and a half should be allowed for excess time as a punitive measure to compel trains to be run at a higher average speed. The director general, however, has decided that this step is not justifiable as a punitive measure, because, generally speaking, it is not feasible or reasonable to run economically heavy freight trains at a speed as high as twelve and a half miles an hour. The conclusion outlined in the case of those employed in slow freight service is therefore not adopted as a punitive measure but simply to enable employees in this class of service to earn a reasonable amount of money as compared with others in the same vocations.

It is estimated that, with the average speeds now made by the slower freight trains, the average wage expenditure will be approximately $3,000,000 per month. However, the effect of such wage rates will undoubtedly correct many of the cases of trains being kept an abnormally long time upon the road, and to the extent that this condition can be so corrected the cost will be reduced.

**Splendid Safety Showing**

"This safety drive is our drive, much more so than of the railroads themselves. Therefore bear in mind that the campaign is not designed necessarily merely to prevent accidents, but rather to eliminate them. We should not merely arouse interest in this drive but enthusiasm, both individually and collectively—and the conservation of life and limb of our fellow workers should arouse the real enthusiasm of each and every member."

The foregoing is an excerpt from a letter addressed by one of the western brotherhood lodges to its members.

That enthusiasm in connection with the National Railroad Accident Prevention Drive permeated the entire railroad fraternity is lucidly shown in the results obtained.

A decrease of 42, or 33 1/3 percent, in the number of employees killed, and an increase, in the number injured, during the period of the drive, from October 18 to 31, tells the tale.

Every region strove in friendly rivalry to outdo every other region. Every railroad strove to outdo every other railroad in its percentage of decrease, and every safety committee strove to outdo every other safety committee in its accomplishments.

Many and original were the methods pursued to accomplish the desired result—a result which is not told fully in the cold statistics compiled upon the completion of the drive. Its benefits will be sustained by years in the intensified education which the millions of men individually and collectively have gained. It demonstrated what complete cooperation and consistent care can do in making more safe the railroadman’s vocation.

Not alone were unsafe conditions brought to light and remedied—the drive also ferreted out unsafe persons and put into effect various processes to eliminate the dangers in which such unsafe employees might involve their fellow-workers.

The interest not only by employees but by the public at large over the entire country was remarkable. Public spirited citizens joined hands with the railroad workers in a wholehearted endeavor to accomplish maximum results. Reflecting this spirit, the State of Indiana has incorporated in its school manual a course of study on accident prevention, while the Governor of Utah issued a proclamation designating October 18 to 31 as a state no accident period and called upon every citizen to do his part.

Where everyone strove so heartily everyone is to be congratulated upon the showing made. The figures detailing the results accomplished should really be construed liberally, as many factors not easily defined entered into the final figures. In our great web of railroads there are necessarily inequalities such as density of traffic, single or double track, mountainous and prairie sections, moderate and severe climates, and so forth. So much was accomplished both in known and in intangible results that there is glory sufficient for all, and by their wonderful work the railroadmen of America have added a splendid chapter to the history of the transportation industry.

It is of interest also to note what was accomplished preceding the National Railroad Accident Prevention Drive but during a period when the systematic effort for safety pervaded. During the eight months of 1918 up to September 1, 934 fewer employees were killed and 23,531 fewer employees were injured than in the corresponding period of 1917. During the former period 128,058 unsafe conditions and 25,155 unsafe practices also were remedied.

Safety work now claims the attention of a permanent active organization of 1,700 committees, consisting of 57,011 committee-men, comprising 8,700 officers and 18,251 employees, besides approximately five hundred safety supervisors or agents devoting their full time to this feature of railroad operation on the various systems.

Following in tabulated form appear the statistics of the various regions in connection with the recent drive. Encouraged by the splendid showing there made, let us all continue undiminished and unceasingly our efforts to escape injury ourselves or to cause injury to others. The regions are ranked according to their decrease in casualties per hundred men employed:
DOWN in Western Kentucky you can find it. In the heart of the "Pennyville" region. It is a little city of about 5,000 people, the county seat of Caldwell county. All around it lies inexhaustible mines of coal, fuel for factories; there are Fluor Sarp mines of untold riches; there are lime stone quarries that hundreds of years cannot exhaust; there are broad acres of rich, fertile soil, that the sun and the showers make to laugh and bring forth a harvest that puts to shame the output of coal mines that have made millionaires of men; there are streams of running water and little laughing brooks all over the county, and there are wonderful pastures of grass that make this county a paradise for the stock raiser, and on "shipping" days it is a sight worth traveling miles to see sleek fat cattle being brought in to be shipped to the convenient markets of Louisville, Evansville and St. Louis.

But cattle is by no means the only product of this county, it lies in the heart of the Dark Tobacco region, and its soil produces a leaf that commands the highest prices and a ready sale on all the markets. There are large tobacco handling houses here that have a capacity to take care of the six to eight million pounds of tobacco that is raised each year by our farmers. Here in Princeton is the junction of the Louisville and Memphis branch and the Evansville and Nashville which have a capacity to handle over two hundred cars, and a management that gives the tourists especial attention. Princeton's four hotels offer accommodation to the traveling public that is equalled by no town of its size in the state.

Public Schools.

Princeton has a public school system that is not surpassed by any town of its size in the state, and recently there was voted an issue of bonds to build another school house and equip it in the most up-to-date manner.

Churches.

The churches are well represented, the different denominations worshiping here are the Baptists, Methodists, Presbyterians, Christians and Catholics. These different congregations all own their own houses of worship, free of debt, and they are all united in the one purpose of making Princeton an ideal place in which to live.

Secret Orders.

There are many secret organizations in the city, the principal ones being the Masons, the Odd Fellows and the Elks, all of whom own their own homes, and these homes truly reflect the prosperity of these orders and are a credit to the city.

Princeton Knitting Mills.

This is an industry of which Princeton is justly proud. Founded during the period of unrest caused by the World War, it has prospered and grown far beyond the wildest dreams of its organizers. Their output is sold for a year in advance and not a day
goes by in which they do not have to
turn down orders for their product.

Princeton Ice and Storage Co.
This factory makes the celebrated
"Metcalf's Pure Ice" and not only
furnishes the city with all the ice it
consumes but also supplies all the ad-
jacent towns as well as the Illinois
Central Railroad.

Princeton Roller Mills.
Makers of Kevil's "White Fawn"

"Poultry, Butter, Eggs, Hides, Wool,
Etc."
This is the sign over the poultry
house of the Davidson, Scay Adams
Co. This firm gathers in all the poul-
try from the Tennessee line to the
Green River. It dresses the most of
it and ships it away in great barrels
of ice, to the markets of New York,
Philadelphia, Boston and Chicago.
Thousands of Turkeys and tens of
thousands of chickens are shipped
from Princeton each year by this firm,
and their business will run well over
a million dollars.

Wholesale Grocery.
The wholesale grocery of A. Koltin-
sky was established in 1870. It has
grown until it now occupies two large
three story buildings besides several
warehouses and the volume of bus-

flour. Three mills in Western Ken-
tucky are unable to supply the demand
for this brand of flour. The business
sagacity of R. U. Kevil was well de-
monstrated when he put this flour on the
market. "Better than the best" is
his motto and "White Fawn" dem-
strates it.
ness done by this firm will amount to fully three quarters of a million dollars a year.

GARAGES
Bebout-Luttrell Motor Co.
This company is the Sales Agent for Henry Ford’s “Tin Lizzie’s” for the famous “Dodge” car. Their garage, which is just completed, will accommodate over one hundred cars. “Special and less than two thousand in the special accommodation for the ladies’ tire United States.”

The Farmers National Bank was organized in 1898 with a capital of $25,000. It now has a capital of $60,000 and a deposit account of over three hundred thousand dollars. It is well and conservatively managed and ranks high among the financial institutions in this end of the state.

The town is looking for them and its people will encourage them. There are good sites here on which factories can locate. Within a radius of twenty-five miles there are fifty coal mines, fuel is cheap, freight rates are low, property can be bought at reasonable figures, and the cost of living is cheap indeed when compared with living in the cities. The Princeton Commercial Club would be glad to hear from any one seeking a location. Write M. J. Groom, secretary, Princeton, Ky.

The counties of Caldwell, Lyon and Trigg. The only thing that keeps them from being millionaires is that Henry Ford can’t fill their orders. Their Garage will accommodate seventy five cars, and they are equipped to make all kinds of repairs.

Princeton Auto Sales Co.
This company is the sales agent for the

Banks
The First National Bank of Princeton was organized September 15, 1888, with a capital stock of $50,000. It now has a capital stock of $150,000, a surplus fund of $280,000 and a deposit account of one and one-half million dollars. It is on the “Roll of Honor” of Princeton needs. It needs factories.
Purchasing & Supply Department

Scrap

Its Value to the Railroad and Methods of Handling and Reclamation

By L. L. King, Assistant General Storekeeper, Memphis, Tennessee

The intent of this article through the Magazine, to all employees primarily, is to familiarize them with the value of scrap to the Railroad, and briefly describe methods in vogue of assorting and handling, also work done in the way of reclaiming and putting back into service everything possible.

To the average employee, the value of scrap sales for a System such as the Illinois Central and Yazoo & Mississippi Valley Railroads is no doubt never occurred, and it should be interesting to learn that these Roads realize annually approximately $8,000,000 on all such material sold.

It should be remembered that these figures are made up from all kinds of scrap material turned in, ranging in weight from one ounce up to tons, and not only gathered in from scrap docks, large shops and yard layouts, but from almost every foot of wayland along the 6,163 miles of track belonging to these Railroads. The reader can, therefore, see the urgent necessity for not passing by any scrap, regardless of size or weight, and he should not only pick it up or lay it aside, but insist on every fellow employee doing likewise, who may have been in the habit of kicking it into the weeds or perhaps throwing it into the barrow pits on waylands. Rather than troubling himself with caring for it and turning it into the proper course for final disposition.

Origin of Scrap

The work of assembling, of course, is usually carried out by section men who pass over their sections almost daily. Shop employees engaged in extensive repairs to locomotives and cars. Scrap material is oftentimes not all assembled as it should be, and frequently items are found left in cars, which, if not discovered, might be sent out on line and the scrap lost entirely insofar as the Railroads are concerned.

The same condition also applies to new or serviceable second-hand items such as nails, screws, bolts, etc., drawn from stock, that some employe may inadvertently leave in cars repaired. These items are very expensive, and an employee interested in the welfare of the Company he represents, will make it a practice to go over such cars carefully before leaving yards, to see that all serviceable and scrap material is removed and turned over to the proper party for handling.

From the Roadway scrap picked up and delivered to tool homes, the section men should reclaim all good spikes, track bolts, rail joints, etc., which can be used by the Road Department, and the expense of loading and handling Scrap Dock at Division headquarters can thereby be avoided. This also applies to Mechanical scrap at outside points, as well as shop repair yards. All scrap, of course, is being closely inspected at all scrap docks on the Railroad, before being loaded to the market, but a close surveillance by the Foremen at yards, where picked up, will eliminate extra handling costs and prevent tons of serviceable material reaching Scrap Dock that later on will have to be carted back to them for use.

When cars are loaded with scrap on Line of Road, or from outside points for Division headquarters, extreme care should be taken to see that they are always weighed light prior to loading—properly stenciled—loaded to capacity as nearly as possible, and in such a way as will cause the minimum cost of handling upon arrival at destination. The maximum loading of cars with all material, has, of course, been promulgated for years, and the good evidence therefrom is always noticeable in reduction of cars used from time to time.

The Storekeeper being the one who is called upon to assort scrap preparatory to turning over to the market or forwarding to the General Storehouse in some cases for ultimate handling, is naturally the greatest advocate for a force of sparsely serviceable Scrap Dock, equipped with mechanical devices for properly preparing the scrap according to the Government classifications now in use. Fortunately, some of the larger points have recently been given new docks, equipped with air hammers, electric shears, etc., with sufficient bins provided to properly classify scrap according to classification.

At these points regular Scrap Foremen are employed with sufficient force to handle all scrap coming in from one of more Divisions, as well as that accumulated from the immediate shops, and, needless to say, good results are being obtained by local classification and frequently direct sales made to scrap dealers, which avoid long hauls to the General Storehouse and tend to eliminate congestion of cars and scrap at the General Scrap Docks. It is necessary, however, that Foremen passing on scrap for sale direct, be familiar with every piece of scrap handled and know definitely how it should be cut apart, and its proper classification to secure highest price and avoid claims from purchasers when car reaches destination. When the latter condition occurs, it involves an expense to the Railroad in sending representative to adjust, otherwise they are compelled to accept the complaint registered as proper.

Reclamation

When a car of scrap material arrives...
at the Scrap Dock the first thing done by the Foreman in charge is to satisfy himself that the proper credits have been given the Division or Shop originating the scrap. This done, the next step is to start unloading, classifying and separating the usable materials from that requiring further attention before being sent to the Storehouse material yards.

These operations, of course, require the closest attention of the Scap Foreman, who must see to it that every pound of scrap is properly classed and placed in the bins, where same is held until a car, or partial carload, is accumulated, after which it may be loaded and sold according to instructions. All material requiring attention to make it serviceable is piled separately and the work of reclaiming is usually immediately started.

The following is a brief description of work carried on at various Shops in the way of reclaiming, the value of which averages annually on the System a saving of thousands of dollars:

- **Nuts—Hexagon, Square and Track:** All nuts received on railroad cars, etc., are removed by machines constructed for that purpose. These machines are usually made from a portable air drill properly placed with a sliding shaft or coupling for holding any size nut. A number of old bolt machines are also used for this purpose, by reversing the ears, and are giving excellent service. Nuts received are usually rattled to remove rust, then inspected and gauged. If satisfactory for use according to gauge, they are retapped, if necessary, and separated as to sizes, placed in legs and returned to Store for issuance. It should be noted that truck bolt nuts are handled through this process and after retapped are used in repairing equipment, or otherwise.

- **Bolts:** Carriage and machine bolts received are examined closely and those of proper lengths are usually sent immediately to threading machines, especially when threads are bad. Others are sent to be re-cut. Carriage to meeting standard lengths, after which they are threaded and sent to Storehouse material bins, where they are held until needed. These bolts, of course, are straightened by aid of an air hammer on dock when necessary for workmen. Considerable saving is made in this respect by curtailing pur-

- **Washer, Split Keys, etc.:** All washers, split keys, etc., are removed from cars, stored in a special place in the dock, and sent to Storeshouse for issuance. Scrap locomotive flanges received are examined carefully and sent to shops for cutting on a machine, the value of which represents the amount of reclaiming and repair work done in the shops.

- **Loose parts:** This material is thus obtained and is used in making and repairs, the value of which represents the saving of thousands of dollars.

- **Brake Beams:** All brake beams received are removed from cars, and used in making and repairs. The usual repairs consist of the application of new, new, or old, and some are used in making and repairs. The usual repairs consist of the application of new, new, or old, and some are used in making and repairs.

- **Brake Heads:** Brake heads repaired, Railroad crossings, track frogs and switch points built up and made serviceable, and used in connection with other repair work. 

- **Couplers and Knuckle:** Couplers and knuckles repaired, Track bolsters repaired, Truck bolsters repaired.

- **Journals boxes and truck pedestals:** Journal boxes and truck pedestals repaired.

The explanation given is far from complete, but it should be understood that the material reclaimed is used in making and repairs, the value of which represents the saving of thousands of dollars.

The spirit prevailing, which is particularly on Line of Road, that there is a scrap dock at Division headquarters for handling all scrap, etc., should be disseminated from the minds of all as much as possible. The fact, of course, is true, but the expense incurred in loading good material and hauling it a hundred miles to headquarters, where it can be picked over and then returned, not only incurs added labor charges, but deprives the Railroad of the use of many class of cars within the period of a year and decreases the freight revenue accordingly.

Be Cheerful—it helps some.

Why not boost your organization—why not work with it. Don't ever let the question, "How can I get it?" and ask yourself the question: "What do I do for what I have?"

Spring: All springs are examined closely and the elliptic style is generally the most satisfactory type. It is the best spring for use in the service. The question is: "What do I do for what I have?"

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that hot, stale stuff. With very little expense and trouble, ventilators can be provided so that the air in the office will continually be removed, without a draft hitting anyone. A stuffy atmosphere impedes mental and physical activity. Fresh air is Nature's own energizer.

There was once a young fellow who never washed his hands after lunch until the whistle had blown. When business fell off and things got slack, he was the first one to get his time. If an employee has the company's interests at heart, he won't be afraid of giving too "good measure" as far as his time and efforts are concerned, and that's what wins.

Do you know that the interest on a million dollar's worth of dead stock would keep seventy-two laborers working the year round?

When you clean up for any reason, throw good material into scrap? It only has to be sorted and returned to stock. Sorting and rehandling costs money.

Who wouldn't pick up a quarter or half a dollar when he saw it on the street? Yet employees will often pass good material which has been left after a job has been completed. Great care is taken in the stacking and caring of money in a bank, but its equivalent material on hand is often lost sight of. Your housing and caring for material represents your bank, through which handled a considerable amount of material during a year. Why not keep neat and orderly, so you can watch your investment?

Those awnings should be taken down and stored in a dry place just as soon as you discontinue lowering them each day. If allowed to remain on the cars, they will deteriorate rapidly. With proper care of awnings, many livery man's service can be gotten from them without renewal.

Do not build in alibis. They are demonstrations of weakness and the weapon of shifters! MERRY CHRISTMAS TO ALL—goodbye—will see you in the January issue.

The way to save coal is to close the avenues of waste. So much has been said upon this subject that a party on this way to the fuel cars was heard to pass a remark about the "damned coal." This young man got the bull by the wrong horn—it is the "undamaged coal" that is ever under discussion.

Economy in the use of fuel is paramount to any of the issues confronting railroads, not only at this time, but at all times, as it is one of the largest items of expense entering into the cost of operation. Viewed from all angles, one finds many elements to be considered, conditions which must be analyzed, methods perhaps changed. To do this, one should follow the example of the International Harvester Company, from the mine to its final resting place, the ashpit, and note what happens to it in its journeyings. In this way, one might gain a fairly comprehensive idea of the extravagant practices that exist amongst the companions of "old King Coal." A steady and persistent campaign against these extravagances has been on for some time and a great deal of good has resulted but undoubtedly, much more can be accomplished.

We cannot salvage the coal that leaks or is suffered enroute nor that which rolls from the cars or engine tenders along the waylands. The way to salvage that portion is to furnish tight cars and prevent the overloading of cars and tenders. This latter item of waste is receiving a great deal of attention but is not yet fully corrected. The main terminals where engines are couled are watched closely but at the intermediate coaling stations, the habit of overloading tanks is still lingers.

The idea prevails in many quarters that fuel conservation rests solely on the enginemen as they were the ones who disposed of it after it was placed on tenders. They are and always will be, potent factors in the final results, but not to the exclusion of other elements that cause waste.

If the engine is properly handled by enginemen there need be but little coal wasted, but proper handling is a broad term, interpreted differently by individuals. What some might believe to be proper handling, others would call abuse, and these latter are the real coal savers.

In many instances, not enough thought is given to the position of the throttle, the reverse lever, and the water ram, and these three in indifferent hands will wreck any record for economy that other good practices might establish for employees in engine service.

Properly handled, an engine which is not in the best condition by reason of being old and about ready for shopping will make sufficient steam to handle a train and give good service. Improperly handled, the reverse occurs and the engine fails in steam. A poor steaming engine is a drawback to operation, a curse to the roundhouse organization and a hog on coal. Having had charge of a locomotive, I am ready to sponsor the assertion that
there are about as many engineers that don't steam as there are engines that don't steam and bear my portion of the criticism along with the best of them. Care in working the engine only as hard as necessary to do the work will save fuel in reducing the amount of water evaporated. Care in handling the injectors will reduce the amount of coal required to generate steam. Care in firing will eliminate the waste due to engines blowing off and when the engine crews work consistently along these lines the economies which are fairly expected of them have been accomplished.

Engines should, of course, be turned out of roundhouses with clean flues, crown bolts, cleaned of clinkers, and grates clean and properly fitted. This, together with draft appliances in proper condition and front ends tight is the responsibility devolving upon the roundhouse organization, and is a fair start towards the goal of conservation. With this encouragement at the start, the engine crew is apt to be imbued with the same spirit.

There has been considerable waste in firing up engines at roundhouses which I believe can be traced back to the plan of using oil for ignition, which was adopted some years ago and which necessitated a radical departure from the method in effect when wood was used. With oil ignition, it is necessary to cover the grates with coal first, and much of the finer coal finds its way into the ashpan when it is consumed without generating any steam or is dumped along with the ashes and lost as a heat agent. Within the past year and a half, this coal is saved but at quite an expense of labor. A test was made sometime ago which disclosed the fact that by reason of covering grates with coal first, a quantity of coal varying from 50 to more than a hundred pounds of coal fell to the ashpan, which required extra labor to recover. It was found at this time by another test that when wood was used, and the old practice of placing wood on the grates first before coal was applied that but very little of the coal fell through—not as much as ten pounds at the most. I am of the opinion that this latter method is the most economical as well as practicable and should be adopted wherever wood is used.

The practice of saving the heat in boilers of locomotives by covering the stacks of such as do not require to be blown off for washout or boiler work will result in saving many pounds of coal in raising steam pressure, sufficient to dispatch the engine. By educating the fire-up men and hostlers to conserve as far as possible in preparing and caring for newly-fired engines, one avenue of waste will have been recorded.

Our comparison with other railroads along the lines of coal consumption are favorable, and the favorable results accomplished so far should act as a stimulus for renewed effort. We have a class of power and a class of men, which together, can make still further reduction in our fuel bill if the best efforts of all are exerted, to do it.

To All Members of the 13th Engineers, U. S. Army

A dinner-dance will be given by the "Trezeme Club" of the 13th Engineers, on the 9th Floor of the Hamilton Club, 39 South Dearborn Street, Chicago, December 20th, 1916.

Mess call will sound at 6:30 P. M. and you will be expected there at that hour with your "cherie," wife or sweetheart. It will not be necessary to bring your mess kit—they will be furnished for $2.50 apiece.

Make reservations by returning the coupon below to Mr. E. J. Carr, Secretary, 5415 Kimball Avenue, or J. A. Castagno, Treasurer, Room 1118, 39 South LaSalle Street, Chicago.

DANCE COMMITTEE

The Telephone—Its Use and Abuse

By C. A. Stang, Chief Clerk, General Freight Department, New Orleans, La.

I NVENTED some thirty-five years ago, the telephone has evolved from the experimental stage to a point where it is absolutely essential in the business world. Unfortunately, the art (if it may be so designated) of telephoning has not developed to the same high state of efficiency.

Many users of the telephone while extremely courteous in personal intercourse with their fellows, for some unknown reason, do not always display that same characteristic when required to substitute telephonic for direct conversation. The lack of cordiality and failure to promptly attend to a telephone transaction in many cases is due to perhaps the fact that the party summoned feels that his dealings are more or less impersonal.

If all connected with the Illinois Central R. R.—Yazoo & Mississippi Valley R. R. could be impressed with the importance of exercising as much courtesy and promptness in the handling of telephonic correspondence as they do in their every-day dealings, there is no gain-saying the fact that the list of satisfied patrons and customers would be considerably increased.

This article is not intended to unjustly criticize anyone, but it is never the less true that there is a tendency to grow irritable when called upon to drop some intricate proposition and answer telephone. While this may be a human failing, it offers no excuse for making some innocent party the victim of one's discourtesy. No good purpose is ever served by such handling of the telephone as the information must then be furnished and it very often happens that the goodwill of the patron is lost.

The Scriptural injunction "a soft answer turneth away wrath" is equally applicable in the use of the telephone as it is in ordinary verbal relations. Experience has demonstrated that the application of this principle has many times resulted in the satisfactory handling of patrons who were apparently very much exercised over some real or fancied grievance.

By a courteous response to a telephone call and keeping cool, calm and soft voiced while the party on the other end is stating his troubles, the employee displays diplomacy which materially assists in a satisfactory solution of the complaint; and this satisfactory solution necessarily rebounds to the good of the carrier whose interest is identical with that of the employee.

By constantly keeping in mind that it is sometimes necessary to secure information from others over the telephone, the chagrin occasioned not only by the delay in answering calls but the brusque
manner in which inquiries are met, it will not prove difficult "to do unto others as you would have others do unto you" and incidentally bring about a better understanding with the shipping public to whom the carrier must sell its one and only commodity—TRANSPORTATION.

GLEANINGS
from the
CLAIMS DEPARTMENT

Interesting News of Doings of Claimants In and Out of Court

Chasing a Pot of Gold at the End of a Rainbow

Trial of Mr. Phelan’s Suit for $75,000 Against the Illinois Central for Loss of Both Legs at Dubuque, Ia., Results in Failure of Jury to Agree

Mr. James Phelan, a prominent citizen of Fort Dodge, Ia., suffered the loss of both legs and a portion of his right hand while attempting to cross the railroad tracks at Second Street crossing, Dubuque, Ia., about 8:20 P.M., March 29, 1919. He was knocked down and run over by a cut of three cars being shoved by a switch engine. He survived the serious injuries. About a month after the accident occurred, suit was filed by Mr. Phelan in the United States District Court at Fort Dodge for $75,000. It was alleged that the Director General, who was operating the Railroad, was negligent in that the cars were shoved across Second Street crossing on the night in question without any warning of their approach, or without anyone riding the advancing end, and that the cars were running at a high and dangerous rate of speed. Many other charges of negligence were made. The Railroad denied these charges, claiming that Mr. Phelan was injured through his own negligence in attempting to walk around the end of the advancing car of the cut of cars which partly obstructed the crossing.

On April 10, 1919, before the suit was filed, a representative of the Claim Department called on Mr. Phelan for the purpose of obtaining from him a statement as to the manner in which he was injured, and also with the view of suggesting to him the inadvisability of employing attorneys until after the Railroad had completed its investigation of the accident. It was thought that an amicable adjustment
of the claim might be made directly between Mr. Phelan and the Railroad after the investigation had been completed, and that in that case no suit would be necessary, and this was suggested to Mr. Phelan. He was also told that the Railroad would pay him directly as it would pay through attorneys. This good advice was disregarded, and suit was filed a few days after the visit of the representative of the Claim Department.

The trial of the case was concluded at Fort Dodge on the 20th ult. Just before the trial was begun, a substantial offer of compromise was made to Mr. Phelan through his attorneys, which was refused. Mr. Phelan was bent on having a law suit. He had it. The jury remained out about twenty-two hours and was unable to agree and was discharged by the court. It was reported that the jury on first ballot stood seven to five in favor of the Railroad.

During the trial of the case, Mr. Phelan testified that he recalled the time when the representative of the Claim Department called on him at the hospital, but that it was necessary for him to ring for the nurse and have this representative put on a new gown. Mr. Phelan’s attending physician and a court reporter, who were present testified that this was not a fact.

Able counsel at Fort Dodge represented Mr. Phelan, and the trial of the case attracted much attention, inasmuch as Mr. Phelan is well known there, having at one time been a member of the City Council. At the time of the accident, however, he was a traveling salesman for the Carth-Gypsum Company.

The old, old story of chasing a pot of gold at the end of a rainbow is oftentimes illustrated in these personal cases against railroads. Mr. Phelan was shown every courtesy by the representatives of the Railroad, beginning with the fireman of the engine, who immediately after the accident, bound his limbs with an improvised tourniquet. Later he was attended by the Railroad’s surgeon, for it is believed the fine surgical attention which Mr. Phelan received saved his life.

Mr. Phelan’s case is characteristic of a good many which occur annually on large railroad systems. He unfortunately sustained a horrible injury, and there was much sympathy felt for him. The members of the switching crew handling the cut of cars that ran over him sympathized with him perhaps as much as anyone else outside of his immediate family, and the officers of the railroad always regret these unfortunate accidents, and when one occurs, they immediately check it carefully and investigate it with the view of preventing a similar accident.

LAND OF MAKE-BELIEVE GET HIS GOAT.

The editor of this Department of the magazine is in receipt of a program entitled, "The Jollies of 1921: Ragtime to Grand Opera and Back Again." The scene of the performance was at the "winter home of Mr. C. D. Cary, Palm Beach, Fla." However, the performance took place at Kankakee, Ill., on the 11th ult. Mr. Cary did not send out copies of the program until after the performance had taken place. It is therefore presumed that the show was going to be pretty rotten and did not care to have any of his railroad friends from Chicago present.

The program indicates that Mr. Cary was pretty much the only show, although there were some others in the cast. Mr. Cary acted as the interlocutor. The principal comedians were Frank Pearlman, Schafer, Barney Adelman, Jackson, Howard Topping, George White, Pete Schafer and Harcourt Thompson. The musical numbers were as follows:

"I Ain’t Heard Nothin’ Yet,”
"I Know What It Means to be Lonesome."

"I Wasn’t Scared."
"Your Eyes Have Told Me So."
"Just Who Are You?"
"Tell Me."

"The wedding March in Ragtime."

There were also "a few remarks" by C. D. Cary. His friends in the Claim Department and on the railroad know about what they were.

The funny part about Mr. Cary’s show down at Kankakee is that we always hear of them after they take place and never before they take place. The scene "Winter Home of Mr. C. D. Cary, Palm Beach, Fla." must have made a real impression upon Mr. Cary, because a short time after the performance took place at Kankakee he applied for a four months’ vacation commencing January 1st. When asked what he intended to do, his reply was that he was going to Florida for the winter. He intends to turn "Mr. Cary’s Winter Home in Florida," into a reality.

WOULD NOT MAKE A CLAIM AGAINST THE RAILROAD.

On the night of October 13th a splendid Jersey cow belonging to Thomas Overcast, a farmer residing near Union City, Tenn., and killed by an unknown northbound train near Gibbs. It was, of course, expected that the usual claim would be presented, but the owner turned out to be the exception. He stated to the Claim Agent that the cow was suffering with what is called ‘mad itch’ and that he was satisfied from the appearance of the fence around the lot in which the cow was inclosed that the cow, in her suffering, broke through the fence and got out and thus got upon the railroad track. Under these circumstances, Mr. Overcast did not think the Railroad was to blame for the killing of his cow, and although a valuable one, he preferred to stand all of the loss himself.

AN HONEST MAN.

Last September Claim Agent Cary made a settlement with Switchman Neal Canaday, of Champaign, Ill., for a slight injury Mr. Canaday sustained during the course of his employment. The amount paid was $26.00. During the latter part of October Mr. Cary received a letter from Mr. Canaday, with a check enclosed for $5.00. Mr. Canaday’s letter is given in full below:

Champaign, Ill., October 25, 1918.

Mr. Charles D. Cary,
Claim Agent.

Dear Sir:

Enclosed you will find a check for $5.00, which I have wrongfully taken and wish to return to the Company. The agreement we made was for $26.00 instead of $25.00. Therefore, I think it my duty as a Christian man to return this $5.00. Hoping you will return this to the Treasury accompanied by an explanation, I am,

Yours truly,
Neal Canaday.

MAN’S DUTY TO HIMSELF AND FAMILY.

If you are a worker in a hazardous occupation just remember, please, that your immunity against a possibly fatal accident depends largely on yourself, instead of chafing under the restrictive orders imposed by the management to insure industrial safety. Recognize that these orders are issued for your good. Try honestly to obey them, not meanly to evade them. You are perfectly willing, you say, to take chances so far as your safety is concerned. You owe it to your family not to take chances. You owe it to your fellow workers, who may be seriously injured if you are careless or reckless.

Make a conscious study of the special risks your occupation involves and the means whereby you may minimize these. Attend faithfully and alertly any accident prevention classes that may be held in your place of work. If your employer has not organized such classes— as all employers should— exchange observations and experiences with your associates. In every way co-operate to make safety devices and safety methods really mean safety. Keep constantly in mind the old adage, “Familiarity breeds
contempt." Do not allow your familiarity with the special dangers of your work to breed a risk-taking contempt for them.

Another thing. The more dangerous your occupation the greater your need for keeping in first class physical shape. Experience teaches that the men most liable to industrial accidents are men in a "run down" condition, or physically exhausted from any cause. The poisons of fatigue affect all the faculties, causing slips, missteps, errors of judgment, that may have disastrous consequences. Whether at work, then, or away from work, do not lapse into unhygienic habits. Go to bed at a reasonable hour every night. Eat really nourishing food. Choose healthful, not health impairing, recreations. Above all, beware of amusements that may mean an excessive, debilitating waste of nervous energy.

One evening's so-called fun, in the way of dissipation, may mean so profound a loss of attention power and of muscular co-ordination as to make an accident almost inevitable.

It is impossible to give statistics, but it is certain that an enormous number of industrial workers are maimed, crippled or killed outright as a result of overreverent, perhaps positively vicious pleasure seeking that has been followed by an accident-inviting drowsiness during the next day's work.

To be sure, no matter how prudent you may be, no matter how conscientious, an accident of some sort may befall you. But the likelihood of its befalling you is obviously lessened in proportion to the care with which you live up to the principle of "safety first." It is the most important thing for you to remember.—H. Addington Bruce in Chicago Daily News.

"SENTENCED" TO LEARN ENGLISH

Josef Witowicz, 638 Sloan Street, an employee of Sela, Speno & Co., who came from Lithuania nine years ago, was "sentenced" recently by Judge Michael L. McKinley in the Superior Court to learn English by July 1.

A jury had been selected to hear evidence in Witowicz's suit for $10,000 damages from the Mowbray & Robinson Company and Peter Tannath, a truck driver employed by that concern, for injuries sustained in an automobile accident in 1916, when the plaintiff's attorney, Stuart B. Krohn, asked for an increase in the money awarded.

"This man doesn't need an interpreter," Judge McKinley said. "He needs a school teacher, and I am going to give him a chance to get one. This case will be continued until July 1 to allow him to learn English. If he makes enough progress by that time the case will be heard, otherwise it will be continued again and again until he is able to speak our language.

"This man has applied for his first papers, but has never taken out his final papers. He wants all the benefits recorded a citizen, yet he doesn't bother to learn the language or to take enough interest in the country and its institutions to understand them. He has been sent to this country only a few terms ago, a child, who are still in Lithuania. I have no patience with a man of his type."—Chicago Daily Law Bulletin, November 13, 1919.

DUROC HOG MAKES TROUBLES

Mr. W. E. Still, a prosperous and influential citizen of Tate County, Miss., is a breeder of fine Duroc hogs. Last March one of his young sows strayed onto the waylands of the Railroad and was killed.

The circumstances under which the sow was killed were such that the Claim Agent did not feel that a claim was just, but with a view of maintaining that good feeling which should exist between the Railroad and its neighbors, an offer was made to stand a large part of the loss occasioned by this accident without a contest.

But the claimant insisted on staying his peace and obtained a verdict.

From the verdict of the Justice of the Peace, an appeal was taken to the Circuit Court, and in order to properly fend the action, it was necessary to have the engineer and section foreman; the actual time involved in trying the case was not to exceed thirty minutes, at the expiration of which time the court instructed the jury that the plaintiff had no case and it was their duty to return a verdict for the defendant.

The engineer lost two days from his work, the section foreman lost one day, and the time of the court was taken up with a case which resulted in the plaintiff losing what the Railroad had offered in compromise before he filed suit, plus the expenses incurred in court costs. The Railroad lost the wages of the engineer for two days, the section foreman for one day, and their expenses, which amounted to just about what was offered Mr. Still for his claim. In other words both the plaintiff and the Railroad came out losers in the transaction.

The only thing gained in the knowledge that there is a growing sentiment in Tate County, Miss., against unjust claims, that only a few terms ago, only a few terms ago in this county, a similar result was obtained in a suit for stock killed, where the Railroad had offered $780 in settlement of the claim.

HUNDREDS DIE USELESSLY

In nineteen months of war 80,150 American soldiers were killed. In the same period 192,654 civilians died in accidents which occurred on the streets, in the homes, and in the industrial activities of the United States—an average of 290 a day. Of these it has been absolutely demonstrated that three-fourths of these they are prevented by standard safety measures.

These points were driven home to some 700 representatives of industrial and commercial organizations in an address by C. W. Price, general manager of the local branch of the National Safety Council, at a luncheon in the Terrace Club on Tuesday, under the auspices of the Civic Industrial Committee of the Association of Commerce.

"The institution of standardized safety methods in industrial plants can be accomplished with little expense, and brings large returns to the employer of labor, not only in a humanitarian way, but in increased efficiency, production and actual money dividends," said Mr. Price.

He then stated that it has been shown where educational safety campaigns have been tried in industries that two-thirds of the accidents can be eliminated by education and organization; that only one-third of prevention is accomplished by mechanical and safety appliances.

"The railroads, the United States Steel corporation and the coal mining companies have been pioneers in this sort of work," he continued. "In five years the railroads reduced the deaths and injuries to passengers 50 per cent and to train operators 47 per cent. In 1918, 302 of the railroads, carrying 8,652,900 passengers, were able to report not one passenger killed. The steel corporation and the coal mines now have the most rigid safety rules and installations on the face of the earth, and these lines."—Chicago Daily News, November 6, 1919.

THE GRAWLEE SUIT

On September 1, 1918, a Chevrolet automobile, driven by Dow Grawlee, of Dothan, Ala., was struck on public crossing near Wyatt, Ala., by Illinois Central train No. 9, resulting in serious personal injuries to Mr. Grawlee and the demolishing of his automobile. Very soon after the accident occurred, suit was filed against the Illinois Central Railroad and the Director General in the Federal Court at Brownsville, T. P. Court, where an action was brought in a verdict against the Railroad in the sum of $5,000. A motion for a new trial was promptly made by the attorney for the Railroad and the same was brought in a verdict against the Railroad in the sum of $5,000.

The star witness for Mr. Grawlee got

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DEATH AT THE WHEEL.

In emphasizing the great number of deaths and injuries caused by motor accidents, The Chicago Tribune is trying to bring home to the average motorist that a great majority of mishaps are the result of carelessness.

It is an aphorism that an automobilist must not only watch himself but the other fellow as well. Drivers often are victims of their own negligence. Far too often they are the victims of the carelessness of others. And this is as true of pedestrians as motorists.

Too many pedestrians fail to observe the simple precaution of “stop, look, and listen.” Too many pedestrians insist upon personal privilege to the point of a disastrous collision with an automobile. A motorist may plainly be beyond his rights by speeding, by thrusting his car over a crossing, or by driving on the wrong side of the road. The fact that a motorist is guilty of gross law violation hardly compensates the pedestrian who persists in martyrdom to establish the legality of his position and the lawlessness of the motorist’s.

A pedestrian, haughtily conscious of his right to cross a street, will saunter casually, though the pavement be slippery and though there isn’t the slightest assurance that the approaching motor may not resist the brake and skid down upon him. There is no question here of the pedestrian’s rights; the motorist clearly may be at fault, but what principle has been reinforced after the pedestrian has been killed or injured?

The safety first doctrine asks each person to guard himself. It is easier to let a speed maniac have his way than to prove him wrong by getting under his car. The police will take care of the speeders. They can’t take care of wise pedestrians.

Too many automobilists are selfish. They are impatient of delays, demand the right of way, are intolerant of the rights of pedestrians, and take the wilder chances and endanger themselves and all those around them for the sake of gaining trivial traffic advantage.

A man who one day is an exasperated pedestrian, resenting the presence of the kindest motorist, the next day becomes the most intolerant motorist himself, resenting the inconvenience imposed by the presence of the most humble pedestrian.

The pedestrian who insists upon his rights of thoroughfare to the point of personal injury is in the minority. The average pedestrian is thoughtful, careful, and courteous. The average automobilist may think he is courteous, but he is not. He is thinking of getting out and inwardly resenting the obtuse foot passenger.

Motoring restrictions must be fashioned to teach unselfishness. Drivers have got to think less of themselves and more of others. They have got to learn that to put on the brakes and stop the car is easier than going to jail—Chicago (III.) Tribune, October 31, 1970.

Bridge Building Epoch Is Marked Here By New Railroad Structure

An epoch in bridge building history in Chicago was marked today with the opening of the new single-leaf bascule bridge of the St. Charles Air line, operated by the Illinois Central, C. B. & Q., North Western and Michigan Central railroads over the Chicago river at Sixteenth street.

Three thousand five hundred tons in weight, this bridge is higher when raised to a vertical position than any of the Chicago skyscraper office buildings. It is balanced by two slabs of concrete, known technically as “wing counterweights,” and is so arranged that it can be held rigid in any position. It can be raised or lowered, despite its enormous weight, in one and a half minutes.

The feature of the bridge which makes its opening for traffic an epoch marker is that it had to be built in such a manner that later, when the Chicago river channel is straightened, it can be moved 400 feet west and turned completely around.

The bridge was built under the direction and supervision of F. L. Thompson, chief engineer of the Illinois Central railroad, and at a cost in excess of a half million dollars, the plans being furnished by the Strauss Bascule Bridge company of Chicago.

—Chicago Daily Journal.
Getting Even

The Rambler had been on a duck hunt accompanied by Snap Shot Bill, on which occasion he had encountered a somewhat unique experience in that on reaching the hunting grounds he found that he had brought the wrong sized shells for his gun. Hence, instead of doing any shooting he really spent the day with "Hal," one of our agents located at a small station down the line, while Bill strayed away by himself, incidentally making a visit to the Professor and his Daughter. But worst than Bill's desertion for the entire day was the trick that he played on the Rambler by showing him a picture of a lot of ducks that he took at a duck farm while he let the Rambler understand that they were what he might have obtained on the hunting grounds but for his having brought the wrong shells for his gun.

The Rambler was so chagrined at his failure to make good on that expedition that he promised himself to follow it up by going again to the same place on the following Saturday. In the interval, however, Bill's picture of "scads of ducks" somehow got on his mind. There was that about it which haunted him until in a moment of inspiration it suddenly dawned on him why the landscape features of the picture looked peculiarly familiar. So going to the atlas he began to pour over the state map, first finding on it the little town where he had spent the day with the agent instead of shooting. He then traced out the relation of that locality to the town where the Professor lived, and the route over which Bill had told him he had come from the Professor's to join him at the agent's that evening. As he did so his mind went back to many a trip that he had made in that country in days past, and he began to have mental visions of the landscapes with which he had then been familiar. Finally he emitted a dry chuckle, as he remembered that midway between the two towns was a celebrated duck farm. He also recalled that he had visited that farm and had known its proprietor some years previously in connection with a trip the latter made to Florida. Then in a flash the haunting landscape of Bill's picture became clear in his mind. "Ha, ha," he softly said to himself, "now I know what I will do Saturday," And, from then on until Saturday arrived the Rambler was in buoyant mood.

So, on the morning of that day he took an early through train, not down to his former duck hunting station on our line, but to the town on a foreign line near which the Professor lived. He went alone, and he evidently had changed his mind as to the duck hunting feature of his trip, for he did not carry his gun with him. Instead of the latter he had a kodak slung over his shoulder. But he thought to himself as he walked to the station enjoying the crisp morning air, "Just the same I will go to that little station where Hal is before I get through. Between the Professor's house and Hal's station is no greater distance for me to make than it was for Bill to make from the duck hunting station over to the Professor's. In fact, it will be shorter, for Bill had to double back to meet me in the evening." His thoughts seemed so pleasant that he was in mood to enjoy all the jokes that he found in the morning paper, as, finally seated in his train, he was speeding to his destination. He seemed to be particularly struck with one little item that he found in the paper, credited to the Kansas City Star, and reading as follows:

"Last night, while you're in," said Mr. Holmes, who was sitting in his motor car in Wabash Avenue, near Madison Street. It was about 10 p.m.

"Some was standing before, Mr. Holmes realized it, she was cuddled beside him. Then she left. Soon thereafter he discovered the absence of twelve $100 bills, which had reposited in his right hip pocket.

"Poor little thing," Mr. Holmes said to a reporter. "I suppose her faith in mankind will be sadly shaken this morning. I got that roll in Washington from a fakir. It was stage money, and the fakir was 65 cents a dozen."

This item seemed to so fit a train of thought that was running through the Rambler's mind that after reading it he took it to his daughter and carefully cut it out with the thought of sending it to Slim, remarking to himself as he did so, and put the slip carefully away between the leaves of his memorandum book, "I know someone else whose faith will be shaken shortly, and it won't be a 'poor little thing,' either."

The Rambler on reaching his destination did not seem to be in a hurry to move along. He visited with the station agent for about an hour and then killed some time in the town until after the lunch hour. Then for the first time he showed signs of having a definite plan in mind, which plan it soon developed was to make a visit to the Professor. He reached that gentleman's place in a taxi, which he dismissed before making his arrival known, saying to himself as did so, "If they carried Bill across to our station I guess they will do as much for me.

He was cordially received and entertained by the two people of the household, in connection with which entertainment the Rambler did his part by making rather persistent use of his kodak. It was plain that his reason for doing so was that he had seen the picture that Bill had taken there a few days before, and he did not pretend to be as expert as Bill in expert - he had no idea that the latter had not always been happy in the nature of his compositions. That is, Bill, in the Rambler's estimation, had failed to grasp the opportunity to bring out the home and portraiture features that would have made such charming pictures had he not chosen to allow outside landscape features to predominate.

His hosts entered into his spirit in the matter, and gave him many ploys that he seemed to be enthusiastic about. The daughter was particularly pleasant in that regard, teasingly challenging him to beat Snap Shot Bill at his own game, if he could. But notwithstanding that the time passed quickly and pleasantly in this little visit, and in spite of his being urged to remain at least until after supper, the Rambler insisted that he must make our station not later than seven o'clock, as he had promised to have supper with the Agent there. So, as he had anticipated, they offered to drive him over in their machine, and again the Professor's Daughter went alone to be company for her father on his trip home.

The start was made rather earlier than
was necessary to reach Hal at the time that had been specified by the Rambler, but the latter had suggested an early departure, reasoning that the country through which they were going had been an old stamping ground of his in times past, and he would not mind their taking it rather slowly, so that he could enjoy some possible digestion here and there, if they did not mind, in order that he might see again some of the old familiar landmarks. The professor and his daughter gladly honored him in his desire, and set off on one of which they made a leisurely trip across the country and reached the station just as Hal was closing up for the day. They were given a cordial salutation by him, but to the Rambler, of course, he gave somewhat more than the perfunctory greeting the others had received. On the departure of the Professor and his daughter Hal said: "I am sorry that you will not see the city this evening. She has gone to the city on a shopping trip, having suddenly determined to take the advice of the press and do her Christmas shopping early. She will not be back until the first of the month. For included in the tour will be a visit to friends living in the suburbs of the city. This means that for your supper you have either got to take pot luck while I prepare a meal for us out at the house, or we will go to the 'Greasy Spoon,' as it is called by the unfortunate who have to take a public meal in our burg when driving through or making us a visit on market day. Our local citizens, however, through local pride, generally call by the name the proprietor has given it, that is—The Palace Dining Saloon. What license Jim, the proprietor, had for tackling that word 'Palace' on it is more than I can tell, unless it is on account of the brilliant red and gold wall paper with which it was decorated when first opened, but which now has faded to all shades, from lavender to orange. If you want my opinion as to where you will fare best, you had better come along home with me. I am some cook when I have to be, and as long as the Little Woman has been gone two days now I have got into the swing of it, and know my limitations and my qualifications. I have some fine cold boiled potatoes and some onions with which I will fry for us a good mess of Lyonnaise potatoes—got that name from a dining car card. Also there is a whole side of bacon waiting to be done to a crisp, as I know how to do it, and there is a full basket of coffee waiting to be cooked—my wife is of Swedish extraction, that is why I say that the coffee will be 'cooked.' The bread may not be as fresh as might be wished, as it is a batch that Mary made before she left, but I have kept it in a tin box wrapped in a damp towel, and it won't be so bad. On the way home we will stop at Mother Simpkins, a poor widow lady who helps out a meager income by baking various things and selling them to the neighbors, and get one of her fine mince pies. How does that strike you for a lay-out?"

"Fine!" said the Rambler. "Fine! Couldn't be better, especially as my auto ride and I have had a happy day along with me this trip in case the shooting should not prove what I desired. But here we are at your house with the pie picked up enroute, so now please get busy." Hal's eyes lighted up. He took the potatoes: "Come along, then," said Hal. "We will have a jolly time together until your train goes. "But," he added, suddenly, "I have had a request on second thought from the platform a couple of ducks, 'I didn't notice you had those birds along with you. Where did you get them? Where is your gun?' 'Gun?' was the response as the Rambler looked about him in apparent amazement, as though he had just thought of it. "Why, maybe I left it in the Professor's auto. Well, never mind," he added with pretended resignation, "I will not need it again for an infinite time. But I am glad that I did not forget my kodak. I am liable to want that almost any time," and as he said this last he tapped the case of that instrument, and said, "Be sure that it still swang from his shoulder."

"You do not seem to have had much luck with ducks," said the Agent, "unless you left some of them with the Professor, and I didn't know you were a kodaker—thought Snap Shot Bill was the only one on the road that was crazy on that score."

"Well," was the reply, as he ignored the first of the Agent's implied inquiries, "perhaps you have put it right, for I certainly am not as crazy about the kodak business as Bill is. However, I have used a kodak more or less in a modest way for years. Oftentimes I found it useful as a matter of record in taking parties over the line. It was with me at one time a sort of social adjunct in connection with special movements. Everything helps you know, and the pictures of scenery en route and of party groups that I handed out as souvenirs on my return was, in those days, surely a help for other party movements. But I only use the kodak once in a while now, and I do not begin to be as adept with it as is Bill. Nevertheless, I can take pictures that average pretty fairly and are good enough to serve my purpose. You have what you brought along with you, and I will bring it along with me in this case in case the shooting should not prove what I desired. But here we are at your house with the pie picked up enroute, so now please get busy." Hal's eyes lighted up. He took the potatoes: "Old Man!" he said. "But I have provided!" he added, with a hearty response, "I have not looked after myself in this direction very much, but I have had a little try at it from time to time. But let us fall to,"

The meal was heartily enjoyed, after which Hal, after loading and lighting his pipe, was for sitting by the fire to have a chat. But the Rambler insisted on first cleaning things up and washing the dishes, saying, "Don't have too much to wash, the truck accumulated for the Missus to see when she shows up, probably a day ahead of time. I'll bet she is worrying about you already," "Nothing doing in that line," was the curt rejoinder, "she's not that kind.

Finally the time came when both men were coolly seated before the kitchen fire, the Rambler insisting on this last, as against his usually much beloved open hearth, he remarking that the latter would seem desolate without the presence of Hal's wife, and that he reckoned as he had not long to stay the kitchen would be good enough for them. "All

mince pie, and coffee. Gee," he chuckled, "won't the little woman laugh when I tell her of our lay-out, but," he added, reflectively, "I'll bet she will worry that I was not here to make you some of her hot biscuits."

Thus in friendly geniality the two men worked together getting up their supper, for the Rambler proved that he had some experience in batching it and knew how to make suggestions as to flavoring and the like. But his chief occupation was to gather up the dirty dishes that Hal had left from his breakfast and dinner, and, on being told where to find it, laying a clean tablecloth and making a new set-up for the supper. When they finally sat down to their repast Hal looked approvingly over the table, and remarked, "You surely do know how to batch it. I expect I don't have this experience often enough to be as particular as you have undoubtedly learned to be by long practice. I understand you bought a new apartment, but I suppose such has not always been the case, and that occasionally you give the housekeeper a day off and look after yourself. How about it, Hal?" Hal's answer was a hearty "Well, yes," and a hearty response, "I have not looked after myself in this direction very much, but I have had a little try at it from time to time. But let us fall to,"
right," was the response, "and now you light up one of your cigars, if you have one. I am sorry to say I have none to give you, but if you prefer you can have one of my pipes, of which I have several. And now tell me about the Consolidated Ticket Offices, as you promised you would when you were down here the other day."

"Oh, yes," said the Rambler. "I had forgotten all about that. How many times have you been to the big city?"

He began, and thought he was talking about in his mind as to how to start what he had to say. "Only once," said the Agent. I went to work here at this station when I was still nearly a youngster, and have been tied down pretty close ever since, but one Fourth of July I did go up and take in the sights of your town."

With an amused smile the Rambler continued, "Then I do not imagine you know very much about our wonderful department stores from personal observation."

"Well, no, not exactly, but I have an idea about what they look like. Yes, Hiram Jenkins has one here."

"Oh, well, that's another reason the Rambler, his smile broadening, "perhaps it is just as well that you do not have a correct picture in mind of them, for I was only going to use them as an illustration of certain features of our Consolidated Ticket Office."

But beyond the fact that along exceedingly broad lines the latter are conducted on the department store principle as between different railroads, there is not much common between them, particularly as to their physical appearance. In the stores there is an extensive display of wares, whereas in the ticket offices (to use the Rambler's words) there are two of them, or rather one in two sections, and there is practically nothing in sight beyond a line of counter, back of which low ticket cases and cashiers' cages appear."

"Outside the counters, located here and there against the outer walls are benches and public telephones and writing stands for the use of patrons. These last, although there is nothing so very much, for, as a rule, the business of the office is a matter of a relatively quick serving and going. These furnishings, although thus limited in character, are in rich woods worked out in rather plain but chase design, giving the office a whole air of quiet elegance in accordance with the refined dictates of the day in matters of this kind."

The ticket cases are not the tall, cumbersome pieces of furniture of the past, but consist of a bank of shallow drawers in which interline tickets are kept, and on the top of which is a low pigeon-hole case for card and Pullman car tickets only, this last case being all that projects above the wainscoting line."

"On entering the office one first confronts a counter clearly labeled, 'information,' behind which is a corps of clerks prepared to answer all questions pertaining to roads fares, and the like, and to give out folders and literature. In fact, this counter is supposed to relieve the ticket sellers of absolutely everything except the actual selling of tickets. In order that this may be the more surely carried out, one on entering will probably, if showing the slightest sign of inquiry, be encountered by a floor information clerk, corresponding to a floor walker in a big department store, whose business it is to steer all who seem to need that kind of service to the Information counter. They will do anything for a patron at that counter, from the passing out of a map to the making of a complete and complicated itinerary—anything short of actually selling a ticket."

"When, through this information channel a would-be traveler has learned when and how his proposed trip can be made, its cost, nature of accommodations en route and the like, it but remains for him or her to step to the appropriate ticket counter. Then comes the main feature of the Consolidated Ticket Office idea."

"As I have said, with us there are two offices, they being across a corridor from each other. The division, however, is but an arbitrary partition, on account of space conditions, rather than being a necessary division from a selling point of view. Both sections are worked exactly the same, although under different management, one of the sections transacting the business of fourteen roads, and the other that of eight roads. I will confine my descriptions to the working of the largest of these sections," the Rambler continued, after leaving his seat and a moment to help himself to a drink of water from out of a pail that, with a tin dipper, stood on the sink shelf. "In it not only is illustrated what may be said of the Consolidated Ticket Offices as a whole throughout the country, but it so happens that our own road is included in it. Do not forget, however, that the other section is carried on in exactly the same manner."

"The prospective traveler, having secured all the facts that he or she may desire at the Information Counter, may possibly leave the office to return at a later date for the actual purchase of tickets, or may go at once to the ticket counter of the road over which a trip is to be made. Right there is where the distinctive features of a Consolidated Ticket Office begins to be interesting, for the different roads are divided up into groups of four or more units. That is, certain roads represented by the clerks in our northern territory, are gathered into one unit; southern roads into another, and so on. In other words, roads running south and west have been given a unit; those running east and north and west are divided into roads running in other directions are similarly grouped. These units are side by side, and a stranger entering an office for the first time is likely to be bewildered, while the old style ticket office, except for its immensity and for the signs over each unit on which are plainly labeled the roads represented therein, hence a man going to New Orleans, and having previously, through his own knowledge or through the aid of the Information Bureau, determined upon the Illinois Central and a certain train of that road, his means of getting there, naturally goes to the counter over which he sees the name of the Central, with others, distinctly labeled against one of the signs mentioned."

"Now these units are each representative of a wonderfully efficient system, each being entirely independent of the other, yet all working in the same way; so a description of one will answer for all. And perhaps the best way to describe them would be to give some individual typical of the many that are constantly coming and going in that office, as he is served at the counter of one of them."

"We will start with the supposition that at the Information Bureau he has had a somewhat elaborate itinerary worked out for him, and learned, we will say, that he is to leave on road A at 10:10 p.m. Either by being directed or by his own observation of the projecting sign on which his road is recorded, he easily finds where to go for his ticket starting over road A. He tells his wants to a ticket seller there, describing in brief his route and the roads involved, or gives him the Information Bureau's memorandum on the subject. At the same time he asks for the Pullman sleeping car accommodations he desires for the trip. The clerk immediately reaches under his counter and takes up a telephone, of the internal counter system that is installed in the office, and asks the Pullman clerk what sleeping cars are available for the train and date involved in this transaction."

"It is an interesting fact to note in this connection," interpolated the Rambler, "that the Consolidated Ticket Office makes it possible to have diagrams for all the roads and trains of the entire system are concentrated in one diagram case in charge of clerks devoting their time exclusively to reservation matters, the case being in back, out of sight of the public."

"In response to the ticket clerk's inquiry," he continued, "the Pullman clerk telephones back the reservation that is available, on which information, after making out and dating the railroad ticket, the ticket clerk also makes out the Pullman ticket and reports back to the Illinois Central clerk that he has taken up the reservation and gives him the number of the ticket to be entered on his diagram. The railroad ticket has been obtained, unless it be an ordinary card ticket, from the box office, the ticket case directly within reach of the ticket seller's counter, which bureau ticket case consists, as has been mentioned, of a series of shallow drawers in which interline
tickets are kept, instead of their hanging in one of the old-fashioned vertical cases.

"All tickets necessary in the transaction having been thus quickly disposed of, the selling clerk hands the cash for them to a nearby cashier, whose sole business it is to receive all money and make change. Thus the customer is quickly dismissed, the clerk will have noted, being relieved of the ordinary time consumed in looking up and marking diagrams and in making change.

"This process is repeated in each unit by as many clerks as there are to a unit, and is a system you will note," the Rambler concluded, as he lifted the lid of the kitchen stove and threw in the butt of a finished cigar, "calculated to give a minimum amount of time to each customer, and enable the office as a whole to handle expeditiously and accurately a large crowd of people every day.

"But the two clerks I have referred to are not the only ones busy for the company working of the system, and you will, Hal, perhaps get a better idea of the matter if I enumerate to you a few dry statistics. There are in that section of the office that I am talking about, four distinct units. Two of the four each sell tickets for five different roads, and two of them for two roads each. Thus fourteen roads are served by four units.

The office as a whole is in charge of a so-called manager, and each unit has an agent and an assistant agent, a chief ticket seller and other ticket sellers, a corps of report clerks, a cashier (in the five-road units there are two cashiers each) and a Pullman sleeping car clerk or clerks, according to the requirements of the business of a given unit. This, of course, does not include the additional clerks employed at the Information counter end of the organization. This, in brief," said the Rambler, as after having failed to find another cigar in his pockets, he picked up the extra pipe that Hal had, lit it, and lit it, "is the story of one section of one of the principal Consolidated Ticket Offices of the country. In a general way the system thus outlined is the same with smaller offices with such mod-
ifications as to arrangement as available space, number of roads, and size of a city makes desirable."

"Gee whiz," said Hal as looking at his watch he noted that the time was beginning to approach when the Rambler should be going, "that does not look much like what I go through from day to day. No freight and no baggage!"

"Hold on," said the Rambler, "if you forget to mention that, while not in the same sense that you handle baggage and freight, signs on the windows of the city Consolidated Ticket Offices specify 'Baggage Checked' and 'Freight Information.' As a matter of fact but little inquiry in this last line occurs at the Consolidated Ticket Office, but when it does, the Information Bureau is in position to direct the inquirer where the city freight offices can be found. As to the baggage, a person having purchased his ticket can really get his baggage checked at the office by going to the transfer counter, and have it checked at an office on the same floor. But really Hal, you cannot compare your work with that of the busy clerks in the Consolidated Ticket Offices. You of course have more of it all cut out for you all day until night and you jump from one thing to another, whereas those men in the city office seem to have but one thing to do and that in a systematic and routine way, off-set this last, however, by the fact that as a rule they probably see and handle more people in a day than you do in six months, or possibly a year. At times, I assure you, the people are lined up en masse in front of those counters. The strain in the course of a week or a month is about a stand-off between you and them, I imagine.

"Maybe so," was the thoughtful response; "but say, Rambler," Hal concluded as he looked at his watch again, "I do not want to hurry you, but it is about time you were getting ready to go, as your train will be here in fifteen minutes."

On reaching home the Rambler, the next morning, called Snap Shot Bill up on the 'phone at an unearthly hour, spoiling, it is feared, Bill's Sunday morning beauty sleep. "Sorry, Bill," he said to that individual as the latter finally answered him in a sleepy voice, "sorry to have gotten you out of bed so early; but I was afraid to start good people who let you live with them had made any provision as yet for your Sunday dinner. I presume they have, as I understand all good housekeepers have the Sunday lay-out stored in the ice-box the night before. But if so in your case, in view of the H. C. L. perhaps they can keep it until early in the week in favor of a couple of ducks that I have for you. I understand you are the star-boarder in your house, as you are the only one, and that they make a sort of pet of you. In such case, if you like ducks I have no doubt they will fix them up for you today, or you will come over and get them."

"Yes, I am mighty fond of ducks," was the somewhat peevish reply, "but I don't see why it was necessary for you to wake me up the whole block here and get me out of bed at this early hour. Neither do I see that the ducks necessarily have to be cooked tonight, I presume my landlady has got her Sunday dinner all ready, so I really don't see how you made any difference to me as I will not be at home to dinner today. I am going out to the Dunes to take pictures. Why couldn't you let the old birds stay in your ice-box until tomorrow. They will keep just as well there as they will in ours."

"O now Bill," said the Rambler in his most pacifying tone, "I don't get cranky about it. I thought I was offering you a treat. Went down in the country yesterday to finish up that duck hunting business, you know, and while I didn't have very good luck I brought home two especially for you."

"Oh well, I like ducks immensely myself, but my landlady's husband is just crazy about them, especially about wild ducks. I am surely obliged to you for thinking of me, and the folks here I know will be most grateful. They will be a treat to all of us. But it will of course make no difference to you, I suppose, whether they put them on the fire today or some other day as long as the ducks still are in good condition."

"Oh no; of course not," was the reply. "Any time to suit your folks. But you will come over and get them, won't you? I want to know by about 10 o'clock and want to have them off my mind."

"Yes, I will come," said Bill, and hung up; but his acquisitiveness the Rambler thought was in a tone of voice that implied "I am going back to bed."

Bill evidently stuck to his intention of going to the Dunes for the day as he did not call for the ducks until about nine o'clock that evening, at which time the Rambler was not at home. However, the latter learned from his housekeeper, however, of Bill's coming and thus knew that he had not had them for his Sunday dinner. So on Monday he asked if he thought they would make them that evening's meal in his home. "No, I guess not," said Bill reflectively. "You see it is Monday and I presume they had a good dinner yesterday of their own choosing, so a warmed over dinner is in order for tonight. About tomorrow night I should say is when a special dinner will be made to include those birds. And by the way," he added with a little laugh, "You should hear the landlady's husband give the instructions as to how to season and fix up those ducks so as to bring out what he calls the wild flavor to his liking. He has really got my mouth watering for them now. The taste that has been in distinction to that of ordinary ducks that are bought in the market."

No further mention was made of the matter by either the Rambler or Bill until on Wednesday noon the Rambler, on meeting Bill in the hall stopped him and said, "By the way, did you have those ducks last night for dinner?" Sure thing," was the animated response, "and they were fine; but you should have heard the old man scold his wife about her not getting the flavor right. To my mind, however, she had made a complete success of the cooking. The piquant taste of wild duck she had modified just right according to my way of thinking. It was mighty good of you to remember us in the way you did. I do not know when I have enjoyed duck meat as I did those you shot and brought me."

"Glad to hear it," was the Rambler's
genial response, as putting Bill on the shoulder he said, "Now come into my office a minute. I have something I want to show you." He took him to his desk, watched him take a pigeon hole a little package of kodak prints, and after running through them casually as if to be sure they were all there he passed them to Bill with the in-remark "You will be interested, I think, in these. Maybe you have forgotten that I also know how to use a kodak. This little batch will demonstrate whether or not I have lost the art of taking a fair picture—assuming that I ever had it." Bill took the pictures and slowly turned them over, one by one, as he ex-amined them first in a general way and then critically. And the meantime his face was a study, and "If it is possible for that fellow to blush" thought the Rambler to himself, "I believe he is doing it now.

At last finishing his survey Bill put them down on the desk, leaving one on top to which he pointed as he said, "You certainly found enough ducks this time, judging from that picture. There are even more of them there than I got in my picture."

"Because," was the laughing retort, "you did not happen to know the propri- etor of that duck farm so that you could ask him, as I did, to sho as many as possible together. I guess we are about even now, aren't we, Bill?"

Bill looked at him a minute in surprise then saw the point, for as he walked away he turned back and said, "I guess we are about fifty-fifty. It is no wonder that my landlady could not favor the wild duck meat to satisfy her husband's taste. But you see to think of it," he remarked as a parting shot, "I believe I am still one ahead after all. You had to buy those ducks at the duck farm whereas the picture I took there cost me nothing."

"He beat me at one thing, however," he thought to himself as he walked back to his desk; "he got more effective pic-tures of the Professor's daughter than I did."

Notes of Interest to the Service

In a "History of the Railroad Ticket," written by Mr. Robert S. Gardiner, and printed for private circulation a number of years ago, the following interesting statement is made:

"It may safely be asserted that there are not a dozen men in the passenger departments of American railways who know by whom the present universally used system of consecutively numbered tickets was conceived. This should not be regarded as singular, for who stops to wonder, or even to learn, to whom we owe the pen, the pin, or the umbrella? The num-bered ticket has in fact a wider use, a greater circulation, than any of these domes-tic articles, and it seems to be a sub-ject with which those persons who directly or indirectly gain from it a livelihood should be cognizant.

"The practice is not generally known that to the use of consecutive numbers upon railway tickets the business world is indebted for the convenience, security and numberless advantages found in the system of printed consecutive numbers upon bank checks, certificates, bonds and other docu-ments of value or record. By this state-ment the writer does not mean to assert that the value of successively numbering with pen, brush or type was unknown or unused before its adoption for railway purposes, for he has seen in the museum collections of Europe and Asia ancient documents bearing marks or numbers in-dicating their rotative issue; but the rail-way recognition of the principle so described by Seculla in 1820 in his "Mechanical numbering which the commercial world has since availed itself of."

Mr. Gardiner's essay is too long and ex-hustive to be further quoted except to note that he gives the credit of developing and bringing consecutive numbering down to a practical basis to a Mr. Thomas Edmondson, of whom he writes as follows:

"As early in railroad history as the year 1836, Thomas Edmondson, of Lancaster, England, was the station master and 'book-ing' clerk at the solitary little station of Milton, on the then Newcastle & Carlisle Railway. But a few years previously the railway had begun to take the place of the stage coach, and it was natural that the kind of tickets which had served for the coach passengers should be used as a reminder that the railway traveler had paid his fare."

"But as travelers increased in number these scraps of paper sank in convenience in many ways to the burden of Mr. Edmondson at once felt that a change was needed in them. He found that little card with the magnetic check was imposed upon the station clerks, it being left to their integrity to account cor-rectly for money, and the responsibility with the gravity was therefore soon at work, en-dowering to organize a system which should be a complete control. As the first ins-stance all himself. He first wrote with pen and ink on pieces of cardboard the names of issuing and collecting stations, also the number of the ticket and fare for the journey."

Mr. Gardiner then relates how Mr. Edmondson developed the printed card ticket and a case to hold them, incidentally adopting the cypher, "V" as the first ticket of a series in connection with his hand numbering. Of his introduction of ma-chine numbering Mr. Gardiner has this to say:

"The construction of a printing machine which would, with each successive move-ment, imprint upon the cardboard of fixed dimensions and thickness the read-ing matter of a ticket would be difficult, but to consecutively number these simultane-ously with the operation of printing caused days of trial and sleepless nights. Numerous methods were tried only to be as soon abandoned, until at last Edmondson hit upon the plan of using two brass circles, about eight inches in diameter, on the face of each being engraved in intaglio the fig-ures, 0, 1, 2, and so on up to 99. These circles or wheels, being placed side by side upon a common axis revolved with each movement of the printing parts of the machine, and by drawing over the face of the wheels a length of silk ribbon moving through small spindles on either end, a which had previously been saturated with a mixture of lampblack and oil, he obtained through the rubber impression upon each ticket of the wheel number which was at the instant in contact with the ticket. The following movement of the second wheel, using as the wheels the distance of one number, gave to the next ticket the next highest number, and so on up to 9999 or 10,000 tickets."

The following, in regard to schedules and service of interest should be noted care-fully by all agents whose stations may be affected thereby; making notation of the guide, or on existing folders so that they will be able on inquiry to give correct in-formation, pending receipt of a new guide or folders in which the changes are embodied:

Yazoo & Mississippi Valley: Change of time took place on the New Orleans Di-vision of this road on Sunday, November 23rd. The changes include the leaving of No. 30 (old No. 20) New Orleans at 7:00 a.m. instead of 7:35 a.m., arriving at Baton Rouge at 11:30 a.m. and at Vicks-burg at 6:00 p.m. respectively, leaving Slaughter for Woodville at 8:45 p.m. instead of 9:00 p.m.

Between Baton Rouge and Covington Train No. 431 now leaves Covington at 6:35 a.m. instead of 8:30 a.m., arriving and leaving Hammond at 7:35 a.m. and 7:40 a.m. respectively, and arriving at Baton Rouge at 9:45 a.m.

Train No. 419 now leaves Baton Rouge at 7:35 a.m. instead of 7:30 a.m. leaves and leaves Hammond at 9:10 a.m. and 10:00 a.m. respectively, and arrives at Covington at 11:35 a.m.

Train No. 131 arrives at Natchez at 8:30 p.m. instead of 8:10 p.m.

Corresponding changes of time at inter-mediate stations.

In this connection agents should note that a parlor car is now operated between Jackson, Miss., and Natchez, Miss., in Trains Nos. 131 and 132, leaving Jackson at 5:00 p.m. after the ar-rival of Illinois Central Train No. 3 from the north, while Train No. 122 from Natchez arrives at Jackson at 12:30 p.m., making connection with Illinois Central Train No. 4.

"Information received from the vice-president and general manager of the P. & O. S. Co.," says J. D. Rahmer, general passenger agent of the Florida East Coast Railroad, in a recent circular, "is to the effect that the Bowman interests of New York City have taken over the Hotel Sevilla in Tampa. The building is being remodeled, additional bathroom rooms are be-ing added, a new dining room constructed, new furniture and fixtures will be installed, and it is anticipated that the hotel will be opened on Christmas Day, 1919."
The sunshine is bright and your spirits are light,  
It's a morning in June and in tune,  
The birds all singing sweet in their bowers.
You are as gay as a child and the breezes so mild,  
Bring the scent of clover and flowers.
As you walk down the street, perhaps some one you'll meet  
Who tells you you're fast growing old;  
You have wrinkles of care, there's gray in your hair;
And a long tale of woe will unfold.
Then your feeling of gloom is as drear as a tomb.
And it cuts to your heart like a knife.
It is always the way—there's someone each day.
To take all the joy out of life.

"A traveler must not tarry long.  
But must be on his way,  
If he would see the wide, wide world,  
A little day by day."

Chicago American.

An ex-governor of Iowa tells of his experience at a New Jersey clam bake.  
"I began my speech," said he, "by stating that I had been enjoying their low-necked clams.  
A long-faced old codger across the table scowled and said in a stage whisper:  
"Little necks, not low necks."

"I paid no attention to him, but after dinner he followed me out of the hall.  
You don't have any clams in Iowa, I reckon," he said.  
"Well," I replied, "we have some,  
but it's a good way to water and in driving them across the country their feet get sore and they don't thrive very well.  
"Why, man alive," said he, "clams haven't any feet!"

"Soon after that he buttonholed one of my friends.  
"Is that fellow governor of Iowa?" he demanded.  
My friend admitted that I was.  
"Well," said the old fellow,  
"perhaps he may be a smart man enough for Iowa, but he's an awful fool at the seashore."

By hard work and "close" habits the old farmer had got together a little fortune  
and decided that the time had at length arrived when he was justified in ordering a family carriage.
He went to a carriage builder and described in detail the kind of vehicle he wished to buy.
"Now, I suppose you want rubber tires?" said the carriage builder.
"No, sir," replied the old farmer,  
it's the kind they're riding who want to know it."—Clipped.

A darkey one day bought a horse, which he afterwards found would not go.  
He took it to a veterinary surgeon who injected morphia into the animal.  
The horse bolted down the street, while the astonished Negro turned to the surgeon and asked what the charge was.
"Ten cents," said he.
"Then," said the darkey, "I want you to put 50 cents' worth of that stuff in my arm.
"Why?" asked the surgeon.
"Cause," said the darkey, "I've got to get my dat hoss."—Selected.

A lecturer on a very rainy night addressed an audience which might have been larger without taxing the seating capacity of the hall.  
Naturally he was willing to cut short his address, and having reached what he concluded was the psychological moment, said:  
"I'm afraid I've kept you too long." Whereupon a voice replied:  
"Go on, it's still raining."—Fort Royal News.

"And you call yourself a lover of peace," said Mr. Rafferty.
"I do," answered Mr. Dolan.
"After intentionally droppin' the brick on Casey?"
"Yes. Have ye ever known Casey to be so peaceful as he was just after I dropped that brick?"—Exchange.

"Maw! Where does the tide go when it goes out?"
"No use to ask me such questions son,  
I can't even tell where your father goes."—Clipped.

Railroads as Common Carriers

An engineer on the I. C. R. R. at Centraillia, Ill., being handy with carpenter tools,  
made two wheel barrows, one for himself  
and one for his brother in Kansas City, Mo.  
This engineer took the one for his brother  
to the C. & Q. Ry, freight house at Centralia, Ill., sent it 347 miles via C. B. & Q.  
for 49 cents, and a teamster charged his brother 50 cents to haul it seven blocks at  
its destination.

National Railroad Accident Prevention Drive

October 18th to 31st

The preliminaries for the above Drive were started early in September and followed up closely by every officer and employee on the railroad.  
The circular letters by Federal and General Managers, together with four minute talks to the employees by Regional Supervisor of Safety and Chairman of General Safety Committee, also posters and bulletins used has shown wonderful results and augments the cause of Safety more than ever before.

For the Southern Region there were ten Class 1 railroads showed a clear record (these roads had less than 4,000 employees each);  
nine railroads with over 5,000 employees each, as follows:

Atlantic Coast Line.................................................. 94.9 per cent decrease
Nashville, Char. & St. Louis........................................ 90.9 per cent decrease
Illinois Central...................................................... 88.8 per cent decrease
Seaboard Air Line..................................................... 89.7 per cent decrease
Southern R. R.......................................................... 73.6 per cent decrease
Yazoo & Mississippi Valley.......................................... 65.0 per cent decrease
Central of Georgia.................................................. 64.8 per cent decrease
Mobile & Ohio.......................................................... 45.8 per cent decrease
Louisville & Nashville................................................ 35.7 per cent increase

The showing made in commendable. Burnside shop and all other shops on Illinois Central and the Yazoo and Mississippi Valley Railroads were 100%.  
Following five divisions were 100%: Illinois, Indiana, Springfield, Kentucky and Memphis.

The trophy offered by the Regional Director, the contest resulted in a tie between Federal Manager Duke of the Richmond, Fredericksburg and Potomac Railroad and Federal Manager Hawkins of the Norfolk Southern Railroad, and the contest between these two roads was extended for the month of November and a decision will be reached December 11th.
### UNITED STATES RAILROAD ADMINISTRATION

**Director General of Railroads**  
Illinois Central Railroad  
Office of Assistant General Manager

Report of “National Railroad Accident Prevention Drive” conducted during the week October 18-31, 1919, on railroads of 10,000 employees and over.

<table>
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<tr>
<th>Railroad</th>
<th>Number of Employees</th>
<th>Casualties per 1,000 Employees</th>
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<td>Del. Lack. &amp; West</td>
<td>33,368</td>
<td>.51</td>
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<tr>
<td>C. M. &amp; St. P.</td>
<td>71,550</td>
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<tr>
<td>D. &amp; R. G.</td>
<td>12,162</td>
<td>.74</td>
<td>12</td>
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<tr>
<td>Norfolk &amp; Western</td>
<td>31,817</td>
<td>.80</td>
<td>13</td>
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<tr>
<td>Delaware &amp; Hudson</td>
<td>35,320</td>
<td>.86</td>
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<tr>
<td>Penna. Lines West</td>
<td>38,114</td>
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<td>N. Y. N. H. &amp; H.</td>
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<td>.88</td>
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<td>Northern Pacific</td>
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<td>Penn Marquette</td>
<td>11,460</td>
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<td>A. T. &amp; S. F.</td>
<td>48,905</td>
<td>.98</td>
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<td>Ches. &amp; Ohio R. R.; C. &amp; O. of Indiana</td>
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<tr>
<td>Great Northern</td>
<td>39,914</td>
<td>1.00</td>
<td>21</td>
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<tr>
<td>Erie</td>
<td>37,724</td>
<td>1.03</td>
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<td>C. &amp; E. I.</td>
<td>10,424</td>
<td>1.06</td>
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<td>Michigan Central</td>
<td>23,434</td>
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<td>M. K. &amp; T.</td>
<td>12,786</td>
<td>1.17</td>
<td>25</td>
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<tr>
<td>Boston &amp; Maine</td>
<td>30,387</td>
<td>1.19</td>
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<td>M. S. P. &amp; S. S. M.</td>
<td>15,858</td>
<td>1.20</td>
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<td>C. St. P. &amp; O.</td>
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<td>1.20</td>
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<td>C. R. R. of N. J.</td>
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<td>Baltimore &amp; Ohio</td>
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<td>Lehigh Valley</td>
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<td>A. T. &amp; S. F. Coast Lines</td>
<td>15,239</td>
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<td>Gulf, Colo. &amp; Santa Fe</td>
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<td>C. &amp; N. W.</td>
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<td>Phil. &amp; Reading</td>
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<td>Texas &amp; Pacific</td>
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<td>M. K. &amp; T. of Texas</td>
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<td>Mo. Pacific</td>
<td>39,495</td>
<td>3.14</td>
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</table>

Do You Know?

Do you know the young fellow who works for $85 a week and who is wearing a new winter suit that cost $85?

Do you know the wage earner who lost his job because he is afraid if he does too much he'll 'work himself out of a job'?

Do you know the housewife who is ashamed to be seen with a market basket on her arm or to carry home a brown paper bundle?

Do you know the manufacturer who, when the price of raw materials and overhead goes up 5 per cent and the cost of labor advances an equal amount, adds twenty-five per cent to the price of his goods?

Do you know the factory girl working for $18 a week who is buying and wearing a $350 fur coat?

Do you know the man who stove a clerk sneer him into buying a $15 hat for fear he'll see "cheap" when he can buy a satisfactory one for $7?

Do you know the investor who has sold his Liberty Bonds for a promise of a hundred per cent profit in a stock company backed by a dishonest promoter?

Do you know the married couple who do not think enough of their children to buy War Savings Stamps for them and to teach them to save?

Do you know the shopper who says "Wrap it up" instead of "How Much"?

Do you know the person who lets the desire of the moment destroy the results of days and weeks of thrift and saving?

Do you know the man who thinks it is not necessary to save?

Do you know the man who says that the government savings securities, Liberty Bond War Savings Stamps and Treasury Savings Certificates are too slow or too small or too old-fashioned for his investments?

**IF YOU DO, YOU KNOW PRETTY WELL WHAT IS THE MATTER WITH THE UNITED STATES.**
Stephen A. Douglas and the Illinois Central
By Carlton J. Corliss, Chief Clerk Valuation Department, Chicago

SITUATED in a small green on the south side of Chicago, overlooking the tracks of the Illinois Central, though overlooked to a large extent by the thousands of employes who pass that point daily, is a sepulchral monument erected more than half a century ago to the memory of a man whose lines extended from the Mississippi to the East. He was the resting place of a man to whom the Illinois Central, the State of Illinois and the Middle West owe an inestimable debt of gratitude.

Above the tomb rises a massive column of marble, surmounted with a bronze statue of this man, his right hand thrust into his waistcoat after the fashion of an orator, his left hand gripping a manuscript, his jowl and firm set, and every feature of his strong face revealing something of that dynamic force, that in flexible will, that unflinching courage and that tenacity of purpose that were among his most prominent characteristics.

Like a silent sentinel, this impressive figure of Stephen A. Douglas, the statesman, looks down upon the greatest achievement of his political career—the Illinois Central Railroad—as if to note in the passing years its progress and growth and its splendid contribution toward the development and prosperity of the nation.

Stephen A. Douglas was not the first to advocate a central railway in the state of Illinois. He was, however, the first man with sufficient influence, perseverance and political genius to secure from the federal government terms which made the construction of such a railroad financially feasible.

As far back as 1838 a railroad from Cairo to Peru, Ill., had been urged in the State Legislature by Lieutenant Governor Alexander M. Jenkins, and in 1835 the building of a Central railroad became an important issue in state politics. The ablest and most energetic advocate of the project was Hon. Sidney A. Breeze, who was largely instrumental in obtaining a charter from the State Legislature in 1836 for a railroad from Cairo to the Illinois and Michigan Canal at LaSalle. Breeze was also a man of great influence, who was able to influence public opinion in support of the railroad project.

In 1834 Breeze presented in the House of Representatives a memorial of the "Great Western Railway Company," praying a right of pre-emption for Daniel B. Holbrook, of Cairo, and his associates to a portion of the public lands over which the proposed road was to be constructed. Douglas did not support this bill, insisting that a grant should not be made upon an "irresponsible private corporation" that he could not bring himself to believe would carry out the project, and whose scheme he characterized as "a stupendous private speculation to enable the Cairo company to sell their chartered privileges to England." During the next five years Breeze, who had become a United States Senator, continued his fight in Congress for the passage of his bill in favor of the Holbrook Company, and Douglas steadfastly refused to support it.

In 1847 Douglas entered the United States Senate, and within a short time became the acknowledged leader of the dominant party of that body. Early the following year he introduced a bill for a federal grant of land to the State of Illinois to aid the construction of a railroad railway system. The Douglas bill differed from the Breeze bill in several important particulars. Breeze favored the granting of "pre-emption rights" directly to a private corporation. Douglas sought a direct grant of land, not to a railroad company, but to the State of Illinois. Breeze contemplated a road connecting the city of Cairo with the Illinois and Michigan Canal at LaSalle. Douglas advocated such a road, but insisted upon a branch to Chicago. Breeze sought government support of the Holbrook Company. Douglas had little confidence in Holbrook and his associates, and insisted that the proposed road should not come under their control.

Senator Douglas' bill was reported favorably by the Committee of Public Lands and passed the Senate, but was defeated in the House. The policy of extending public lands for the subsidization of railway projects was new and untried, and was regarded by many as a dangerous departure. The Government owned no large tracts of land in the East, and, consequently, representatives from that section were not inclined to lend their support to a measure which, as they expressed it, "favored the West at the expense of the East."

Representatives of Southern states, whose nearly fifty per cent of Illinois' population had been drawn, were hostile toward the bill, as they saw nothing in it that could benefit the South in any way, but feared, on the other hand, that if its provisions were carried out, it would work to their disadvantage in further stimulating Southern emigration to Illinois. Thus the construction of the Illinois Central had become a national issue.

Douglas now realized that his whole scheme was in jeopardy unless he could gain support from among the Eastern and Southern representatives. That "The Little Giant" was a shrewd and crafty politician, and a great statesman, has never been questioned, and the masterly way he went about to accomplish his object excites admiration.

Realizing that his hand would be greatly strengthened if he had the united support of his home contingent, he returned to Illinois in the fall of 1849 and swept the State in a vigorous campaign which resulted in the defeat of Breeze and the election of General James Shields to the senatorship. Shields was a life-long friend of Douglas and a staunch supporter of his policy. The Douglas forces were also successful in electing Representatives friendly to the Douglas bill. With a united front now presented by the Illinois delegations in both houses, Douglas returned to Washington to resume his activities in behalf of the measure in Congress.

To obtain the support of Senator King of Alabama, and other Southern statesmen, he proposed an amendment to the Douglas bill which sought to give the States of Alabama and Mississippi in connection with the Mobile & Ohio project, thus advocating a great trunk line from Mobile or New Orleans to the Lakes. This found favor among several Northern and Eastern representatives who were interested in the Southern project. The support of Daniel Webster and a number of other Eastern members was won by a compromise on certain tariff issues which would have little effect upon the Middle West, but were of vital importance to the manufacturing interests of the East. By offering an amendment extending the terminus of the proposed road from LaSalle to Dunleith, opposite Dubuque, the co-operation of Senator Dodge and his Iowa colleagues was assured.

Notwithstanding these important augmentations, bitter opposition in certain quarters still existed, particularly among members of the lower house, and the success of the measure was by no means certain. Summoning his lieutenants,
Douglas laid before them the final plans of this campaign. No stone was to be left untrod. Every legitimate means was to be employed to win over his opponents.

When the time seemed opportune, in January, 1850, Douglas introduced his revised bill in the Senate, with a stirring appeal for its adoption. From that day until the bill was voted upon in the lower chamber, Stephen A. Douglas was one of the busiest men in Washington. Concentrating all his tremendous energies toward the attainment of his object, barriers which had proven insuperable to Brees we were swept away, and opposition succumbed to his statecraft.

On May 20th a vote of the Senate was taken upon the measure, and it passed with 26 ayes and 14 nays. The bill went immediately to the House, where it at once assumed first place in the deliberations and debates of the body. Opposition was stronger there than in the Senate, but under the brilliant generality of the indefatigable Douglas, ably supported by Representatives Wentworth, Bissell and McClernand, it was successfully passed in that chamber on September 17th, four and one-half months from the date of its introduction, by a vote of 101 ayes and 73 nays. Three days later—September 20, 1850—the act was approved by President Millard Fillmore, and Illinois' great railway system, the largest single railroad project in the world at that time, was at last assured.

On his return to Illinois shortly after the passage of this act, Douglas was received with joyous acclaim: mass-meetings, banquets and parades were held in his honor, and popular appreciation of his services were everywhere manifest.

Briefly, the act, as finally passed, conveyed to the State of Illinois 2,500,000 acres of public land, in alternate, even-numbered sections for six miles on either side of the proposed railroad, to assist in the undertaking on condition that the road should be completed within ten years, and that if the project were not carried out, all lands remaining unsold at the expiration of that period would revert to the federal government, and the State of Illinois would pay over to the federal government the proceeds from all land which had been disposed of. Furthermore, it was provided that the railroad should remain a public highway, free of toll or other charge, for the transportation of troops and military property of the United States Government.

When the Illinois Central Railroad Company was incorporated by the state legislature on February 19, 1851, all land conveyed to the State under the Congressional Grant was transferred to the railroad company, with the provision that seven per cent of the gross earnings of the company should be paid over annually into the State Treasury from the time the road was first opened for traffic this "Charter Tax," so called, has been one of the State's most important sources of revenue.

Without considering the immense indirect benefits which accrued to the Federal Government and to the country as a whole, through increased agricultural and mineral production, as a result of the Illinois Central land grant the Government profited directly by the enterprise. Vast tracts of fertile land, including the alternate sections reserved by the Government along the route of the Illinois Central, had for more than twenty years remained unsold and unsought at $8.25 per acre. As rapidly as the road was built, settlers flocked into the newly opened region and eagerly purchased all land available at from three to ten times that price. As one writer puts it "this was indeed casting bread upon the waters, which after many days, returned several fold."

The passage of the act incorporated in the Douglas bill marked the beginning of Illinois' greatness as an industrial and agricultural state. In 1850 there were less than 115 miles of railroad in the entire state. Made up of several widely-scattered lines, the most important of which was the Galena and Chicago Union (now a part of the Northwestern system) completed that year from Chicago to Elgin, and operating one mixed main daily in each direction. This was the only railroad then entering Chicago. None of the Eastern roads had yet reached Illinois, and the quickest and most direct route from Boston or New York was by rail to Buffalo, water to Detroit, rail from Detroit to a point near Michigan City, Ind., and by stage-coach or steamboat from that point to Chicago. The route from the East to Cairo and points along the Ohio and Mississippi rivers was rail to Cincinnati, and hence by steamboat to destination. The industries of Illinois had, altogether, in 1850 a capital of only six and one-half million dollars and employed a force of twelve thousand hands. The population of the state was largely rural and located principally in the counties bordering on the Mississippi and Ohio rivers. Chicago was a city of 29,000 inhabitants.

The marvelously rapid growth and economic development of Illinois between 1850 and 1870 has perhaps no parallel in the annals of civilization. This was due in very large measure to the building of the Illinois Central Railroad, which opened up the richest sections of the interior to emigration and settlement. The population of the State grew from 850,000 in 1850 to 2,540,000 in 1870, an advance of over 300 per cent. Chicago's population increased ten-fold! Numerous industrial enterprises sprung up. The rich agricultural and mineral products of the newly developed region found ready markets. Exports of grain rose from thirteen million to over fifty million bushels annually. The acreage of improved farm lands increased 400 per cent, and the value of farm lands advanced 1,000 per cent. The value of animals slaughtered mounted from $5,000,000 in 1850 to $57,000,000 in 1870. Live stock in the state increased in value more than 600 per cent. Dairy products increased 300 per cent. The production of wheat more than trebled during that period. Coal production multiplied more than twenty times. And in 1870, Illinois had a greater railroad mileage than any other state in the Union.

Viewed from a broader standpoint,
it may be as truly said that the passage of the Douglas bill by Congress marked the beginning of the development of that great region beyond the Mississippi, which could not boast a single mile of railroad in 1850. Few, if any, American statesmen have rendered more valuable service to their country than did Senator Douglas in forcing through Congress his bill for the Illinois Central land grant. A precedent was thereby established and the attention of the whole financial world was now focused upon the new policy of the United States Government of distributing public lands to aid the construction of railroads through its vast unoccupied territories where such undertakings would otherwise have met with failure.

The unusual success attending the Illinois Central project resulted, within a few years, in the formation of a number of other companies, to which similar grants were made, and by 1870 the Government had allotted over ninety million acres of land for this purpose. The Union Pacific, the Santa Fe, the Northern Pacific, the Missouri Pacific, the Southern Pacific, the Iron Mountain, the St. Paul, the Burlington, and, in fact, all the great railways of the West, received generous grants from the United States Government to encourage their construction. It is doubtful indeed if such vast transportation systems would ever have been built in the West had it not been for these valuable federal land grants; or, at least, without these grants their construction, and the consequent development of the West, would have been many years delayed.

Stephen A. Douglas and the Illinois Central therefore hold a unique place in the nation's history.

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 of teaching people how to live.

Health as a Means to Success

When a man gets so indifferent that he does not care whether each succeeding year finds him better off than the year before, it is time for him to do something and do it quickly. The term "better off" may have several interpretations, but they all total up to the same thing—better health and better health forming habits. For good health is the great necessity which underlies all other achievements and one should not forget the personal factor in forming his or her personal habits. What might be the finest thing in the world for your neighbor may prove of little or no value to you; for instance, the habit of early retiring. Some people are so constituted that the evening hours are the hours of best mental effort and productively, while others do their best work in the early morning. It is safe to say that to the man or woman who labors daily at routine work, either mental or manual, the use of the evening hours for some study of a different nature from the day's effort will prove an excellent relaxation and is a great value in keeping up the mental activity which distinguishes the alert mind from the old, shop-worn mind, which latter thinks with greatest difficulty along new channels.

Health is the great foundation stone upon which rests the superstructure over whose entering door is carved the word "Success" or "Failure." It is to be remembered that our own individual efforts are the sole cause for the word which characterizes our life's building.

It is astonishing to note with what indifference the average man or woman uses his or her body or mind to accomplish the daily tasks. If the machinery works, all well and good. If it does not, then there comes lament and regret with an awakening appreciation of what health really means to us. The unfortunate thing is that the average person does not appreciate health until we begin to lose it.

Consider the human body and its many complexities. It is the most intricately and delicately formed organization which has ever been produced, and yet what attention is given by the average man or woman to the care of this delicate machine? Take a concrete example, the teeth for instance. Mr. Man gets up late, dresses and eats in a hurry, and may not even take time to care for his teeth properly. He finds a week or so that he does not want to care for his teeth, and the habit is formed of neglecting them in the morning. Once having started the day, he does not think of his teeth again and such neglect in a comparatively short time causes regular visits to the dentist.

Now what should have been done and what results would have been accomplished? In the first place, the teeth should be cared for after every meal, for food collects in the intervals be-
tween the teeth, and being unremoned causes the teeth to decay. Consequent-
ly, the teeth should be carefully cleaned after each meal, preferably first using
dental silk floss and then the tooth
brush. A good dental preparation
should also be used, as it assists ma-
terially in cleansing the teeth, besides
having an antisepctic action.
Massage should be given the gums
by giving them a vigorous rubbing
with a tooth brush wet with cold
water, which will promote the better
blood supply to the part and give the
gums greater firmness and resistance.
The teeth should be cleaned three
times daily, or after each meal, but
under no circumstances, no matter how
tired you may feel, should one go to
bed without washing the teeth. Many
persons think that washing them upon
arising is sufficient, but greater pro-
tection is given the teeth against de-
cay by cleaning them before retiring.
It is also important that prompt atten-
tion should be given at the least sign of
any trouble with the teeth, by your
dentist, and it is an excellent practice
to go to the dentist regularly every six
months for his examination and early
treatment for beginning trouble.
The relation of good sound teeth to
health is altogether too little appreci-
ated. More and more we are finding
that many so called cases of rheuma-
tis in which there may be inflamma-
tion of a knee joint or a hip, the real
trouble originates in an abscess or an
infection around a tooth. It may be
safely said that the majority of cases of
so called “rheumatic back” or of
lumbago, are due to an infection in
some other part of the body, such as
the teeth. the tonsils or the nasal air
spaces. Consequently it is important
in treating any such condition that the
cause of the trouble be located and
treated. It is also extremely impor-
tant that the teeth, which is the most
frequent cause of this class of infirm-
ity, should receive careful, daily atten-
tion, which will do much to prevent
many cases of so called “rheumatism.”

Care to the ears and eyes is another
extremely important matter, and espe-
cially so for a railroad man and particu-
larly one employed in the train or en-
gine service. Care should be taken to
keep the ears clean and with the begin-
ing signs of any interference with the
hearing, necessary treatment should be
obtained promptly. The eyes are of
the greatest importance, and care
should be given with reference to the
daily use of them.

The cause of defective vision may
originate in some other part of the
body and not in the eyes themselves.
It is, therefore, best to consult your
physician first, in order to determine
whether or not the services of an ocul-
list are indicated. It is extremely im-
portant, if there is some defect in
vision, owing to changes in the eye it-
self, that this defect should be cor-
rected by wearing the proper spec-
tacles or lenses. Spectacles in such
cases prevent eye strain, which if con-
tinued increases the defect and has a
tendency to seriously impair the vision,
in many cases permanently. It is im-
portant that the eye-sight and hearing
should not be neglected, but that early
and careful attention should be given
the beginning of any serious trouble of
whatever nature.

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

Paducah, Kentucky,
August 4th, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
IC R R,
Chicago, Illinois.
Dear Doctor:—

I am writing you so that you may know that I continue to improve after being
away from the Illinois Central Hospital at Chicago four months. At first, I
was afraid that I had only obtained temporary relief, but now I am sure that
I am perfectly cured.

The beneficial result which I have obtained is due to the fact that my case was
diagnosed correctly when I came under the care of the Hospital Department,
and the skill of the different members of the Hospital Department Staff in the
handling of my case. No small part is also due to the nurses who attended
me while in the Hospital. I shall always remember the Illinois Central Hospital
with the kindest of feeling and all connected with it.
Again I wish to thank you personally and also the other members of the Hospital Department Staff in my behalf. Gratefully, I remain,

Very truly yours,

(Signed) F. M. Winters,
Engine Inspector,
Paducah, Kentucky.

HOSPITAL DEPARTMENT

To All Concerned:

It is especially important at this time that each employee carefully safeguard his or her health because of the danger from epidemic colds, influenza and pneumonia. Therefore, carefully observe the following:

Keep your feet and clothing dry.

Have plenty of fresh air in your sleeping room as well as your working room.

Don't sit or ride in a draft of cool air.

Avoid crowds and congregating in groups, both in the office and places of amusement.

Get eight hours' good sleep each night and eat food that agrees with you. Do not eat too much.

If you have a beginning cold see the Doctor. A neglected cold frequently runs into pneumonia.

Carry a clean handkerchief every day in which to:

1. — Sneeze 3. — Cough

2. — Blow your nose 4. — Spit

Keep the hands clean by frequent washing as your hands are conveyors of disease germs.

Do not visit anyone suffering from influenza, pneumonia or epidemic colds.

Use individual drinking cups.

Arrangements are being made to vaccinate employees against these diseases, therefore, get vaccinated.

Protect others by observing these health rules, just as you will also protect yourself.

Approved:


FROM THE LAW DEPARTMENT

REPARATION-AGREEMENT OF CARRIER TO SUBMIT CLAIMS FOR REPARATION TO INTERSTATE COMMERCE COMMISSION HELD INVALID.—In the case of Edenton Cotton Mills v. Norfolk Southern, Nor. Car., 100 S. E. 343, the court held that an interstate shipper who having paid a rate less than that provided for in the lawful tariffs paid the difference between the lawful rate and what had been charged him upon the railroad's promise to submit his claim for reparation to the Interstate Commerce Commission, cannot recover for the railroad's breach of such promise, the promise being void under the Acts of Congress and the damages being speculative because of the impossibility of determining how the Interstate Commerce Commission would have decided the case. The court said, in part:

"It all comes to this: That the carrier is bound to collect and the shipper to pay the published rates, even though the agent of the carrier has by his conduct caused the shipper to pay a lower rate to his prejudice in fixing the price of his goods, or in any other way.****Ignorance of shipper as to the correct rates will not excuse him, and he should not rely on representations of carrier or his agent as to them.****The cases show how strictly the courts have required carriers and shippers to live up to the letter of the law enacted by Congress for the purpose of exacting rigid compliance with the main intention, that there should be no favoritism or discrimination, and no unfair competition, in the form of rebates, or by other methods of business.****If defendant can be compelled to pay the difference by an action in court, it can pay it just the same without such an action; that is, voluntarily. All it will have to do, then, in order to circumvent the act and give the plaintiff what is, in effect, a rebate, is what has been done here—contract to render services in obtaining reparation for the amount paid in excess of the mistakenly supposed rate, and then refuse to perform the contract and instead pay the damages."

PUBLISHED TARIFF RATE—ERROUSE CONSTRUCTION OF TARIFF DOES NOT AVOID APPLICATION OF—In the case of the Lakewood Engineering Co. v. N. Y. C., C. A. 6th Cir., 259 Fed. 61, it appeared that the Engineering Co. was shipping to Europe portable railway track in sections. The tariff provided that portable railroad track in sections should be classified 5th class, 22.4c per hundred pounds. There was a commodity rate of 10c per hundred pounds on new iron and steel rails and iron and steel railroad cross-ties for export. With a view of obtaining the benefit of the commodity rate the shipper did not completely assemble its sections. It did not attach to the rails the plates and bolts, but the remainder of the product in sections of various lengths was continuously shipped in the imperfectly completed form. About 100 cars, after an inspection had been made by the carrier's representative, were shipped at the lower rate, but later it was determined that the class rate applied. Suit was brought to recover the undercharges and the court said:
"It is next said that the shipper always has the choice whether to ship an article set up or knocked down, and that named articles do not necessarily lose their identity because they have been fastened together. This is true enough in many cases; the trouble here is that, by being fastened together to the extent and in the manner employed, that they at once pass over into a more appropriate classification that is waiting to receive them. These rails and ties ceased to be merely rails and ties; they were the raw materials which had been fabricated into something else.

The third contention on the part of the shipper is the only one which, to our minds, is seriously forceful. It is that the railroad and the shipper were the two parties to this contract, and that both of them for a considerable period of time adopted and carried out a construction whereby this freight was to be treated under the commodity tariff. The familiar rule of practical construction by the parties is appealed to. If the matter were wholly one of private contract, it may be that this interpretation by the parties would sufficiently raise an issue of fact. We do not undertake to say; but there is here more than a merely private contract. A duly published tariff, in many respects, approximates a statute. Parties have no power to vary it by their express contract, much less merely by those implications arising from their contract. Severe penalties are provided for its infraction or for any differential treatment of different shippers; and it cannot be permitted that the conduct of the railroad, by different agents at different times, should cause a tariff to mean one thing for one shipper and a different thing for another. We have no occasion to deny that there may be cases of ambiguity where a general or universal course of conduct may support one or the other construction; but in this case we think it the duty of the court to ascertain and declare the true respective meanings of these two tariffs as applied to the article here shipped, and we think the court below right in its disposition of the matter."

INCORPORATE—BURDEN OF PROOF—DECREASE IN LIABILITY. In the case of Northern Potato Traffic Ass’n. v. Chicago & North Western Ry. Co., 28 E. L. C., 90, the Commission said:

The burden of proof to show that an increased rate or proposed increased rate is just and reasonable if made after January 1, 1910, is upon the carrier proponent. A rule narrowing the carriers’ previously acknowledged liability for loss and damage is akin to an increased rate. The burden therefore rests upon the carrier to show that the narrowed liability is just and reasonable. This burden of proof the carriers have not sustained. Washington, D. C., Store-Door Delivery, 27 I. C. C. 347; Merchants & Manufacturers Ass’n. v. B. & O. R. R. Co., 30 I. C. C. 388.

TWENTY-EIGHT HOUR LAW—DUTY TO FEED IS A UNITARY ONE AND MAY NOT BE DIVIDED BETWEEN CARRIER AND SHIPPER. In the case of Pennsylvania R. Co. v. Swift & Co., (C. C. A.) 228 Fed. 299, the court held that the Twenty-Eight Hour Law does not contemplate a divided dual duty, but a single unitary one to feed and water cattle in interstate transit, and that a shipper may not escape liability for a part of the feed so furnished by the carrier under government inspection, because the shipper placed a part of the required feed in the car without such inspection prior to shipping. The court said that the owner primarily has the right to perform the duty of feeding and watering the stock; or, if he does not assume the duty, the railroad must, but to hold that the duty was a divisible one will result, not only in neglect of the cattle, but in the absence of that governmental inspection of the cattle in transit, which safeguards them from unnecessary suffering, and that a shipper cannot hamper the railroad with conditions, or by any voluntary part performance on its part add to or detract from the railroad’s obligation to perform the statutory duty in its entirety.

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**Roll of Honor**

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Employed</th>
<th>Yrs. of Service</th>
<th>Date of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry D. Taylor</td>
<td>Conductor</td>
<td>Chicago, Ill.</td>
<td>37</td>
<td>8/3/19</td>
</tr>
<tr>
<td>Anthony Pickart</td>
<td>Engineer</td>
<td>Chicago, Ill.</td>
<td>43</td>
<td>8/3/19</td>
</tr>
<tr>
<td>Henry E. Davis</td>
<td>Engineer</td>
<td>Dixon, Ill.</td>
<td>38</td>
<td>8/3/19</td>
</tr>
<tr>
<td>Allan J. Jorgenson</td>
<td>Train Dispatcher</td>
<td>Fulton, Ky.</td>
<td>33</td>
<td>7/3/19</td>
</tr>
<tr>
<td>James Murphy</td>
<td>Crossing Flagman</td>
<td>Dixon, Ill.</td>
<td>19</td>
<td>8/3/19</td>
</tr>
<tr>
<td>Levi Ramer (Col.)</td>
<td>Station Porter</td>
<td>Jackson, Tenn.</td>
<td>18</td>
<td>2/28/19</td>
</tr>
<tr>
<td>Nathaniel W. Farr</td>
<td>Section Foreman</td>
<td>Hamburg, Miss.</td>
<td>18</td>
<td>8/3/19</td>
</tr>
</tbody>
</table>

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**MERITORIOUS SERVICE**

**Chicago Terminal.** Ticket Agent W. J. Kerrigan, Flossmoor, has been commended for discovering and reporting bad spot in track four, south of Flossmoor Station, Oct. 26. Section Foreman was notified and defect remedied.

Operator H. A. Godshalk, Hawthorne, has been commended for discovering and reporting broken rail on east-bound mail line, South Chicago District, at 7th Street, Nov. 8. Necessary arrangements were made in order to prevent possible accident.

Operator E. G. Warner, Aurora, has been commended for discovering and reporting fire on roof of baggage car 794, train 35, Oct. 24, passing Hawthorne. Train was stopped and fire extinguished, thereby preventing property loss.

During October the following suburban trainmen and gatekeepers lifted car passes and commutation tickets account having expired or being in improper hands:

Conductor, G. Bosson.

Gatekeeper, Minnie Breen, Margaret Moore, A. McCurdy.

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**ILLINOIS DIVISION.** Section Foreman Andy Friend, Odin, has been commended for discovering two pieces of wheel flange on waybills near Odin and immediately reporting the matter to the Chief Dispatcher with the result that the car from which the flange had been broken was located in extra 1950, south, passing Odin. Defect was remedied, thereby preventing possible accident.

Conductor H. C. Flora, Fordham, has been commended for discovering and reporting E. I. W. 1297 without light weight stenciled on same, Oct. 24. Arrangements were made to have car stenciled.

Conductor Wm. Myers has been commended for discovering and reporting C. R. I. & P. 33563, extra 1955 south, with bent angle. Dispatcher was notified, and car was set out and new wheels applied, thereby preventing possible accident.

Operator-Leverman R. C. Burt, Arcola, has been commended for discovering piece broken out of rail on north bound main at Arcola in Vandalia. Line crossing, Nov. 14,flagging No. 8 and extra 1896 in order to prevent possible accident. Section men were notified in order that repairs could be made.

Conductor E. M. Winslow, on train No. 23, Oct. 30th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

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Conductor D. S. Weigel, on train No. 24, Oct. 25th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION.

Switchman J. R. Williams has been commended for discovering broken arch bar on F. R. R. No 1015, in 182, passing through Decatur Yard, Nov. 7. Train was stopped and defect remedied, thereby preventing possible accident.

INDIANA DIVISION.

Conductor J. W. Knight, on train No. 222, Oct. 13th, lifted trip pass account having expired and collected cash fare.

TENNESSEE DIVISION.

Conductor J. W. Arnold, train No. 3, October 1st, lifted term pass, account being in improper hands, and collected cash fare.

Conductor J. O. Robertson, South Yard, Paducah, has been commended for discovering car of logs in dangerous condition in extra 1607 north, passing Boaz, Oct. 29, and notifying conductor in charge of same. Car was set out and defect remedied, thereby preventing possible accident.

Fireman G. A. Hohn, Jackson, Tenn., has been commended for assisting train crew on train 10, Oct. 30, in connection with draw bar out express car G. F. & S 270, south of Cades.

Conductor J. E. Nelson has been commended for assistance rendered when a passenger was taken suddenly ill. Train Porter Taylor Twigg, Cairo, III, has been commended for action taken while on train 3, Nov. 5, Cairo Bridge, thereby preventing possible accident.

NEW ORLEANS DIVISION.

Conductor M. J. Moody, on train No. 12, Oct. 21st, lifted term pass account being presented for transportation of passengers not entitled to transportation thereon and collected cash fares.

Conductor R. E. Cook, on train No. 15, Oct. 22, lifted term pass account being presented for transportation of passengers not entitled to transportation and collected cash fares.

Office of the Assistant Federal Auditor.

The assistant federal auditor's office gave a dance at O'Hanley's Hall, 6th and Cottage Grove Avenue, Saturday, November 16th. Program follows:

Illinois Central Railroad Dance Given by the Ass't Federal Auditor's Office, Saturday, November 16, 1919

1. Fox Trot—Assistant Federal Auditors
2. Two Step—Bills for Collection.
3. Waltz—Saturday Morning Drag.
4. Fox Trot—Inter-road Rag.
5. One Step—Liberty Bond (Tag).
6. Fox Trot—Five O'clock Getaway.
7. One Step—Charges in Litigation.
8. Two Step—Charges in Litigation.
10. Meas Call—Mad Rush (Robbers).
11. Two Step—Prior and Current (Ladies Choice).
15. Waltz—Home Sweets Hope.

It is needless to say that it was a success because it is our boast that our office has as congenial an office force as any of the general offices. Not that we are conceited, indeed we are not, as conceit is very becoming to a smart social set like ours.

The dance started at 8:30 and ended at 12:30—a few minutes after 12:30. The grand march was lead by Mr. William Helder and Miss Grace Pederson (the latter also answering to the name of Helder since November 22nd), and allow me to state with the utmost sincerity that it certainly was a grand march (doesn't that "utmost sincerity" part sound high and mighty?).

The balance of the dance was spent by everybody showing everybody else how well they could fox trot, one step—an-n—you guess the rest. If it's said boldly—the valiant body guards of modesty, etc., known as censors, may cross it out, and we with everybody lifted to Heaven—"What is this world coming to."

After various rounds of the above mentioned indoor sponge cake and ice cream was served, excellent sponge cake by the way, which was recommended by a committee composed of several men from the B-C department.

In the first part of January we are expecting to give another dance on a larger scale, engaging a larger orchestra and hall, and will strive harder to make it a bigger success. At this dance we hope to have more of the other offices represented and will announce the particulars later in this column.

During the last two weeks two of our girls have embarked on that good old ship "Matrimony," to which Dan Culip is the efficient captain, which necessitated our learning to call Miss Grace Pederson Mrs. Helder and Miss Marie O'Conner Mrs. Earnshaw.

CHICAGO TERMINAL SHOP NEWS

The Clerical Forces of the Mechanic and Shop Superintendent Departments at Burnside crossed bats with the Roundhouse Force at Burnside in a seven inning indoor baseball game during noon hour on October 8th in the shop yard—the final score being 8 to 1 in favor of the Clerical Force.

It was a very tight game up to the last inning when the Clerks scored seven runs, and made a farce out of the game much to the discomfort of the Roundhouse Forces. One of those old time batting rallies having been staged. Many brilliant plays were made particularly on the Clerks' team. Ten hits were secured by the Clerks, majority of which came in the final inning, and accounted for the big score made. The Roundhouse Force were held to four hits through the brilliant pitching of Joseph Hunter. The Clerks were opposed in the box by William Plevo, who gained considerable notoriety through his good playing while in Military Service.

The employes in the Office feel proud over winning this game as the Roundhouse team had beaten everyone in Burnside up to this time and had been playing the game all Summer, whereas the clerks, many of whom are old timers in the game, were brought together for this one game.
AUDITOR OF STATION ACCOUNTS

Competition in railroadng is one of the greatest incentives for "speeding up" sets the drive wheels in motion and keeps them moving. Metaphorically speaking, if you learn to use a plane instead of a hammer, the path will be smoother for yourself and others.

Eighteen years ago the Illinois Central Railroad celebrated its Fiftieth anniversary and had a banquet in its honor. The company gave service medals to all those who had been in the service one year or over. We now in our department at the present time only three persons who were employed with the company, that time, L. B. Butts, Auditor of Station Accounts, S. J. Lawshe, Chief Clerk, and W. R. Comstock, Traveling Auditor. Mr. Comstock still has in his possession "Leisure Weekly," dated April 13, 1901, giving a very descriptive write-up of the history of the road, also showing a picture of all the employees attending the banquet at the Auditorium.

There are many kinds of the so-called "germs" in the plant and around our office, some from "Germany" and others of the special species of microbes from "Florida". Those and many other blending types of bacteria do not seem to disturb the tranquil composure and harmony which is the condition of the people. The reason is plain, when knowing we have another "germ" within our sanctuary that carries a germ of fear, the germ is not susceptible to it and while under its influence we have no fear from discordant elements. The reason is the germ is one of our popular ladies, who listens all day to the echoing voices of many men's dictation through the dictaphone. She will soon recognize only one voice, but it will not be through a transcender, it will be the original voice face to face. Their engagement is no secret within the "fold," but on account of a special request from the party of the first part and also of the party of the second part, no mention will be made in our first chapter of this speech. When the engagement is heard, however, that before you hear the Merry Christmas chimes with their appealing tones for "Good-Bye, 1915," and all the rest, etc., the contracting parties will have received that greatest gift of all which unites their two hearts as one. Many officials will be very much interested when the names are announced. Also their many friends and relatives in the vicinity of Champaign and Kankakee will be agreeably surprised. At this early date he has changed his boarding place (for the time being) to the Southside, and also engaged our friend "Andy Gump" to assist him in looking for an apartment.

W. H. Lawshe, Traveling Auditor for Chicago Terminal, has transferred with G. W. Swanson of the West side to the Southside office. He also gave service medals to all those who had been in the service one year or over. We now in our department at the present time only three persons who were employed with the company, that time, L. B. Butts, Auditor of Station Accounts, S. J. Lawshe, Chief Clerk, and W. R. Comstock, Traveling Auditor. Mr. Comstock still has in his possession "Leisure Weekly," dated April 13, 1901, giving a very descriptive write-up of the history of the road, also showing a picture of all the employees attending the banquet at the Auditorium.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke, Dust, etc. — Strong Winds. Should be used for all Eyes that Require Care. These suggestions must surely appeal to you. A place in the Railway Office of the Illinois Central Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Miss Larkin, the "fashion plate" in the latest design of hair dressing, which makes a beautiful setting for the admiration of our "Earl.

Daniel Downs thinks the lunch hour is too short as he has many things in common with his new chum Agnes M.

"Talking about "twin souls," "affinity," and other subjects of the higher order, Tom Gladney is to be congratulated for being the keeper of that lucky star which has brought the influence of Dorothy Edwards' personality.

OFFICE OF FREIGHT CLAIM AGENT

The Loss and Damage freight claim department is in business at this period, especially in the handling of fruit and other perishable claims. Their record are kept up to date and every effort is being made by Freight Claim Agent Mr. R. B. Bristol, with his efficient assistants and the management of all claimants. The voucher department is wise awake and keeping pace with the worthy investigation.

Mr. Buck, former Chief Clerk, enroute for his home in Florida, paid off this office with a very pleasant visit and all were delighted to see his happy smile again. He said Florida was the garden spot of the globe.

Miss Vanderlip, retired from Jacksonville, Md., where she was with her relations and friends for two weeks. The lady returned home, one of her charming friends. She writes, "While I was on Furlough, I had a spoon (4), she uses it as well as its charm to Edna Nelson.

Joseph Murphy, "the boy wonder," was stationed on the second round of the ladder for some time. He became too heavy for this position and the round broke.
plication along this line has brought much pleasure to her when in the company of our friend Geo. Bowman.

Minnie Puff has returned from a short visit at Niagara Falls.

Girls get your hair done up good at home for the day, as the washroom cannot be used for such purposes in the future.

CAR ACCOUNTANT

Mr. J. M. O'Day, car accountant, is putting in many strenuous days during the coal strike in order to keep in touch with the coal distribution up to date. It is rumored that these clerks that were transferred like the atmosphere around that office so much they have no desire of returning to their "happy hunting ground."

The snowbirds may sing during these cold winter months. "It is a long lane that has no turning." There is a turning point for all things, so we feel safe in saying, from evidence at hand, that our Chief Clerk, Mr. Stokes, has begun to feel the influence that touches the heart strings for one special dear friend of his. Cheer up, it will not be long.

G. T. Bowman is in the hospital having his tonsils removed. We hope the melodious sound of his voice will remain the same.

The inevitable always happens when uncertainty creeps in his mind to do things. Two years of faithful service as record clerk made her a very proficient employee—her "records" are clear. This refers to Edna Eleanor Dickson, who will leave the city Sunday, Feb. 1, to take a long and happy journey commencing December 6th.

Mr. George Smith, rate clerk at Fordham, will be the fortunate Cupid to have picked one of the rare flowers from our office force, which bloomed every day of the year. They both have many friends in railroad circles, who will rejoice with them in the step they have taken. Two weeks of their honeymoon will be spent in Florida. Congratulations from all.

It is rumored that our friend, Miss J. Tongren, per diem clerk, will resign her position soon. Our loss will be her gain, as she is going to continue running a per diem record of her own. The party she will keep a life record of is not known, but it is said he is O. K.

AUDITOR OF PASSENGER RECEIPTS

F. H. Pierce spent a few days of his vacation hunting in the wilds of DeKalb, Ill., and bagged thirty-one rabbits and one other animal which is famous not for food but for perfume or odor.

Miss Grace McKenzie, typist, has resigned on account of ill health. In the service two and a half years.

Mr. Jos. J. Chalup, who served 18 months with the 7th Infantry in Kharabovsk and Verkne Udinsk, Siberia, has returned to a position that was waiting for him here. Readers will recall the many interesting letters from Joe that have been published in the Magazine from time to time.

Miss Margaret Wooten has resigned to accept a position as teacher in a country school in Alabama.

Mr. Ed. J. Simon has returned from his honeymoon in Florida. Still "moonin', Ed?"

Miss Gladys Phelan has gone to Clinton, Ill., to be bridesmaid for a clambake. Rehearsals of this nature will be of great advantage some day.

*INDIANA DIVISION*

We told you so! Accident Prevention Drive, Indiana Division 100 per cent.

On Friday evening, Nov. 14th, in the Assembly Room of the Mattoon Public Library, was held the November Meeting, conducted by Colonel Taylor, at which both the Big Four and Illinois Central Roads were represented. The views were exchanged, during the discussion on explosives and inflammables, and an interesting meeting was enjoyed by those present.

To "those persons" in Chicago offices who have time to extend themselves as always having imagined Mattoon as "a box car siding," we suggest they secure a copy of the latest issue of the I. C. Magazine, which features our city, then "read and grow wise."

W. G. Hurling is our new claim clerk, vice C. J. Walker, who returned to Newton, Ill., in his former position of operator.

Kenneth Holmes, clerk to supervisor B. & B., Mattoon, gave us all a surprise on Oct. 28th when he and Miss Rea Willis were married. Miss Willis was formerly with the Illinois Central, having been stenographer to Mr. W. C. Bremer, when he was roadmaster, Indiana Division, having resigned to accept a position with the Central Illinois and at the same time Mattoon. Our very best wishes to "Kenny and Rea."

Conductor Mike O'Dea is contemplating a visit to Missouri.

On Nov. 19th, a Special consisting of several Excelsior Excursion trains accommodated the Greater Terre Haute Club, a bunch of "boosters" going thru what they term "The Wabash Valley." On Indiana Division, they stopped 25 minutes at Olney, 15 at Newton, 15 at Greenup, 30 minutes at Tolchester, 40 minutes at Mattoon; when they left on Illinois Division for Aroca. In a few days they will be delivered back to Indiana Division, C. C. & Big Four to Robinson, then delivered to the C. E. F. at Sullivan, Ind.

D. C. Nichols, conductor, Indianapolis, came to Mattoon Nov. 14th to attend the Excelsior Meeting.

A Special was run from Palestine to Springfield, Ill., Nov. 19th for the Odd Fellows.

Asst. Chief Clerk Earl McFadden accompanied the Odd Fellows Special on Nov. 19th. Earl is going to see that everything goes all right.

Some of Mack Sennett's "bathing beauties" (of the movies) visited a local movie theatre one night last week. We understand they are even better looking than on the screen, owing any doubt about it are referred to Harry Siebert, who knows.

"All things come to those who wait." Car Distributor Knight wonders if this applies in the case of "stock cars."

Chief Dispatcher Keene (as well as others) is thinking of buying a "Stutz." Happy Thro.

The up stairs office advises us that Operator Cockran started chasing rainbows, and found a "pool of gold" too; if it catches him at the right time, he has an instance, Sullivan.

Paul Dunifer is back on the job as call boy—better stay with it, Paul.

Mrs. Laverne Mitchell, file clerk, superintended the office, spent a week end in Chicago recently.

*KENTUCKY DIVISION*

Trainmaster Downs and Traveling Engineer Ryan attended Southern Lines Loss and Damage meeting in Memphis this week.

Messrs. Dodge and Lindrow held a fuel meeting in Princeton one day last week.

Dispatcher W. L. Bennett has been on the sick list this week.

General Superintendent Egan was through Princeton today enroute to Louisville.

Hugh I. Hinkaker, who has been in the accountants' office in Louisville, is back on his old job, with Engineer Harris at Claxton. Agent Blakeslee has been in Boston for the past few days with grip.

Miss Grace Maxwell, message operator, and Operator R. F. Cocke attended Shrimers' meeting in Owensboro last Tuesday night.

Conductor Webster is on the Uniontown Branch this week. Conductor McCulley is on the Louisville and Cincinnati.

Chief Dispatcher Taylor was at Morganfield a couple of days this week attending court.

Traveling Engineer Ryan passed through Princeton Thursday enroute Morganfield.

Engine Foreman F. R. Pickering and wife spent Monday in Paducah shopping.

Misses Sudie Cash and Katherine Duffy are spending week end in Chicago. They are true believers of doing your Christmas shopping early.

Local Office Happenings, 12th and Rowan Street, Louisville, Ky.

Mr. R. H. Pinkerton and Mr. S. M. Fitch, Traveling Car Agents, made check of the Louisville station on October 14th and 15th.

Mrs. Maud Seiler, Asst. Per Diem Clerk, left for Ranger Texas, where she will join her husband who is engaged in the oil business.

Mr. J. C. Glenn, Check Clerk, was indisposed for several days but is at his post of duty again.
We had with us on October 20th Mr. C. W. Titus, Special Accountant, Chicago, Ill.

Mr. T. Lynch, Foreman, representing the freight houses, and Mr. A. H. Morton, representing the Local Office, attended the Safety First meeting which was held at Oak Street station on Friday morning, October 17th.

Wm. Heffernan, Joseph Lauffer and Richard Daniels visited at Elizabethtown, Ky., on the 18th.

Chief Bill Clerk Mr. A. W. Gross, has returned to his duties after being absent a few days account of illness.

Assistant Foreman at the Inbound house, Mr. E. S. Stout, returned recently from Baton Rouge, La., where he spent his vacation.

C. A. Miller, H. G. Schoenlaub and A. Bachold, of the Claim Department, were in St. Louis, Mo. Sunday, October 19th.

Former laborer S. A. Fisher, was promoted to the position of Check Clerk. October 29th Mr. J. K. Johnson, Claim Agent at Princeton, Ky., paid us a brief visit.

Car Recorded Clerk Walter Smith, was in Cincinnati Sunday, October 12th.

Chief of Revising Bureau here, Mr. A. H. Morton, has been confined to his home for several days account of illness. We wish him a speedy recovery.

Mr. Walter Miles, Storage Clerk, visited Bloomfield, Ky. Sunday, October 19th.

Expense clerk, Mr. Ernest Metz, has returned after a brief illness of a few days.
Mr. Wm. T. Gudney, Traveling Freight Claim Agent, was here on November 10th making some claim investigations.

**TENNESSEE DIVISION.**

Boomer and Ray Rooney, clerks in the superintendent's office, attended a dance at Laniers, Memphis, Saturday night, November 15, also visited friends there.

Miss Lois Covington visited in Memphis November 2.

Timekeeper P. M. Newhouse was absent from his duties on account of illness, November 11.

Joe Albritton made his usual Sunday visit to Dyersburg, November 16.

President C. H. Trikkama made the Tennessee Division an official visit in November.

Superintendent J. W. Hevron returned from Evanston, where he was called to attend the burial of a near relative.

Pawterwurst sold out the price of sweatshoes. Shame on you Punk for taking a young lady out driving and running off in a ditch, then making her get out in the mud and ruin her shoes. Practice a bit, be a better chauffeur, or leave the ladies' sweatshoes at home.

Robert Witty spent Sunday, November 16, in Memphis.

Swigrich and Paul Workman visited friends in Haleyville, Ala., and Jackson, Tenn., November 16 to 18.

Accident Prevention Drive closed October 31, with only one injury out of 2,864 employees, or 99.96 to 100 per cent perfect.

Special Agent George Ryan is on his annual vacation.

Superintendent J. M. Jackson and wife, of Covington, Tenn., have been enjoying a nice vacation in and around Sharon, Tenn. Wonder why he decided on such a long trip?

Mr. P. P. Pickering, chief clerk to the roadmaster, has been courting for several days. I thought such days as these were over with him and I know his wife knows they are.

Miss Ethel Smith, stenographer in the Road Department, says she thinks her position is most important of them all, for when rolling starts, it begins with her every time. She says she thinks she will go to Oklahoma and leave this position. Why? Mr. L. H. Howard, clerk to Superintendent Dyersburg is spending his vacation in Oklahoma. He is being relieved by Gus Meachem.

Miss Katharine R. Hodges, agent, Pierce, Tenn., visited in Memphis a few days ago. She says Memphis is almost as large as Pierce, but not near as civilized as her home town.

Miss Kathleen Lovier and Mrs. E. E. Mount spent an excellent vacation in Cairo, Ill., last week "Sugar Shopping." If ladies can't find one thing to go shopping for they hunt another.

Miss Jones Irvin, operator, Fulton, is spending several weeks with relatives in Paintsville, Ky.

Mrs. L. Castleberry, clerk in the Road Department, spent the past Sunday with relatives at Ballard Junction.


Electrician Ed Burre stole a march on his many friends last month by taking unto himself a wife. The "unfortunate" lady was a Miss Parker from the city of Martin, Tenn. After a very long trip honeymooning to some of our northern cities, they have returned to Fulton, where they will make their future home.

Here's to you, Ed. May your troubles be few and your troubles be little ones.

On October 29 almost the entire city of Newbern, Tenn., was completely destroyed by fire. This composed the I. C. passenger and freight depot and a couple of box cars. Agent Milner took refuge under the water tank.

The origin of the fire has not as yet been determined, but Trainmaster Williams is of the opinion that same will be traced back to a match. Mr. Hurd is not inclined to lay the responsibility entirely upon the match and he believes a man that made the match is partly to blame.

Mr. Milner feels that a match is a mighty little thing to cause so much damage, but remembering the old adage: "That little things make big ones," is possibly true that the match is responsible for the fire.

Employees at Fulton in order to reduce the H. C. L. and the prices are co-operating with each other in a co-operative grocery store, recently organized by them.

The boys have gone into the matter in a dead earnest with a capital stock of $15,000 and 300 stockholders. Each share of stock is $25. It is the intention to sell groceries at a very close margin, making a small per cent on the investment.

They have employed one of the most competent and efficient grocer men in Fal-
We are glad that Tonnage Clerk Enloe West got a good brand of hair tonic last time, which made his hair grow sufficiently so that it is not necessary for him to wear his hat in the office. We never did like his hat any way, but ever since Enloe went automobile riding some months ago, he has persisted in wearing his hat in the office.

We like Claim Clerk Johnson, but oh, that striped neck tie. "Sho' nuff" Bob, where did you get that tie?

Engineer J. B. Good and wife are the guests of relatives in Toledo, O.

Mrs. V. R. Williams is visiting relatives in Cowan, Tenn.

Mrs. J. W. Anderton spent a few days in Nashville last week.

Mr. D. L. Reagan, Corporation Representative, visited Jackson shop on Nov. 19th.

Mr. O. B. Wood, Traveling Auditor, paid Jackson a short visit last week.

Supt. Motive Power, Mr. R. W. Bell, accompanied by Messrs. J. F. Raps, L. P. Streeter, Lee Robinson, E. N. Harding and F. B. Barclay, spent Nov. 19th at Jackson shops.

It is rumored that Traveling Engineer Harrington is going into the produce business as he was seen to get off No. 5 the other day with ten dozen eggs and seven pounds of butter. It is understood that he is buying at stations where there is no telegraph office and evidently do not receive the Market Quotations.

Iowa Division

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Anyone wishing games please communicate with M. T. Steiner, manager, Illinois Central Bowling Club, Fort Dodge, Iowa.

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