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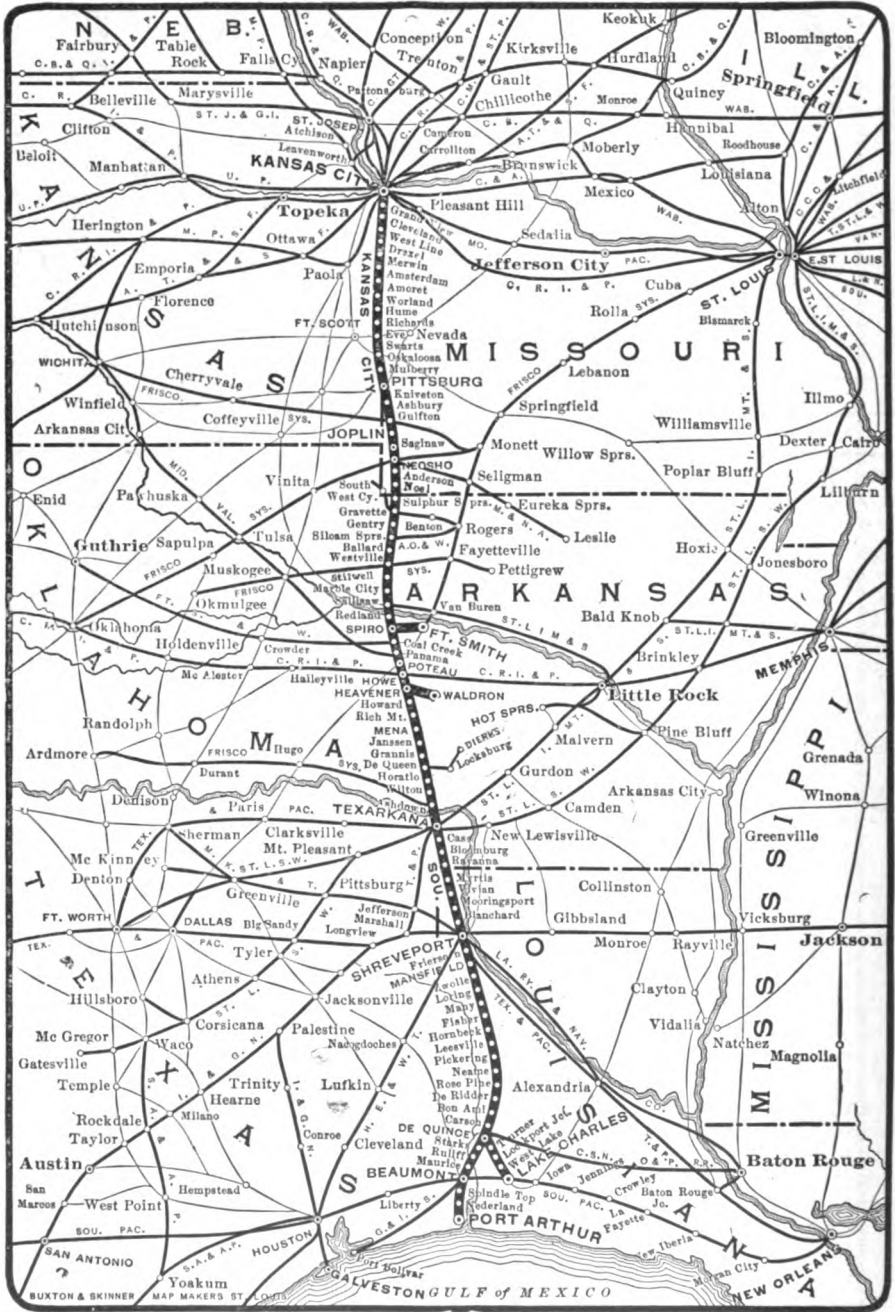
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

“The Neutral Ground”

By H. C. Fuller.

From Stark's Station, on the Sabine River to Shreveport on Red River, the Kansas City Southern Railway traverses a section rich in romance and full of historical interest. Few, if any, people who make the trip between the two points realize that the armies of Spain and the United States once met and when it appeared that a battle was imminent, a peace was suddenly patched up that led to the creation of the famous neutral ground, which, from the peculiar character of its situation was the prolific source of all kinds of trouble and revolution in the Southwest for twenty-five years, that is to say, from 1806 to 1831, at which time a definite boundary treaty was arranged between the United States and Mexico. At the close of the Revolutionary War, or rather by the treaty of Paris in 1783, the western boundary of the United States was placed at the Mississippi River. At that time Louisiana belonged to Spain, but was subsequently retro-ceded to France. Spain owned East and West Florida and the western boundary line of West Florida extended across the Mississippi River some distance above the town of New Orleans. This condition of affairs placed the navigation of the Mississippi absolutely under the control of the Spanish authorities at New Orleans, should they at any time see proper. Immediately following the close of the Revolutionary War a steady tide of immigration set westward and southwestward from the states and having crossed the mountains, spread itself out in the wild and fertile valleys of Kentucky and Tennessee. These two states were at that time a howling wilderness and the settler had to contend with wild animals and still wilder men. But the people were a hardy set and they came to stay. Homes were built and fields cleared, and in time a dense population was found in all the valleys and on all the hills of the country which became afterwards Tennessee and Kentucky. As a means of subsistence the people hunted, raised various crops and rafted timber. The only market, or outlet for all this section was New Orleans, the Spanish town near the mouth of the Mississippi river, far to the south.

The people in the section of country mentioned above had no other market save the cities on the Atlantic seaboard beyond the mountains and as their means of transportation were limited and clumsy, they

naturally sought the water route—that is down the Mississippi to New Orleans. When this river trade had reached large proportions the Spanish governor of New Orleans suddenly levied a confiscatory tariff or duty on all produce that came from American territory to New Orleans. The effect of this tariff was to completely paralyze the occupation of the people in the Tennessee and Kentucky country .

The people got together, held meetings, and sent a number of their best men to Washington to protest against the Spanish embargo and asked that Congress take some steps for their relief. But Congress did nothing, and to make matters worse, John Jay, who was then minister to Spain, actually entered into a treaty with the Spanish government whereby the United States agreed to give up all claims to navigation at the mouth of the Mississippi for a period of twenty-five years. The announcement that this treaty was in progress created intense excitement and indignation among the people of Tennessee and Kentucky, and they openly talked of leaving the United States and joining their fortunes to some government further to the south.

The ever-watchful and meddling Spaniards had noticed with growing interest the trend of events and had sent emissaries among the people of the Mississippi Valley for the express purpose of fomenting discord and alienating the affections of the people from the United States. No doubt the closing of New Orleans against American river traffic was a deep laid scheme of the Spaniards from which, owing to the peculiar environments of the time, they expected to reap a rich reward.

In fact, the time and occasion made it exceedingly propitious for some master spirit to organize the dissatisfied forces of the great southwest into some kind of independent government on a larger scale. Such a man appeared in the person of Aaron Burr, vice-president of the United States.

Burr had come within one vote of being president of the United States. This was bad enough, but when that vote was secured through the influence of one man—Alexander Hamilton—it was more than Burr's proud spirit could stand, so he challenged and killed Hamilton in a duel.

Public sentiment went against Burr and he became an outcast on the face of the earth.

Disappointed in his political hopes and burning with a desire for revenge, he left Washington and turned his face westward. He was fully conversant with existing conditions in the trans-Allegheny country and thither he bent his steps. He first halted at the hospitable home of Hermann Blennerhassett, on Blennerhassett Island in the Ohio river. Blennerhassett was a native of the Isle of Manx. He had married a young and lovely woman in England, and being possessed of quite a fortune and a liberal education, the young people had moved to America and bought a splendid island in the Ohio river, to which they gave their name and upon which they built an elegant home, furnishing it with a fine library, music and every thing that was conducive to happiness and comfort. The island contained several thousand acres of land and in addition to the extensive grounds immediately around the residence, the remainder was converted into a great pasture in which hundreds of blooded cattle were placed by the liberal and progressive proprietor. Into this paradise in the wilderness came Aaron Burr in the summer of 1806.

If beauty can be applied to the physical form of man, Burr was beautiful, uniting in a fine degree a perfect physical form with an intellect rich in the very best education that the time could afford. To Blennerhassett and his accomplished wife Burr unfolded his scheme. It was to unite all the discordant elements in the Mississippi Valley and establish a great republic or empire in the Southwest. This empire, once established, would in time be the rival of the United States, and the greatest government on the western hemisphere. To it would ultimately come Mexico, Central America and all the South American states. Burr left Blennerhassett and proceeded down the river on horseback to New Orleans. On the way he stopped at the Hermitage and was entertained by General Jackson.

Arriving at New Orleans, he visited the headquarters of Gen. Wilkinson, with whom he had a long conference and with whom he, no doubt, entered into a bargain whereby the latter was to join him with an armed force at the proper time. Finally Burr purchased 300,000 acres from Baron de Bastrop in Northern Louisiana, about one hundred miles from the Texas border, to use as a place of rendezvous or final preparation for the grand movement.

Burr then returned by easy stages to Blennerhassett, and a short time thereafter it was noticed that some kind of military preparations were in progress on the island. For clandestine purposes the island at that particular period was ideally situated. There were no large towns near. On every side for hundreds of miles was an unbroken wilderness and few, if any, boats of any kind rarely, if ever, passed the place. Burr's plan, as afterward developed, appears to have been to collect a large number of boats, load them with arms and provisions, and, having passed down the Mississippi river to the Ouachita, ascend that river to the land he had purchased from Baron de Bastrop. These lands being his individual property, he had a perfect right to do with as he pleased. Wilkinson at New Orleans was to keep in touch with Burr and move when the time came. But before Burr could get everything ready the Spanish authorities at Saltillo, through their outposts and scouts, found out that some kind of gigantic movement toward their territory was in progress and promptly dispatched Gen. Herrera and Gov. Cordero with a large army of veteran Spanish troops, to Natchitoches to act as an army of observation. The government at Washington hearing of this hostile movement on the part of Spain, at once ordered Gen. Wilkinson, at New Orleans, to proceed with his troops to the Sabine river and resist the crossing of the Spaniards. The United States claimed the Sabine river as its western boundary, while Spain claimed that the proper boundary was the Red river, fifty miles to the east. It certainly looked like war. The Spanish army reached the Sabine, crossed it, were in the neighborhood of where the town of Many now stands when their advance guard met the advance guard of Wilkinson's army on the way to the Sabine.

The Spaniards retreated and a running fight ensued and was kept up till the Spaniards reached and crossed the Sabine river. The army of Wilkinson's came up in the evening and both armies encamped for the night on opposite banks of the river. The soldiers of both armies anticipated a big fight the next day, October 7, 1806. But during the night Wilkinson and Herrera met in secret conference. The result was that early next morning Wilkinson issued orders for the American army to counter-march to Natchitoches, while the Spaniards remained where they were. A treaty was entered into between Wilkinson and Herrera by the terms of which all the territory, virtually, between the Sabine and Calcasieu

rivers was to be regarded as "No Man's Land" or "Neutral ground." The strange treaty created a great deal of speculation at the time and it has since been proven almost beyond doubt that Wilkinson, in consideration of \$300,000 agreed to frustrate Burr's southwestern republic scheme and also to lend his assistance in having Burr accused and apprehended. It was also proven that \$120,000 in cash was paid to Wilkinson by Herrera, and Walter Burling, an agent of Wilkinson, accompanied Herrera to Mexico to receive the remaining \$180,000.

As soon as Wilkinson reached New Orleans word was dispatched to Washington and a few weeks later Burr was arrested in the solitudes of Alabama, as he was endeavoring to make his way to the Spanish territory of Florida, having been apprised of Wilkinson's defection. As an historical proposition the neutral ground has no counterpart. For years and years it was the prolific breeding ground for all sorts of lawlessness. People accused of crime in the old states and in Mexico would find a safe refuge in the neutral ground.

It was in the neutral ground, in 1812, that Mace's Republican Army of the North

was organized. This was the first attempt on a large scale to free Texas from Mexican misrule and establish Anglo-Saxon supremacy west of the Sabine river. And it was in the neutral ground that Gen. Zachary Taylor was stationed previous to the commencement of the Mexican War, and from which he went to the presidency of the United States. The Kansas City Southern is the only railroad that traverses the famous neutral ground and the stations and towns of Benson, Converse, Palmer's Mill, Zwolle, Loring, Many, Fisher, Florian, Christie, Hornbeck, Hawthorne, Leesville, Cooper, Pickering, Neame, Rose Pine, De Ridder, Bon Ami, Singer, De Quincy, Turner, Lake Charles, Starks and Ruliff are all on ground and in territory that was for years the border land of the United States and the buffer between that government and Mexico and Spain. Owing to the rush and hurry of modern times these old time historical scenes and incidents have been almost entirely forgotten, but the time will come when every spot in the neutral ground upon which famous events occurred will be remembered and marked by some kind of lasting as well as appropriate monument.



MILAM STREET. SHREVEPORT, LA.

Colonizing Western Louisiana

The several parishes of western Louisiana have so much in common in the matter of soil, climate, timber growth and general resemblance that a topographical description of one would easily suffice for all of them. The exception that could be made would apply to that section of the country lying within fifty miles of the shore line of the Gulf of Mexico. From Texarkana, Ark-

Tex., south to Lake Charles, La., and Port Arthur, Tex., the Kansas City Southern railway passes through Caddo, De Soto, Sabine, Vernon, Beauregard and Calcasieu parishes in Louisiana and Bowie, Cass, Jefferson and Orange counties in Texas, a timbered strip of country 298 miles in length, entirely free, with the exception of the Gulf Coast marshes, of swamps or stagnant waters and



STREET IN DE RIDDER, LA.

as healthful as any other part of the United States.

The total area of the counties and parishes mentioned is 9,990 square miles. The most northerly of these parishes and counties have altitudes ranging from 350 to 450 feet, tapering off into lower altitudes approaching the Gulf Coast. With the exception of a third of Calcasieu parish and one-half of Jefferson and Orange counties, the entire area was heavily timbered. The

timber growth consisted originally of an unbroken forest of long and short leaf yellow pine, of most excellent quality, much of which has been manufactured into lumber, and several kinds of oak on the uplands and a more or less dense growth of water oak, pin oak, white oak, beech, hickory, pecan, ash, walnut, gum and sycamore along the water courses.

Sabine river forms the west boundary of De Soto, Sabine, Vernon, Beauregard and



STREET SCENE IN BEAUMONT, TEX.



LUMBERING—SABINE AND VERNON PARISHES, LA.

Calcasieu parishes. Red river forms the east boundary of Caddo and De Soto parishes, and Calcasieu river flows through Beauregard and Calcasieu parishes, the railway traversing a broad ridge extending from Shreveport to De Quincy, La. All these rivers have broad valleys of exceptional fertility and where cultivated produce enormous crops per acre. Along Red river the country has been settled for about one hundred years and further south from seventy to eighty years, though the population was very sparse until the railway was built.

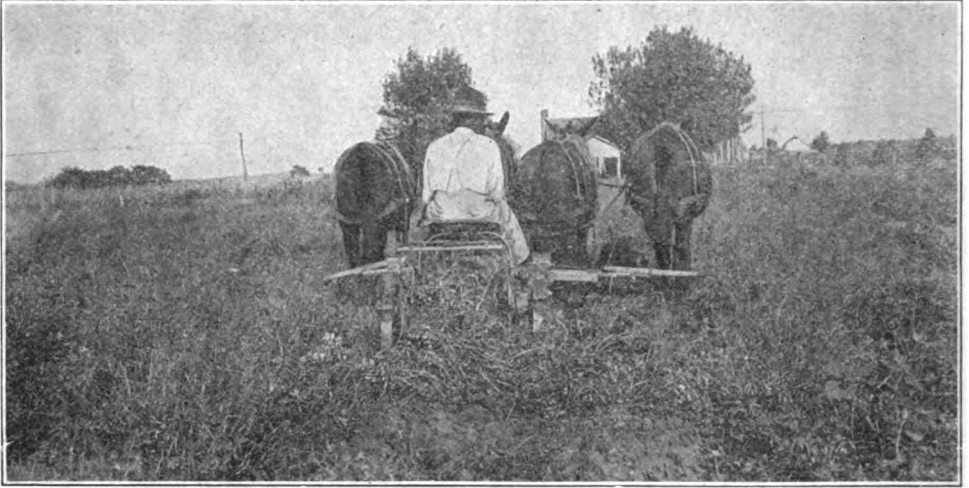
The river bottoms or valley lands readily produce, under good cultivation, from 60 to 75 bushels of corn, from 1 to 2 bales of cotton and from 5 to 7 tons of alfalfa and are very prolific in the yield of sugar cane, sweet and Irish potatoes, forage crops of all kinds, peanuts, cow peas and truck crops of every description. The soils on the Red river bottoms are a reddish dark sandy loam; those of the Sabine, Neches

and Calcasieu rivers are heavy black alluvials and in places black sandy loams. The cotton production on these lands is enormous, particularly along Red river, and in a good cotton year 300,000 bales, valued at \$18,000,000 or more, are handled in Shreveport, La.

Away from the larger streams the land is gently rolling, consisting of broad shallow valleys and numerous small creek bottoms, separated by low, smooth ridges. These uplands present a variety of soils, the extremes of fertility being areas of light sandy loams and heavy black bottom lands along the numerous water courses, small creek bottoms, etc. The predominating soils are the dark sandy loams and the chocolate dark sandy red lands, the latter strongly impregnated with iron. These so-called uplands, while not quite so prolific in yield as the river bottom lands, produce all the standard field crops of Louisiana and are famous as commercial orchard, truck, berry, potato



LUMBERING—SABINE AND VERNON PARISHES, LA.



HARVESTING PEANUTS—SABINE PARISH, LA.

and tobacco lands. They afford good pasturage, produce forage very abundantly and are splendidly adapted to stock raising. They respond readily to good cultivation and with crop rotation and the use of cow peas and other legumes acting as fertilizers yield splendid results. The annual production of fruits and truck, marketed in the northern cities and grown in east Texas and west Louisiana amounts to about 10,000 to 12,000 carloads.

The general farmer, stockraiser, fruit and truck grower cannot go amiss in west Louisiana. The soils are as fertile as anywhere else. The range of production is greater than in any other state and the grower is in position to adjust his crops to the needs of

the market, producing that which is needed and cutting out that of which there is an excess. His market need never be overstocked. To the producer of live stock the climate makes possible longer grazing than elsewhere and also permits the largest production of forage at the smallest cost. Special winter protection is not required, as the weather is very mild throughout the winter months and winter feeding is only needful two or three months in the year. A large proportion of the population is engaged in industrial enterprises, providing an excellent home market for the greater part of the crop produced. The fruit and truck growers of Louisiana are among the first in the northern markets and have little



COTTON FIELD—ONE BALE PER ACRE—CADDO PARISH.

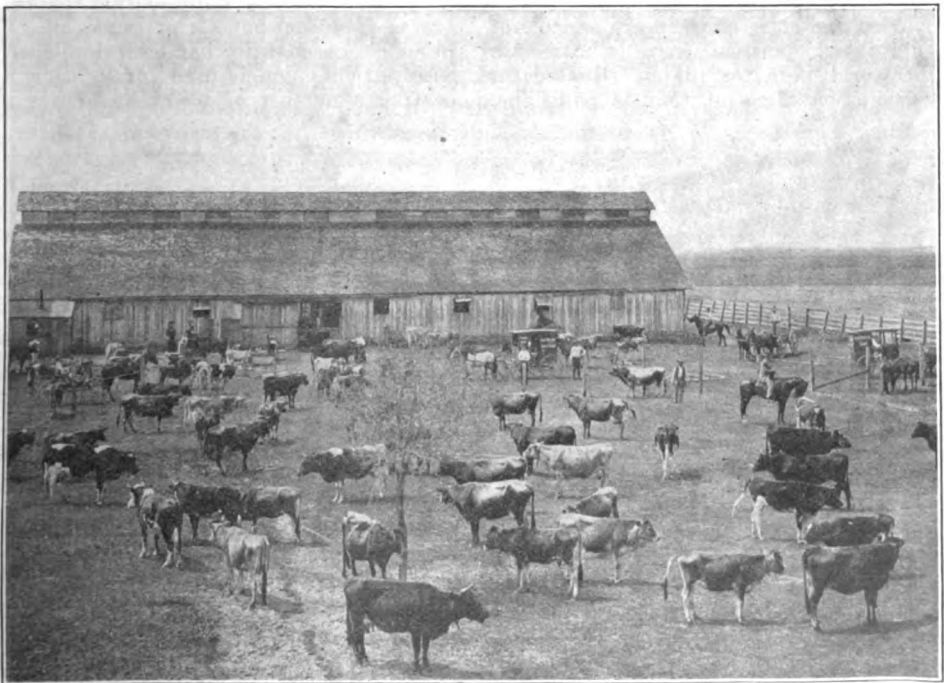


HARVESTING ALFALFA—CADDO PARISH, LA.

to complain about in the matter of price. After the early spring crop has been marketed, the home market must be supplied, and owing to the large industrial population this market is a very good one. The money obtained per acre in Louisiana, according

to the U. S. Census, is higher than in any other state in the Union.

The manufacture of lumber is at the present time the most important industry in this section of country and to it is due the building of a number of flourishing towns.



DAIRY FARM—CALCASIEU PARISH, LA.



OAT FIELD—BEAUREGARD PARISH, LA.

There are about one hundred sawmills, planing mills, stave mills, shingle mills and other wood-working establishments along the railway employing from 25 to 1,500 people each. Yellow pine lumber is the principal output and the quantity amounts annually to from 40,000 to 50,000 carloads.

The industrial resources of this region are varied and some of them are capable of indefinite development. There is no section of the world more fortunately situated for the production of cotton than is Louisiana.

It can be produced at small cost. There is room for a large cotton manufacturing industry. Less cotton should be sent to the East and more manufactured at home. Fuel, coal, oil and gas are cheap and abundant and the railway facilities are unexcelled. Oil has been developed in Caddo and De Soto parishes, the daily output being in excess of 40,000 barrels of crude oil. Gas in enormous quantity has been developed in both parishes and is used for lighting and heating a number of towns and cities and



HARVESTING SUGAR CANE NEAR BEAUMONT, TEX.



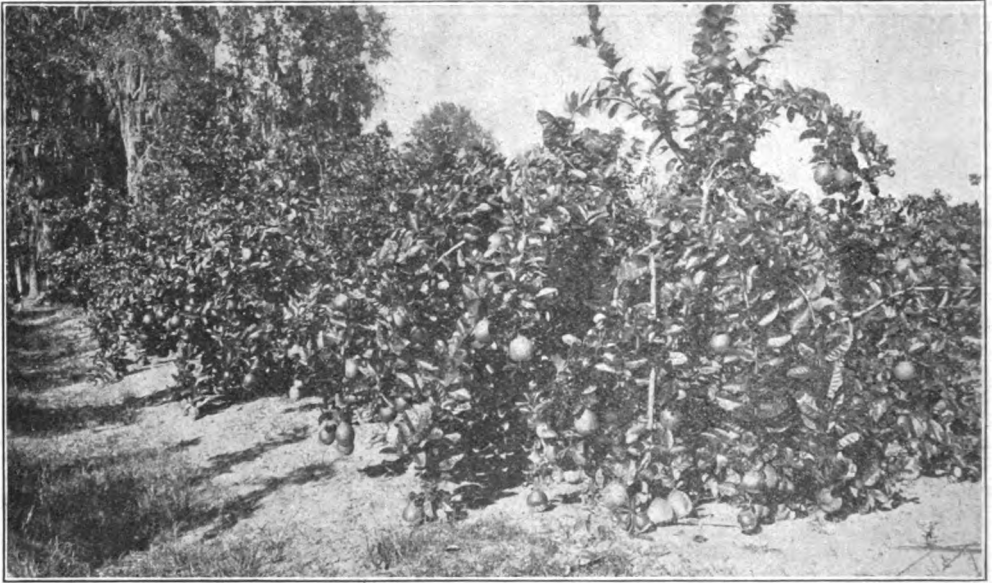
FIG ORCHARD—BON AMI, BEAUREGARD PARISH, LA.

for manufacturing purposes. In Calcasieu Parish, La., and Jefferson County, Texas, is another great oil field and at Port Arthur, Texas, are the second largest oil refineries in the world. Iron ores in great quantities are found in Cass County, Texas, and several parishes in Louisiana. Fine clays, shales for brick, sewer pipe and pottery work abound in numerous places and valuable glass sands are found in Cass County, Texas. Glass factories are in operation at Shreveport, La., and Texarkana, Texas. Lignite of very good quality is very abundant in De Soto parish and is found in several others. The greatest sulphur deposits in the world are being mined in Calcasieu parish and many hundred thousand tons are annually marketed. Other workable deposits are known to exist. Salt deposits of great magnitude have been found in Calcasieu parish and it is claimed that beds of asphalt exist there also.

The region above described in a general way is surrounded by large cities, which are important supply points as well as markets. All of them are within convenient reach and the most important of them are Shreveport, La., with a population of 35,000; Texarkana, Ark.-Tex., population 26,000; Beaumont, Tex., population, 27,000; Port Arthur, Tex., population, 13,000; Lake Charles, La., population 17,000, and Houston, Galveston, New Orleans, Fort Smith, Joplin, Kansas City, Memphis and St. Louis within easy reach.

Now it might seem unreasonable that a section of country so well provided with natural resources should remain apparently dormant in the way of agricultural developments. The explanation is not difficult. Before the completion of the Kansas City Southern railway, about sixteen years ago, this splendid region had no transportation facilities. The whole area, excepting Caddo parish and De Soto parish, was a grand forest of virgin timber, with a county seat, a few small villages and several hundred isolated farms scattered through it at intervals. A distance of fifty or a hundred miles by wagon offers no attraction to a man seeking a new location and there was no inducement for the farmer already on the ground to produce a surplus, and so he just drifted along in the good old way; made a little crop of corn, cotton and potatoes, piled a little fodder to feed through next season's plow time, and then went fishing or hunting. Health was good. He needed neither courts nor lawyers, because the people, most of them, were honest. He knew little of modern progress and cared less. During this time there was no immigration, except an occasional family that came through in a covered wagon. Land had no special value. There were thousands of acres of government land for the homesteader and squatter, but with the lack of transportation even this land offered no attractions.

The building of the railway changed con-



ORANGE ORCHARD—BON AMI, BEAUREGARD PARISH, LA.

ditions with wonderful rapidity. The magnificent supply of merchantable timber attracted the attention of lumbermen, who acquired many thousands of acres of lands and erected many very large sawmills, around which prosperous towns grew up in a very short period of time. Lumbering became the engrossing occupation, not only of the newcomers, who numbered several thousand, but of the old timers as well. For a time many of the old farms were neglected, but, with the growth of the towns and the constantly increasing demand for food and feedstuffs, these were re-established. The cleared acreage, until the lumbermen became active, was small and very little land was available for farming purposes as long as there was merchantable timber on it. Several thousand new settlers came in, purchased such lands as were available and established themselves, yet, considering the great area ultimately to be settled upon, the new farms appeared to be few and far between. There was not sufficient land available in any given locality to warrant systematic colonization.

Within the last three or four years the acreage of cut-over timber lands became large enough to make it desirable to the lumber companies to dispose of some of these lands and several large holdings were placed in market.

At De Ridder and Carson, La., in Beauregard parish, the American Farm Land Company of Kansas City, Mo., 217 Com-

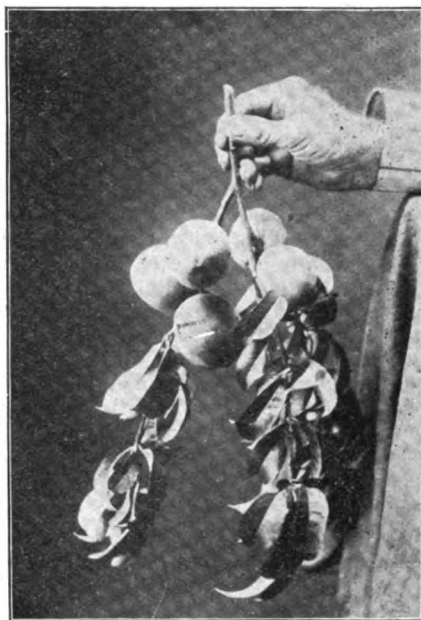
merce building, has been colonizing a tract of 22,000 acres, formerly property of the Central Coal & Coke Company, with eminent success. According to the local newspaper published at De Ridder, the county seat of Beauregard parish, over two hundred new farms have been opened up in the vicinity during the past year and the town of De Ridder itself has made a splendid growth. De Ridder has a population of 3,500, and is a well built little municipality with four hotels, three banks, five department stores, nine grocery stores, two newspapers, eight dry goods stores, two drug stores, a steam bakery, opera house, bottling works, steam laundry, three immense saw and planing mills and many minor industries. The improvements made annually run from \$100,000 to \$200,000. It also has three railroads, a water works plant and an electric light and ice plant. Carson has about 1,500 inhabitants, nearly all of whom are engaged in lumbering.

The American Farm Land Co. has recently completed arrangements for the colonization of 26,000 acres lying between De Quincy, La., and Smyth Junction, both in Calcasieu parish. This tract was part of the Lock-Moore & Co. timber lands and was denuded of its merchantable timber several years ago. A new railroad station will be placed convenient to this land. There is no doubt but that this land will meet with a ready sale as soon as the tracts are offered. De Quincy, La., is the junction point

of the K. C. S. main line and its Lake Charles branch line. It has a sawmill, electric light plant, water works plant, four general merchandise stores, drug store, bakery, brick plant, etc., and is growing rapidly.

The L. G. Byerley Land Company, 1019 Commerce building, Kansas City, Mo., is colonizing 24,000 acres, holdings of the Sabine Lumber Company, near Zwolle, La., in Sabine Parish, La. Many sales have been made in this vicinity and most of the purchasers will be actual settlers at an early day. Zwolle has about 2,500 inhabitants. There are located here the yellow pine sawmill and planer of the Sabine Lumber Co., a large hardwoods sawmill, employing several hundred people. The town has a water works system, an ice plant, electric light, a bank, cotton gin, two hotels and about twenty mercantile stocks valued at about \$100,000.

The Rice Land Company, 702 Commerce building, Kansas City, Mo., does not handle rice lands, but is colonizing 48,000 acres of land near Pickering, Neame and Leesville in Vernon Parish, La. A considerable number of new settlers are already on the ground and a large acreage is in cultivation in the vicinity of Pickering. Leesville, the county seat, has about 5,000 inhabitants and is an important commercial and industrial center. It has two great sawmills within the city limits and a third within a distance of two miles, a large stave mill, axe handle factory, iron foundry and machine shop, cotton gin, grist mill, bottling works, brick plant, ice and cold storage plant, electric light plant, steam laundry, water works, wagon factory, two newspapers, three banks, about twenty-five mercantile firms, a first-class hotel, etc. Pickering,



PEACHES FROM PICKERING, LA.

La., has about 1,500 inhabitants, nearly all of whom are engaged in the manufacture of lumber. Neame has about 1,000 people similarly engaged.

The lands above mentioned and now being colonized are well suited for all kinds of farming operations and are very good for raising forage and live stock, as well as corn, oats, cotton, sugar cane, potatoes, cow peas, fruits and vegetables of all kinds.

The land values are from \$15 to \$20 per acre and a large acreage, divided into many farms, has been sold at these prices.

Sequoyah, the Cadmus of the Cherokees

From the time he was a small boy, Sequoyah, son of a Cherokee chief, was more interested in making things than he was in killing. He liked to go down to the houses of the white settlers in Georgia and see the many strange things that they had brought from across the sea. Most of all was he interested in their "talking leaves," the books which made him laugh and sigh and sometimes weep. Among the Cherokees this thing of written thought was quite unknown.

True, they made pictures upon bits of bark and skin, but one could never tell how such a letter was going to be interpreted. A stupid man might make nothing at all

of it, while one too fanciful could read into the picture all sorts of things that the writer had not dreamed of putting there.

But, surely, at the making of pictures there was none more skillful than Sequoyah. He would shirk his part in the hunt and in war to hunt for new roots from which dyes could be squeezed, and with ocher and charcoal he sketched on skin the mighty deeds of the tribe, so that they served as a reminder of old victories. Assuredly, he was a very wise young man.

Already there had been a dance held in his honor, and all the tribe had brought girls to him before that day when a hunting party found the maker of pictures

pinned under a great rock upon a hillside. He had gone out to get skins for his picture making, because the hunters bartered all their skins to the English in the country by the sea, and in a slide the rock had pinned him down.

The medicine man put on his robe made of the yellow bear's skin, and thrust his head into the eyeless skull and leaped about the wounded man, crying out, groaning, crouching, swaying; now he snarled like the bear, and now he muttered incantations to drive out the bad spirits and call upon the good spirits of healing. And the crushed man lay there, prone, the spirit of life just fluttering within him. When he walked again many moons had waned, and he went stiffly, like an old man, and it was seen of all that he could never run again or hunt or swim. But he did not seem to mind as much as some; it gave him more time for his business of making things.

He sat to work now hammering out silver ornaments of his own design. Anklets and earrings and brooches he made, and the Indian girls came crowding to his forge, smiling requests. He was not a hard hearted man, this Sequoyah, and they carried off many of the choicest pieces of his workmanship. But there was one shy little girl who did not ask for things, but seemed absorbed in watching what he did and in the wonder of his workmanship, and for her he saved the loveliest and most exquisite bits. This girl at last he asked to become mistress of his wigwam and she agreed.

Now, there came a new mood on the man; he cast aside his trinket work and busied himself with useful things—spades, rakes and hoes. Even the white man came to buy his wares, and a white man named Lowrey, who was his friend, gave him a die with his name in English upon it—George Guess—with which he stamped all the things he made. There was always a crowd of admirers around the forge and he was a royal entertainer; he bought kegs of rum from the settler and went with his friends carousing off into the woods. His wife was left alone, his forge neglected. Lowrey, unwilling to see his friend throw away everything, followed him one day, carried him off in a drunken stupor and made him prisoner until he came to himself. He talked to Sequoyah very gravely. He might be a great man in his tribe; the Great Spirit did not give a man such gifts to fling away. Sequoyah gripped his hand solemnly and went back to his Georgia mountains. We do not hear of any more excursions with rum kegs.

He walked much with the older members of the tribe and heard their serious talk. And now he started on his great life work—to invent a written code which should mean the same to all men who saw it. He would make talking leaves such as the English had. He decided at last that there were eighty-six syllables in the Cherokee language, and he set to work to invent eighty-six written characters. These syllables, combined, made every word in the language.

There was warfare now between his people and the United States, but Sequoyah seems to have paid small heed to it. In the clearing behind his house he worked every day over his sheets of birchbark. It was two years before he completed his alphabet. Then he called his little girl and set to work teaching her how each syllable was pronounced. Then he asked her to write one word and a second and a third at his dictation. She did it easily. He asked Lowrey to come and see this thing. The white man was incredulous, but came at last merely to please his friend. He found that the child could read whole sentences that he had dictated to Sequoyah and which the Indian had written down.

It was more than ten years, though, before Sequoyah could persuade the chief of his tribe to have anything to do with his invention. They shook their heads, and muttered sorcery and of men touched by the Great Spirit, so that the light of reason was snatched away from them. He was 50 years old before they would consent to a public test.

A great assembly gathered when he brought a half dozen young men into the center and had them read sentences dictated by the judges and the crowd. It was a thing the like of which had not been known. For a time it seemed as if the whole tribe went mad over it; men forgot to hunt and fish and spent their days and nights pondering over bits of bark and paper.

Schools were set up; the Cherokees were already living in log cabins and had attained some measure of civilization. Sequoyah made a long trip to Arkansas, where a part of his tribe was settled, and taught them the alphabet and how to write down thoughts.

Then he returned, and in 1828 made a trip to Washington to see the President. He had become a great man in his tribe. Ten years later his whole tribe moved to Arkansas. Then he got word of a lost tribe of Cherokees in the Far West. His tribe gave him an annuity, and he set out in a prairie wagon to find these Indians and

give them the great invention which had raised the Cherokee almost to the level of the white man. He was a man past 70 years old, but he made his preparations as gleefully as a boy. New Mexico was the goal he was bound for. The old man did not come back. The expedition fell into a country of bad water and little food. At

last he died. He had sent the others out and had gone on ahead. They wrapped him in his blanket and laid his "talking leaves" beside him, and placed his body on a shelf in a small cave, where nothing could disturb it. They marked the place, but no Indian was ever able to discover it afterward.

The City of Shreveport

(Editor's Note.—The following interesting article on "The City of Shreveport" is taken from a recent issue of "L'Abeille de la Nouvelle Orleans" (The New Orleans Bee), the famous old French newspaper of the Crescent City. It was written by Mr. Ludovic Lafargue, now of this city, and has been translated into English by one of the Journal's friends.)

The City of Shreveport.

Shreveport is one of the most picturesque cities of the United States. It is built on a series of hills. At her foot winds Red river, describing gracious sinuosities in the midst of a luxuriant vegetation.

The streets and avenues where are found the residences are bordered with a double row of vigorous trees, of which the thick foliage form on each side a gracious curtain of greenery. These trees are inhabited by a variety of birds. In all sections of the city one finds a feverish activity to make a Greater Shreveport.

In the course of the year 1911 there has been spent in Shreveport \$5,350,000 in new buildings and other improvements.

There have been paved fifteen miles of streets, which bring to forty-seven miles the extent of streets paved in the city limits.

In 1912 there was commenced the construction of five model roads departing from Shreveport in different directions. They will be continued during a period of five years at the rate of five miles per year. In five years Shreveport will be provided with five paved model roads, each having a length of twenty-five miles. This prospect fills with joy in anticipation the numerous automobilists of the city. One counts in Shreveport 748 automobiles.

Shreveport is abundantly provided with drinking water by the water works, which have been rebuilt in 1911. The board of health of the state, which has analyzed this water, has declared that it was in a condition of absolutely satisfactory purity as much from a sanitary point of view as a chemical view. One is inspired with the best methods in the organization of the

public schools of the Parish of Caddo. All the schools which have been erected in the city and in the rural districts are elegant, spacious and comfortable, perfectly appropriate for their use. The Central High School building is an imposing edifice. The teaching corps, chosen with the greatest care, possess at the head a man of science, well known as an authority on matters of teaching—Professor C. E. Byrd, superintendent of the public schools. The primary department is organized in an extremely satisfactory manner. Shreveport is not less well favored from a point of view of secondary or high education. The College of St. John is a much esteemed institution in Shreveport.

Centenary College for boys is also an establishment of primary importance.

Two institutions are open to the young girls who wish to make high studies. St. Vincent's Convent, which enjoys a just title of a great prestige, and St. Mary's Convent. These two establishments are under the direction of a religious order, the Daughters of the Cross, those worthy educators of great competence and so devoted to their noble mission.

Five banks are established in Shreveport. The capital of these five institutions is \$2,600,000. Their deposits attain to \$13,000,000. In 1912 a deficiency existing in the financial system of Shreveport has been filled by the organization of three trust companies, with a capital of one-half million dollars.

There exist in Shreveport ninety-five manufacturing establishments and wholesale houses.

Eleven lines of railway come into Shreveport and send out each day fifty-six trains of passengers. The business realized on the sale of cotton is of a great importance. It has reached the figure of 300,000 bales in one season.

Shreveport possesses three compresses, one of which is the largest in the world. These three compresses are able to press a crop of 500,000 bales. The sources of oil

and gas existing in the Parish of Caddo were discovered in 1905.

The oil is found at a depth of 2,300 feet. Among the numerous wells that have been drilled several have given remarkable results. Often there is found a well that gives from 15,000 to 25,000 barrels a day.

There are three oil refineries established at Shreveport.

The oil not refined is employed as fuel by the manufacturers and railroad companies. About three barrels and a half of oil are equivalent to a ton of coal.

The unrefined oil is delivered at the domicile at the low price of \$1.00 a barrel. The price is lower than the cost of the freight. Here is a table of the quantity of oil produced annually:

	Barrels.
1906.	3,358
1907.	44,908
1908.	499,938
1909.	1,028,818
1910.	5,090,793
1911.	6,995,828

Recently a well that the Standard Oil Company had drilled had attained a source of oil giving 18,000 barrels of oil the first day; the next day the announcement came that the well was on fire. The fire continued, producing an immense column of flame two hundred feet in height. This grand spectacle cost the company \$1,000 an hour.

The existence of sources of natural gas in the Parish of Caddo has contributed powerfully to bring to Shreveport a great number of manufactories. The gas is furnished to Shreveport to the ordinary consumer at 22¼ cents net per thousand cubic feet. It is given to the manufactories at 7.7 cents per thousand feet. The great glass factory pays only 4 cents per thousand cubic feet.

About 15,400 cubic feet of natural gas is equivalent to a ton of coal. At 7.7 cents per thousand cubic feet the price of the ton is \$1.186; at 4 cents per thousand cubic feet the price of the ton is reduced to 61.6 cents.

The alluvial lands that lie on either side of Red river in the region of Shreveport

are very fertile. There are raised crops of cotton, hay and various other fodder, oats and corn.

The fair grounds comprise 104 acres. The work of transformation and the buildings erected have cost \$250,000. In 1911 the citizens of Shreveport voted in favor of the fair an additional sum of \$100,000.

The annual fair is held in the first days of November. It distributes \$10,000 in prizes to the agriculturists who have merited the awards.

The lumber business has very great proportions in Shreveport. In this branch of business there are several houses of first order, notably the Frost-Johnson Lumber Co., of which the capital is \$10,000,000.

Four newspapers are published at Shreveport.

The protection of the city against fires is assured by an excellent organization which possesses very complete apparatus of the most perfect and most recent models.

Shreveport is administered by a commission form of government. It seems that this form of government will in the future be adopted by the majority of municipalities of the United States, with modifications that the experience and good, practical sense of the Americans may suggest.

During the last fifteen years the development of Shreveport has been marvelous. In 1900 Shreveport had 16,013 inhabitants. The 1910 census gave Shreveport 28,015. The population now is estimated at 35,000.

In 1910 the receipts of the post office were \$41,280. In 1912 they were \$129,000. In 1910 the assessments of the city amounted to \$4,642,356. In 1912 they attained the figure of \$16,500,000.

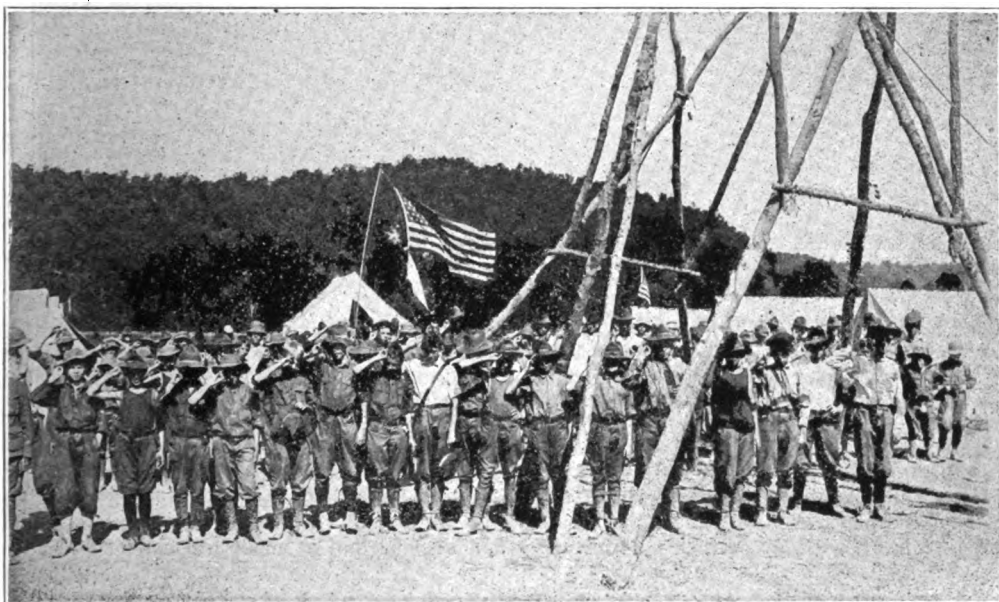
The majority of the population of Shreveport comes from Virginia, the Carolinas, Tennessee, Georgia and Alabama. It has conserved the mentality, the energy, the commercial aptitudes which characterize the inhabitants of those states. But at the same time one finds at Shreveport the refined tendencies, the courteous hospitality which are said to have been given to the original Latin Louisianian.



Elk Springs, Missouri

This village is in McDonald County, Missouri, lying just below the confluence of Indian Creek with Elk River about two miles north of Noel. It is 197 miles south of Kansas City, Mo., and 42 miles from Joplin, Mo. It is on the site of the old town of Rutledge, built before the Civil War, and in the autumn of 1861 it was for one day the capital of the great state of Missouri. The state legislature had adjourned at Neosho, Mo., to meet at Rutledge and then ad-

the country adjacent offer many attractions in the way of exquisite scenery. Much of the virgin forest still remains and the country roads make all points of interest accessible. For camping out, fishing, bathing, kodaking, walking or driving, a more interesting location does not exist. Last year several hundred boy scouts, their parents, their sisters and their cousins and their aunts camped there and had the time of their lives. Bathing and fishing were



BOY SCOUTS AT MORNING ASSEMBLY, ELK SPRINGS, MO.

journed for good. Another legislature was doing business in Jefferson City, Mo., at about the same time.

The village lies in an almost circular bend of Elk River. The ends of the bend are within a quarter of a mile of each other and the bend itself is about five miles long, any part of which is within a mile of the village. Most of the land enclosed within the bend lies from 150 to 250 feet above the river, the bluffs rising perpendicular from the water to the top, from which the river can be seen for many miles. Within a radius of three miles there are about fifteen miles of good fishing water. At the railway station there is some comparatively level land, from which there is an easy ascent to the top of the bluffs, from the sides of which gush out great springs which flow off into the river. Elk Springs and

fine, and at the bathing pools selected nowhere was the cool, clear water deep enough to drown a boy scout. Nowhere was there a more interesting country for their daily "hikes" and never before had they been blessed with such appetites as they had at Elk Springs. Fine scenic drives are possible in many directions and no two are alike, a description of one road will convey an idea as to what may be found along the others.

Beginning at Lanagan, Mo., about three miles north of Elk Springs, a good gravel road, follows the meanderings of Indian Creek to its junction with Elk River. A few hundred yards from Lanagan it crosses Indian Creek just below a large mill dam and the remains of an old mill and then winds its way along the hillsides and rocky bluffs, through several fine orchards and



AVERY'S BLUFF, NOEL, MO.

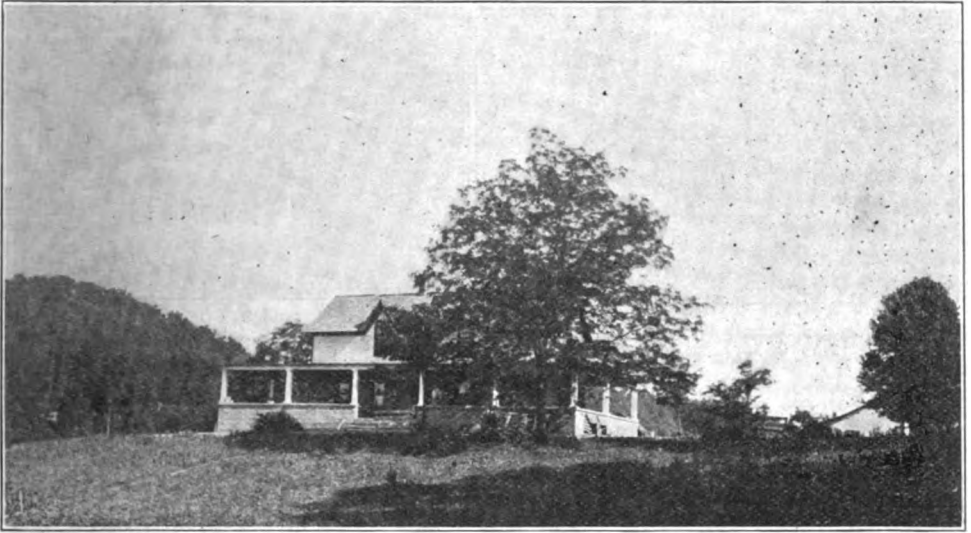
farms to the bluffs of Elk Springs, a series of immense cliffs rising perpendicular from the bed of the river to heights of 200 and 300 feet, meandering thence along the river bank along the base of the cliff to Noel, Mo. Crossing the Elk River, over a fine steel bridge at Noel, the road for half a mile or so runs under Avery's Bluff, one of the most picturesque spots in the Ozark region, a hanging ledge of rock making vir-

tually a roof for the road to the rapids of the river, which extend over another half mile, and not far beyond these are the Cedar Bluffs towering above the road several hundred feet. At all these places the water in the river is so clear that the shoals of fish in the pools can be plainly seen.

Much solid enjoyment can be had by living in a tent, but other accommodations can also be had at moderate expense. Mr.



FISHING AT ELK SPRINGS, MO.



RIVERSIDE FARM INN, ELK SPRINGS, MO.

A. V. Shuter has a fine cottage on top of the bluff, completely furnished to accommodate parties of ten to twelve people. Mr. Jno. W. Miller has a cottage on the same bluff and can accommodate visitors with room and board at \$1.25 per day. Magnificent views of the surrounding scenery can be obtained from both of these

places. Mr. J. C. Fleming has several cottages and a dining room and can accommodate about fifty people, and several others can provide accommodations. Tent dwellers can obtain all supplies required at the store near the station. Mr. W. D. Nelson, agent K. C. S. Ry., will be pleased to furnish information.



W. H. FLEMING'S SUMMER COTTAGE, ELK SPRINGS, MO.



RIDE-A-WEE COTTAGE, ELK SPRINGS, MO. MILLER'S COTTAGE, ELK SPRINGS, MO.

The Banana Is Common Now

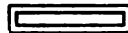
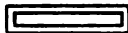
Whole Train Loads Pass Through Carrying Tropical Fruit

The banana, which only a few years ago was one of the expensive fruits placed on the northern markets, and was just about as scarce as high priced, has become as common as the commonest. The industry of growing the fruit in the tropics has become a gigantic business, and millions of tons are eaten every year at prices that do not embarrass the most humble purse. It would take figures after figures to arrive at the sum total of the banana consumption year after year, where a few years ago they seldom got outside of the city markets. One can, however, have some sort of an idea when he thinks over the number of banana trains that have been run over the Kansas City Southern road from the south to the Northern markets since its contract entered into last fall for their transportation.

Recently a banana train passed through on its way to Kansas City and marked the number of 88 trains that have been run over the road in the past five months. This train contained 26 cars, but the number of cars per train will run from 22 to 26 cars, and one train passed through which contained 32 cars. It was an unusually large one, however, and was doubled from two trains at DeQueen, Ark. Each car of bananas contains on an average of 40,000 pounds, but just the number of bunches this means has not yet been figured out by the railroad company. The wholesale fruit dealers who handle them say that a car will

hold from 300 to 400 bunches, depending upon their size and how closely they are packed. The demand for the fruit is increasing every year, it is claimed, and yet the number of banana farms is increasing every year along with the demand. One can have some sort of an idea from these figures how popular has become the banana and the number eaten.

The Southern road alone has apparently hauled enough of the fruit since it began handling them to keep an army busy in the cities handling them. But the cities are not the only places the fruit can be had now. They can be found in the small villages as well as in the ordinary sized towns and small cities all over the United States and Canada. Then it must be taken into consideration that the Kansas City Southern is not the only road running banana trains. The Illinois Central, Mobile & Ohio, Cincinnati Southern, Louisville & Nashville are all hauling them and at about the same rate as the K. C. S., it is stated by a transportation man of the latter road, who has been in close touch with the business since the trains were started over his road. They are shipped up into the Alberta country in Canada, and to many other northern points in Canada and the United States over the Southern. With the handling of all of these trains and cars of the fruit by the Kansas City Southern, the company has lost only three cars by wrecks and other bad luck happenings.



What Paul Knod and Sons Are Doing in the Arkansas Hills

By G. C. Watkins.

We dropped off a Kansas City Southern train at Gillham, Ark., one morning toward the last of April in company with the agriculturist of that road, Mr. J. Hollister Tull, for the purpose of visiting the fruit and truck farm of Paul Knod & Sons, whom we had heard described as being veritable wizards at gardening and fruit growing. From all accounts they were turning a rough and unlovely wilderness into a garden of Eden, producing early vegetables in the open ground and marketing them in Kansas City and other markets of similar latitude at a time when the tables of those cities were either bare of such products or supplied only with those grown under glass.

Paul Knod, Sr., the father, is an old country German, a man of wide and varied experience and possessed of a not unusual quality in the race, good, hard business sense combined with a turn for study and scientific research. A man who abhors idleness and while working with his hands employs his mental faculties in study and observation, noting the result of physical effort and planning to coax from a willing soil its treasures in an even greater abundance.

We found him in the test vineyard removing the surplus of fruit spurs, which at this early date were already one to two feet in length. This test vineyard, we will say just here, contains some 25 new and old standard varieties that are being tried out as to their adaptability in this soil and climate. It is located on a sharp ridge or backbone running north and south and having three distinct exposures, east, south and west, this matter of exposure being also a matter of test. The soil is a gravelly loam known locally as a warm soil, probably because it warms up so early in the spring and starts the vegetation into vigorous growth, sometimes weeks in advance of the heavier clay soils found in the "flatwoods."

"Look at the radishes," said my friend, and indeed one could not help looking at them, for they were growing in the fence corners, between the grape rows, everywhere, beautiful, scarlet breakfast radishes, sweet and crisp. We not only looked, but we pulled and feasted on them. "Oh, pshaw!" said our host, "those are just the leavings; we're all through pulling here."

"There are some of the remnants of those summer squashes I was telling you about,"

again remarked my friend Tull, pointing to the dried shells lying about between the grape rows. But I must explain or my readers won't understand. Last summer Mr. Knod, for the lack of a more convenient cover crop seed, sowed summer squashes in this little vineyard of perhaps two acres in extent, and the resulting crop of these pretty little scalloped vegetables netted him in the Kansas City market \$36.50, shipped in common 20-pound splint market baskets.

From the vineyard we entered a young peach orchard on a western hillside, also an experimental plat, as there are several varieties growing here, and between the rows are growing the thriftiest looking strawberry plants I ever saw, and bearing a crop of fruit in keeping with the immense development of crown and foliage.

The berries literally lay in heaps about the crown of the plants, the earlier ones just beginning to ripen and averaging an inch and a quarter to an inch and a half in diameter.

Only one variety of strawberry is grown on the place, and that is the Ruth, said to be of Klondike and Aroma blood, and found by Mr. Knod to be larger and less acid, better growers and better shippers than either of the parents. Good enough to be grown by him to the exclusion of all others. Shipping started from here on April 28th this season, fully a week in advance of the Van Buren district and nearly three weeks ahead of southwest Missouri.

But we must move on. Here is a gang of men planting cucumbers on ground occupied during the winter by spinach, and from which regular cuttings had been made from December to April and netting approximately \$200 per acre. The soil, although containing some gravel, is loose and shallow.

Crossing a farm road, we enter a young vineyard of Concord, one year old from setting, for which the trellises have just been erected, and adjoining it is a small field of the wonderful new McDonald berry. Ever hear of it before? It's a new one on me; said to be a cross of the dewberry and blackberry and a tremendous cropper when pollinated by either the lucretia dewberry or an early blooming blackberry, as its own flowers are pistilate. We took a snap shot of this field as the vines were in full bloom and the rows resembling nothing so much as banks of snow. This berry comes on

immediately following the strawberries and some little time ahead of the blackberry, and consequently finds a ready and profitable market, as it ships well when properly handled. Mr. Knod will plant largely of the McDonald berry, believing it to be one of the most profitable small fruits for this section of the Southwest.

Across a hollow or draw which cuts through the farm at this point we see an apparently barren hillside, but upon closer observation we perceive the green of radish tops and find that here is the main crop of radishes and from which will be pulled in a few days the last of this season's output of this wonderful catch crop. The big packing shed and storage warehouse are close at hand, so we look this over while Mr. Knod explains his methods of grading, cooling and packing the various crops which he produces and upon the excellence of which methods have largely hinged his success as a shipper of perishable garden products.

A part of this building is enclosed and used for the storage of crates and boxes, seed, etc., and the south end is an open shed used for sheltering the farm tools and machinery. The north end is also an open shed, built directly over a spring of cold water, and it is here that the vegetables are prepared and packed ready for shipment.

A telephone in the building connecting with different parts of the farm and with the business office in town completes one of the most business-like and effectively arranged packing sheds.

In preparing the radishes for shipment, they are pulled and carried to the packing shed by the field crew, where they are dumped into tubs of cold spring water and thoroughly washed and rinsed, after which they are spread out in slat-bottomed trays four feet long and 30 inches wide and are allowed to drain while the women and girls employed at the shed sort and tie them into bunches of one dozen each. They are then packed in bushel boxes holding eight bunches each, first a layer of bunches with the roots up, then a layer with the roots down, then a layer of cracked ice and then the finishing layer of bunches with the roots up. Being thoroughly cooled by the spring water in which they are washed and then packed with the cracked ice, they reach market as fresh and crisp as though just taken from the ground. Particular care is taken that every bunch is made up of perfectly formed radishes of uniform size and everything is strictly gilt edge, even the boxes being carefully and neatly nailed to insure a neat and high-grade appearance, and all this care pays. One consignment

netted a clear profit of \$6 a bushel, while the season's shipments to date amounted to \$1,400 and one more shipment to make.

The chief beauty of this crop is that it costs practically nothing to produce it. The only expense being the seed and the cost of gathering, packages and packing. The seeds are sown broadcast and lightly harrowed early in February or as soon as the ground is in shape to be worked. By the time the later and less hardy crops are ready for planting this one is harvested and out of the way.

Another important crop with the Knods are wax beans. The first planting of these were just getting their second leaves at the time of our visit, others were just breaking through the ground, while there were some plantings yet to be made.

They occupy the ground between the grape rows of the newly set vineyards, in the cherry orchard, and the later plantings will occupy the ground where the last of the radishes were taken off. As with the radishes, much of their financial success with the beans comes through the excellence of their grading, packing and shipping methods. Most anyone can grow wax beans successfully and in great abundance, but not everyone who has tried it has made a success in the marketing end. The secret here is in getting them into a good market ahead of home-grown stuff and in a fresh and attractive condition. The Knods gather their beans and put them through a cooling and pre-sweating process before shipping, with the result that they reach the market in a bright, fresh condition instead of the all too frequent wilted and mildewed, comparatively worthless product of the average bean shipper.

As soon as they are gathered the beans are spread out six to eight inches deep in large trays in the packing shed, where they are allowed to remain 12 to 18 hours, depending upon the temperature and general condition of the atmosphere, and are observed closely as to their condition. Within a very short time after being placed in the trays they enter a sweating stage which lasts for only a few hours, and at the end of which time they must be promptly removed from the trays and thoroughly aired and cooled to prevent wilting, mildew and decay, after which they are packed in one-third bushel crates for shipment.

It is this sweating process, followed immediately by a rapid deterioration in quality, where the beans are packed for shipment as soon as gathered, that in a great majority of cases brings about failure to the average grower, and which is overcome by

the pre-sweating process to which the Knods ascribe a large portion of their success.

We saw a five-acre field of early Alaska peas just beginning to bloom. These will be out of the way for a later crop of some sort, probably cantaloupes. And speaking of cantaloupes, the climate and soil of southwest Arkansas produces a netted gem that for quality and flavor acknowledges no superior in the cantaloupe line. Even the famed Rocky Ford pales into insignificance as compared to the melting juiciness and incomparable aroma of the Arkansas product, and yet some of our growers blindly persist in calling their melons Rocky Fords. Let's call 'em Ozark Netted Gems and make a name for them as Rocky Ford has made a name for her product. Mr.

Knod has great faith in the cantaloupe as a money-maker, and will plant several acres of them this season, and next year he is planning to grow one hundred acres or more.

We spent several profitable hours with these good people and came away with a better opinion than ever before of the great possibilities of fruit and truck growing in southwest Arkansas.

Their farm is typical of thousands upon thousands of acres lying idle in one of the most favored regions in America. A climate unsurpassed by California, a fertile soil abundantly watered by sparkling streams of pure spring water and with a rainfall sufficient for every requirement of agriculture.

The Kansas City Southern Railway's "Better Farming Train"

This train was made up of three cars and a special engine. One of these was a large baggage car cleared of all equipment and the others were passenger coaches. The baggage car was fitted up for giving lantern slide lectures and the seating capacity was for one hundred persons. The train was operated from Texarkana to Singer, La., and was on the road from February 9th to February 14th, making twenty-three stops in all.

Among the subjects on the program were the following: Live stock, hogs, poultry, cantaloupes, peanuts, truck crops, silos and silage, forage crops for the South, etc.

Car No. 2 was fitted up with exhibits, etc., of interest to the women of the farm. In this car the subject of poultry raising, domestic science and home canning were emphasized. A special effort was made to have women exclusively visit this car. Car No. 3 was principally used for talks with school children. Speakers were provided who could talk to the youngsters on hog clubs, poultry clubs, tomato clubs, cotton and corn clubs as well as on gardening. In the women's car were enlarged pictures of subjects of interest to all farmers and also canning apparatus of different makes. This car also had samples of different kinds of silos, different kinds of fruit packages, specimens of prize winning poultry and of different types of poultry which do best in Louisiana. Among them was a pen of very fine capons which created much interest.

A liberal supply of farm publications and bulletins on various subjects, published by the United States and the State Governments, was on hand and distributed to those interested. Company's exhibits of fruits and grains peculiar to Louisiana was on car No. 3 and was very useful and attractive.

Lectures were given by Mr. E. N. Plank of Decatur, Ark., on Fruit Growing; Prof. W. H. Wheelock, Fayetteville, Ark., Prof. W. C. Lasseter Agronomist, Fayetteville, Ark., Mr. Geo. Benoy, Cedarvale, Kan., on Poultry Raising; Prof. W. R. Dodson, director of Experiment Station of Louisiana, Baton Rouge, La., Prof. C. R. Staple, in charge of dairy extension, Baton Rouge, La., Miss Kelly and Miss Powell of Baton Rouge, La., in charge of Domestic Science; Mr. Mason Snowden, state agent government demonstration work, and Mr. J. A. Redhead, assistant state agent, in charge of Boys Club work, and Mr. and Mrs. J. Hollister Tull, who assisted in the Lecture work. The Government demonstrators of the several parishes in Louisiana joined and worked while the train was in their territory. As nearly as could be counted the attendance at the different towns varied from 75 to 765 people, the total number visiting the "Better Farming Train" being 6,905. Considering that the weather was rainy and stormy at several places and those living farther out from town dreaded the unpleasant weather, the trip was an unqualified success.

Improvements in Cities and Towns

TEXARKANA IN 1913.

Texarkana made good progress in 1913. The following new business concerns were established: Guaranty Motor Co., Camden Music Co., Brown's Film Exchange, Direct Coffee Mills, L. E. Rowe & Co., Four States Sales Agency, Crowe Laundry, Mueller's Fish & Poultry Commission Co., Prince Bros., Purified Oil & Gasoline Co., Electric Gin, Coates Bros., E. W. Dowd, Real Estate; L. C. Smith Typewriter Co., Saunders Bros. Retail Store, Schwarz Clothing Co., Max Scherer, Ladies' Clothing, and Pinkham Metal Screen Co.

Completed buildings during 1913: Heilbron Garage, \$1,500; Texarkana National Bank, \$170,000; Dr. Kelley building, \$5,500; Masonic building, \$7,500; Wickenden theater, \$7,000; Armour & Co., \$40,000; P. O. Improvement, \$750; Highland Park school, \$11,000; colored high school, \$5,000; Longinotti building, \$1,800; Wessell building, \$2,000; Hardin store building, \$20,000. Total, \$272,050.

Buildings under construction: M. A. Hart, stable, \$5,000; Tennison Bros. plant, \$40,000; Rose Hill school, \$30,000; Cotton Belt roundhouse, \$60,000; Hardin garage, \$1,500; Purified Oil & Gasoline Co., \$25,000. Contemplated: Mayo Candy Co., \$8,000; Swift & Co., \$35,000; Post Office, \$4,000; Interurban Railway, \$100,000; Arkansas Drainage District, \$30,000; Arkansas Improvement District, \$125,000; City National Bank, \$4,000; Hardin theater, \$45,000. Total, \$426,000.

PORT ARTHUR PORT STATISTICS.

Comparative statistics of the volumes of shipping through Port Arthur during the years 1912 and 1913 shows a substantial increase for the last year. The figures follow:

Imports for 1912, 395,703 short tons.

Imports for 1913, 587,359 short tons.

Net increase of 1913 over 1912, 192,656 short tons.

Value of 1912 imports, \$1,440,045.

Value of 1913 imports, \$2,327,513.

Increase in value of imports in 1913 over 1912, \$887,468.

Exports for 1912, 998,919 short tons.

Exports for 1913, 1,395, 732 short tons

Net increase of exports in 1913 over 1912, 396,813 short tons.

DE RIDDER, LOUISIANA.

The year 1913 has been the most prosperous year Beauregard Parish and the town of De Ridder have ever known. The new year took up changed scenes and conditions in town and country. No five years in the history of the town have brought about such developments as have taken place in the year 1913. During this year and up to date light and power plants were installed and put in successful operation. Seven miles of cement walks and curbing have been put down; two additions have been admitted into the corporation; nine brick and several frame business buildings have been erected and about one hundred and twenty residences were built and many more are needed. A contract was let for building twenty dwellings, which are to be rented. This will help a little but not much. Business buildings are equally scarce and more are badly needed.

A new court house and jail, costing \$168,500, are in course of construction.

The lumber industry, which is by far the largest industry in the parish, made great developments during 1913. A number of large mills have been rebuilt and brought up to greater efficiency, new mills have been put in and others are in the course of construction. The outlook for this industry is good.

Agricultural development, which heretofore has been of minor importance in this section of the country, has taken on a new life. People at home and abroad have awakened to the possibilities of the soil of this parish. During the year upward of two hundred northern families have bought land in the parish which they will convert into homes. Some of these are already located and are making substantial improvements on their new holdings.

The stock raising industry is keeping pace with the other developments. Scrub cattle and razor-back hogs are being replaced by better breeds, which, as practical experience has shown, thrive here as well as further north.

With the great industrial developments, the educational system has not by any means been overlooked. During the year a \$60,000 brick and concrete school building has been erected in De Ridder, and in different portions of the parish new frame buildings have been built, which are known as consolidated rural schools. Two or more thinly settled districts have been consoli-

dated and one central school established and first grade teachers put in charge, thus bringing to the country child the same educational advantages to be had in town.

Taking it altogether there has been a general forward step all along the line. The outlook for the new year has never been so good. People everywhere seem to be optimistic and unless an unforeseen halt comes, progress will continue through 1914.

Beaumont, Tex., issued during 1913 building permits aggregating in value \$332,000 and acquired two new sawmills requiring an investment of \$100,000. Two new oil companies with a joint capital of \$50,000 and a timber company with capital of \$5,000 were formed within the past sixty days.

Fort Smith, Ark., in the last sixty days secured the E. D. Bidwell Coal Co., capital \$50,000; the Arkansas Mausoleum Co., capital \$200,000, and the Best-Clymer Sorghum Syrup Co., capital \$75,000.

Grannis, Ark., thinks that there is oil in the vicinity which ought to be utilized and has incorporated the Grannis Oil & Development Co. for the purpose of boring a hole in Mother Earth. Capital \$50,000.

Joplin, Mo., since December, has incorporated nine companies with a joint capital of \$129,000; erected 15 concentrating mills, costing \$39,500; secured sheds for the Union Station costing \$10,500, and let contract for construction of Broadway viaduct, costing \$96,133.

Lake Charles, La., incorporated in December and January four companies with \$455,000 capital; let contract to pave streets at a cost of \$206,000; built 6 dwellings costing \$11,000, a two-story business building costing \$18,000, a detention house costing \$8,000 and had five oil wells bored at a cost of \$40,000.

Mooringsport, La., secured the Bank of Mooringsport, capital \$25,000, and also a steel bridge across Caddo lake costing \$43,999.

Sallisaw, Okla., secured the Citizens' National Bank, capital \$30,000.

Shreveport, La., in December and January had a large number of new incorporations, capital stock \$1,190,000. The city building permits granted to December 1, 1913, amounted to \$1,252,599. The parish graveled 2½ miles on Norris Ferry road at a cost of \$15,200, let contract for Hebrew Zion Temple, \$60,000; Harkey's two-story building, \$35,000, and completed Youree hotel at a cost of \$300,000.

Texarkana, Tex. The new incorporations in December and January amounted to

\$448,550. A factory site company was organized, capital \$25,000.

Poteau, Okla., incorporated the Claco Mining Co. to develop 260 acres of coal land, capital \$50,000, and built a new theater costing \$40,000.

Mansfield, La., had four new oil wells costing \$30,000, and improved the court house at a cost of \$1,000.

Port Arthur, Tex., has completed the draw bridge across the Sabine-Neches canal at a cost of \$30,000.

Van Buren, Ark., has voted a bond issue of \$70,700 for bridges, water works and other improvements.

THE CHOCTAW AND CHICKASAW INDIAN LAND SALE.

During the first three weeks of January, 1914, the U. S. Government offered for sale at auction about one and one-half million acres of timbered lands belonging to the Choctaw and Chickasaw Indians. In all, about 390,907 acres were sold and over a million acres appear to be unsold. The unofficial reports concerning these sales give the following figures: Sold in McCurtain County, Oklahoma, 150,000 acres, value \$567,500; Pushmataha County, 130,000 acres, value \$562,000; Le Flore County, 40,302 acres, value \$202,731; Latimer County, 70,000 acres, value \$177,500; Pittsburg County, 615 acres, value \$2,971.75. The ratio of lands sold in the counties was about one-third of the quantity offered, but in several of the counties prices ranged far above the appraised value, especially on the smaller tracts of well timbered lands. Bidding was strongest in Le Flore and Latimer counties, particularly so in Latimer. In Le Flore County one of the timbered tracts offered went at an average price of \$30 an acre. In Latimer one small tract that was appraised at \$20 sold for \$70.

The surface of the segregated coal lands is to be sold some time this year, probably in April, May or June. Commissioner of Indian Affairs Cato Sells has promised to offer this land just as quickly as the appraisement can be completed, and the time extension granted for this appraisement ends with the first of next month. Sixty days will be required for advertisement before the sale can begin. Most of the surface will be sold in agricultural tracts and it is that sale which is expected to bring in the greatest amount of new immigration and to add greatest benefit to eastern Oklahoma.

Miscellaneous Mention

NEARLY \$400,000,000 OF ROAD BONDS ISSUED.

New York, April 28.—That there are nearly \$400,000,000 of good road bonds issued and outstanding is indicated by the Good Roads Year Book of the United States, the 1913 edition of which has just been issued, containing a resume of the whole road situation. It is evident that whatever may be the faults in methods of construction and maintenance, money is being spent in sufficient amount to bring about a vast improvement in the public roads.

The year book shows \$137,000,000 of state and road bonds authorized and \$156,000,000 of county roads outstanding on January 1, 1913, making a total of \$293,500,000. As this is based on reports from about 75 per cent of the counties in the United States, and as a large number of the individual townships have not reported, it is estimated that the amounts not reported would run the aggregate up to probably \$350,000,000, two which should be added ten or fifteen million dollars of the bonds voted in 1912 which have not yet been issued.

Gratifying progress in road construction during the last few years is indicated by the statement in the year book that while the percentage of all road improvement in the United States at the close of 1909 was 8.66 per cent, the revised statistics to December 31, 1911, show an improved mileage of 10.1 per cent, or a net gain of 1.44 per cent. This does not sound so impressive in terms of percentage, but it means that in the two-year period more than 34,000 miles of improved roads were constructed.

The American Highway Association, which issues the official Good Roads Year Book, has Logan Waller Page, director of the United States office of public roads, as president. The chairman of its executive committee is W. W. Finley, president of the Southern Railway Company.

BAD ROADS COST 7½ BILLION DOLLARS A YEAR, OHIO'S COMMISSIONER FIGURES.

"Enough money to build fifteen Panama canals would be saved each year in this country if we had good roads," said the state highway commissioner, James R. Marker, a few days ago in discussing the new publicity plans made by his department to obtain better roads.

"We have figured," he continued, "that the cost of hauling one ton one mile on a good, hard, level road, by horse-drawn wagons is 8 cents. The average cost in the United States is 23 cents a mile and in certain sections of the country as high as 54 cents.

"Every year 5 billion tons of freight are hauled over the roads of the country and since the average haul is about 10 miles, the traffic amounts to 50 billion ton-miles a year. At the average of 23 cents a ton-mile for the entire country the cost of hauling by wagons reaches the staggering sum of 11 billion dollars a year. If this would only cost 8 cents a mile, we would save 7½ billion dollars."—Ohio State Journal.

THE JOPLIN LEAD AND ZINC INDUSTRY.

From statistics recently compiled, covering the period of time from 1830 to 1913, it appears that the total production of lead and zinc ores amounted in value to \$255,530,078. Up to 1859, lead only being mined, the value was \$1,153,000; from 1860 to 1869, lead only being mined, the value was \$874,800; from 1870 to 1879, the output being zinc and lead, the value was \$8,737,666, and from 1880 to 1889, the value of both ores was \$20,121,862. For 1890 the value was \$3,367,687, after which it rose gradually to \$10,862,464 in 1899 and reached \$18,043,479 in 1912. In 1913 the output was valued at \$14,356,461, consisting of 290,727 tons of zinc ore and 47,481 tons of lead ore.

A preliminary estimate of the 1913 rice acreage recently issued by the U. S. Agricultural Department shows a net increase over last year of 101,300 acres, and incidentally the largest rice acreage on record. The rice acreage planted is 824,100 acres, whereas in the preceding year it was 722,800 acres. The indicated yield is 33 bushels per acre and the estimated total production is 27,000,000 bushels, compared with 25,054,000 bushels in 1912, 22,934,000 bushels in 1911, 24,510 bushels in 1910 and 22,000,000 bushels in 1909.

"The cost of fuel, wages and all construction material is considerably higher than in Europe, while the population from which the railways derive their support is much more sparse."

Pocahontas, Ark.—Black River, which has an established reputation for producing high-grade pearls in great numbers, one day in August. Five valuable pearls were found in this part of the pearling district. One was a 47 grain, pink ball and was bought for \$1,000. This pearl is said to be of the perfect type and will ultimately bring a fabulous price in the higher market. Other pearls found during the day were of the smaller type, valued at about \$300 to \$500. The valuable pearl and some of the smaller ones were found by parties wading and grabbing mussels with the hands in the shallow waters near the shore. The aggregate value of the pearls found is estimated at \$2,500. One of the local banks paid out more than \$1,400 for pearls found and sold during this day.

Mr. A. A. Peveto of Johnson's Bayou, La., on the east side of Sabine Lake, opposite Port Arthur, Texas, has a paper shell pecan tree (a seedling, twelve years old), which yielded a fine crop last year and promises a big crop this year. All the nuts on the tree were carefully counted by several persons and the count shows 2,740 pounds of green nuts now on the tree. On a basis of twenty-eight nuts to the pound, and a value of twenty cents a pound, the crop of this tree is good for \$160 in cash. As paper shell nuts that will run two inches in length are rare, the owner of the tree may have something better than a purely twenty cent proposition, as this may prove to be a desirable mother tree for furnishing buds for nursery stock. Improved varieties of pecans are budded, as seedlings cannot be relied on to come true to class, being like most other fruit in this respect.

Fred B. Nash, who is conducting the Frisco experimental farm south of Rogers, Ark., brought us a sample hill of Spanish peanuts from a plot raised on the farm this year. They will yield at the rate of 60 bushels per acre.

Peanuts would be one of the most profitable crops that our farmer could raise. Primarily the nuts are worth a dollar a bushel on market or as hog or chicken feed, they are among the very best of drouth resisters, are raised as easily as corn, and the hay alone makes easily a ton to the acre.

Besides peanuts are one of the best soil builders known and do well on the thinnest gravel soil. By all means include an acre or two of peanuts in your next year's list of crops. You will bless the day you

decided to do so.—Rogers Daily Post.

John Alberty, one of our county's best farmers, living just south of Westville, Okla., holds the best record in our county and probably the best in the state on the raising of water melons. Mr. Alberty tells us that from 2½ acres of water melons he sold \$115 worth, "and this was not a good year for melons either." We are not so sure about this not being a good year for melons, but we are sure that the melons if cultivated right will make the farmer more money to the acre than any other crop that can be raised and we hope that next year more of our farmers will plant melons.

Poultry and eggs to the value of \$48,678,240 were sold in 1912 by the farmers and poultry men of Missouri, according to the Bureau of Labor statistics. The shipments of poultry, eggs and feathers from the 114 counties of the state for the same year were worth \$30,902,416. These figures were record breakers and therefore mean that Missouri is still the "Poultry Queen of the Union," a title which was bestowed four years ago when Missouri took first rank for this industry over all other states. Every county in Missouri is now a poultry producer, but the Ozark section takes the lead in quantity and value produced.

O. F. Silcott, the well known Choupique rice planter, has brought to the Calcasieu National Bank, Lake Charles, La., some ears of large, and almost perfectly formed corn, specimens taken from the 40-acre tract which he has planted to corn this season. Mr. Silcott states that the yield will be high for the whole plot, and on a special 10-acre tract to the cultivation of which he has lent special pains, looks for a yield of over 90 bushels to the acre.

J. W. Stroud, the hustling secretary of the Ozark Fruit Growers' Association, last fall harvested the largest apple crop he has ever grown. Mr. Stroud's farm is in the Pea Ridge district and from his 42 acres he gathered 4,400 barrels, or equivalent to 25 cars. Considering that thirty acres of the orchard has just borne its first crop he is well pleased with his yield.

Here is the record of a White Leghorn hen in New England, weighing 3.2 pounds. This hen laid in one year 257 eggs, weighing on an average 1.8 ounces each. The eggs sold for \$7.43, and the hen ate 110 pounds of feed, costing \$1.66; or a return over the cost of feed of \$5.77. The same hen laid two hundred eggs in her second year.—From Farm and Fireside.



R. E. TAYLOR'S FIVE ACRES OF CORN.

A CORN CROP GROWN AT GRANNISS, ARK.

Mr. W. E. Taylor of Grannis, Ark., sends us a photograph of his cornfield—5 acres—which produced an average of sixty bushels to the acre on his upland farm. Mr. Taylor's method of cultivation is described by him as follows:

"I broke the land in the fall of 1912. I rebroke it again in the spring, this time 8 inches deep, and I subsoiled it 6 inches deep at the same time. I broadcasted fertilizer before breaking. I put two horses on lister and listed and run the subsoil behind the lister. I planted the corn in the list. When the corn came up I took a Gee-Whiz harrow and ran around the corn. The next working I took a double-shovel and ran around as deep as I could plow it. Then I center furrowed the middle deep. I then took a Gee-Whiz harrow and run through every ten days until the corn was tasseled. The five acres produced 300 bushels of good corn."

William Dean Howells, at a dinner in New York, praised humor, which is compassionate, and decried wit, which is cruel.

"In a word," said Mr. Howells, "the joke where you see the point is always ever so much funnier than the one where you feel it."

SOME TOMATOES.

Mr. H. Miller of Lake Charles, La., cultivates a garden for home supply and is expert in raising tomatoes. On one-twentieth of an acre he produced a crop of Ponderosa Tomatoes which surprised his neighbors. As may be noted from the accompanying photograph, the plants were nearly three feet taller than the lady standing among them, reaching a height of 7 feet 6 inches and loaded to the top, most of them weighing from two to two and one-half pounds. Mr. Miller, after canning 125 quarts, making 5 gallons of catsup and using all that was needed for family use during the summer of 1913, sold \$100 worth of tomatoes from 224 plants. Anyone interested can ascertain from Mr. Miller how the crop was handled by enclosing a self-addressed and stamped envelope.



H. MILLER'S TOMATO PATCH, LAKE CHARLES, LA.

"The United States is trying an experiment which never has been successfully worked out yet in the history of the world. It is trying to build, develop, and operate its railroads by private capital under rates and regulations fixed not by the owners of that capital but by the public."—Hon. Chas. A. Prouty, Member Interstate Commerce Commission.

Freight Rates and Government Ownership

Address By

Mr. J. F. Holden, Vice-President Kansas City Southern Ry., to The Civics Club,
Fort Smith, Ark., November 28, 1913

I have been requested to speak to you today on the subject of freight rates, and anything else which I might care to discuss.

First, let me say that freight rates are the prices of the commodity which the railroads have for sale, and a freight tariff is the railroad's price list; but the railroad's price list is not constructed in the same manner as is the price list of the manufacturer.

The manufacturer buys the raw material, to the price of which he adds the cost of the labor necessary to produce the completed article, the necessary expense which represents the interest upon his investment in his manufacturing plant, and the cost of selling the completed article. And after all these figures have been obtained there remains the fixing of the definite price at which the article shall be sold. In arriving at the definite price three things are considered: First, the present market price of the article as sold by his competitors; second, how low the article can be sold and yet leave a profit, and third, how high a price the public will pay for the commodity. It is very rare that the price so made represents less than the actual cost; on the other hand, the price sometimes doubles the actual cost, because the community will pay such price for the article.

The railroad official in charge of fixing the price of the commodity known as transportation is not so happily situated, because, first, he has to make a price list covering thousands of articles, whereas the manufacturer is usually confined to some particular one, and, second, he does not know the actual cost of transporting one hundred pounds of nails, of sugar, of rice, of silk, of calico, of bedsteads, of sewing machines, or the thousand other articles, from one point to another. He only knows at the end of the year, or at the end of each month, if you please, the amount he received per ton per mile for transportation traffic during that particular period, and what it cost per ton per mile to handle same. There has never, as yet, been a method devised by which freight rates can be made on a basis similar to that used by

the manufacturer; they are made by methods more like unto the methods of the medical profession. Giving the patient what the doctor's training and intuition, gathered through a series of years of practice, leads him to believe is best and necessary for the health of the individual, and the use of this method by the railroad traffic officials is doubtless responsible for the hackneyed phrase that freight rates are made upon the theory of "what the traffic will bear." Unquestionably this is true, but not, however, as usually expressed, "all the traffic will bear," but "what the traffic will bear and move freely from point to point," without placing an unnecessary burden upon the user or consumer of the article transported.

To illustrate what I mean: The necessities of life must be moved at a low rate; the luxuries of life will bear a higher rate. Such materials as brick and sand, the first of which is manufactured and the other found in so many places, must be moved at a low rate, otherwise they will not move.

The making of railroad rates is very similar to the making of the customs tariff for our country. The customs tariff has never yet been made on a purely scientific basis, and it, in my opinion, is more susceptible of being made on a purely scientific mathematical basis than are our railroad rates.

Every railroad traffic official in his experience has been called upon to make special rates on commodities which either will not move from place to place, or to do so will require a rate below the actual cost of handling as ascertained by the facts developed at the close of any period, when the railroad discovers how much it actually cost to transport its business during that time. To illustrate: According to the last annual report of the Kansas City Southern, the actual cost of handling one ton one mile, irrespective of interest and dividends, was approximately $5\frac{1}{2}$ mills, and the detailed statement of our revenue shows that one-fifth of the tonnage was handled at a price slightly lower than this actual cost. Consequently, in order to keep alive and stay in the business, it was necessary to get a rate higher than $5\frac{1}{2}$ mills per ton

per mile on a great many commodities. But when all commodities are considered our total freight revenue was only 7.8 mills per mile per ton, or a profit, between the actual cost of 5½ mills and the selling price of 7.8 mills, of 2.3 mills, approximately ¼ cent per ton per mile.

Out of this ¼ cent per ton per mile profit, plus a light profit in the passenger, mail and express business (and possibly with our passenger rates reduced to 2 cents per mile we may face a deficit from this source), we are expected to pay the interest on our bonds and dividends on our stock. And in passing would state that the common stock of the Kansas City Southern, amounting to \$30,000,000, has never paid a dividend. It may also be of interest to you to know that since the Kansas City Southern Railway Company was reorganized in 1900 the books show that \$26,614,000 has been spent on the property; practically \$19,000,000 on track, depots, etc., and over \$7,000,000 on equipment, approximately \$32,000 per mile. Incidentally, I would state that \$424,000 of this total amount has been spent in the city of Fort Smith.

Fort Smithians have always shown a gratifying confidence in their city, and have through their own efforts established in their midst a number of manufacturing industries, until now you have assumed the position of a manufacturing center with from fifteen to twenty manufacturing concerns at work every day. The railroads which serve your city have always, I believe—at least, such has been the attitude of the Kansas City Southern—endeavored to make rates which would enable these manufacturers to reach the markets of Texas, Louisiana, Kansas, Arkansas, Missouri, New York and even the Pacific Coast, recognizing the competition of other manufacturing centers, and placing your industries on a parity with them, irrespective of distance or cost of handling. When I say parity I do not mean the same rates, but in a great many cases lower rates. Then, too, you have found our company always willing to make very low rates on the rough material, which has had to be brought in, out of which you manufacture the completed article.

It may be true that there are some inequalities in the freight rates which apply to your city as compared with other cities, but this matter is also receiving consideration on the part of the railroads, and benefits have been given you from time to time as circumstances would permit. The fabric of freight rates is so intricate that it is al-

most impossible to touch a rate here without affecting the rate somewhere else, and cities are so jealous of each other that it is practically impossible for the traffic men to please everybody. On the whole, however, I believe Fort Smith has enjoyed reasonable rates, and her growth in manufacturing and jobbing is evidence thereof.

I want to say something to you today about Government ownership of the railroads. At the present time there seem to be two classes of people discussing this proposition—first, some of the newspapers and magazines are advocating it, and second, some railroad managers, looking at it from the railroad side of the question, have stated that Government ownership is their only relief, for now that the Government, federal and state, has assumed the responsibility of making the prices for transportation on the one hand, and the fixing of the expense, namely, the wage scale for union labor, on the other, should go the whole way and take absolute control of the proposition.

The growth of traffic in this country has been enormous, and there is no reason to believe that it will not continue to increase, and it is freely admitted that vast sums of money must be secured to add to the transportation facilities. As an evidence of the growth of the country's traffic the Interstate Commerce Commission's report for 1911, the last one issued, gives the ton miles for that year as 253 billion, as against 147 billion for the year 1901, ten years previous. The passengers carried one mile, according to the same report, also shows an increase, the figures being 33 billion passengers since 1911, as against 17 billion in 1901, indicating a growth of 72 per cent in freight ton miles and 94 per cent in passenger miles.

The total miles of railway in the United States in 1901 was 195,561.92; in 1911 the mileage was 246,238.02, an increase of 50,676.10 miles, or 25 9-10 per cent.

The increase in freight ton miles and passenger miles, when taken into consideration with the increase in railroad mileage, indicates that if our transportation facilities are not increased a railroad congestion greater than has ever been known will likely occur, much to the detriment of the commerce of the country. And as the railroads themselves, as private corporations, seem to be unable to secure the money with which to increase their facilities sufficiently to take care of this fast growing traffic, it is but natural for many to think that the only way to get relief is for the

Government to take over the railroads and operate them.

There is another class of people who are not saying much about Government ownership. First, I would name the people who are known as state's right people, their reason being that if the Federal Government should take over the railroads, as the Government pays no taxes, the states themselves would be deprived of a large sum which the railroads now pay into their treasuries, including counties and municipalities. This amount for the year 1912 was \$111,850,000, as against \$53,193,000 in 1901, an increase of \$58,657,000. The taxes paid by the railroads in the state of Arkansas alone in 1912 amounted to \$1,379,000, compared with \$424,000 in 1902, an increase of \$955,000, or 225 per cent.

And there is another class of people who would possibly not agitate Government ownership, namely, the employees of the railroads, especially those belonging to labor unions, the reason being that the Government does not permit its employees to unionize, nor are its employees permitted to sue for injuries sustained, nor does it allow its employees pensions. While, on the other hand, railroads permit their employees to unionize, to recover damages for injuries, and, on a great many railroads, old employees are allowed pensions.

A further argument against Government ownership might be advanced because of the fact that the railroads of the country today employ practically 1,700,000 persons, and this number in the employ of the Government would make a tremendous political machine for the party in power.

Therefore you will see that there are a great many interested voters in the country who are not in favor of Government ownership of the railroads.

We hear a great deal at times of the Government ownership of the railroads in Germany, Italy and France; but every man who has given the matter any study knows that the government ownership in these countries has meant higher rates and inferior service to that formerly provided by the private owners, as well as showing a deficit each year.

This country has grown with great rapidity because of the private ownership of the railroads, and men with capital have put their money into these properties expecting to secure a good return therefrom, the same as you good citizens of Fort Smith have put your money into manufacturing industries, and notwithstanding the mistakes of capitalization and exploitation of railroads, in my opinion, the country will be much

better off with private ownership than with Government ownership. But a more friendly feeling toward these transportation companies must be engendered in order to permit them to secure the funds necessary to increase their facilities in accordance with the growing demands of the country.

The Committee on Railway Mail Pay.

New York, March 8, 1914.

Ralph Peters, president of the Long Island Railroad Company and chairman of the Committee on Railway Mail Pay, authorizes the following statement:

Congress has passed the bill providing for the expenditures of the Post Office Department for the next fiscal year. This bill, however, fails once more to compensate the railroads for carrying the parcel post. The bill is based upon estimates of the Post Office Department that next year the parcel post will handle 600,000,000 packages, yielding a revenue to the post office of \$60,000,000.

The Postmaster General in his annual report of December 1, 1913, stated that in view of the prospective "prodigious growth" of the parcel post, "the railroads, of course, will become entitled to additional compensation for this extra service imposed upon them, and the Department is engaged in gathering all statistical data necessary for ascertaining a correct basis for fixing a just, fair and adequate compensation for the service rendered."

On February 17th, the Railroads' Committee was advised by the Post Office Department that it had made a recommendation to Congress that "on account of the increased weight of mails" due to the parcel post, the Postmaster General should be authorized to add to the compensation of the railroads not more than one-half of one per cent.

This recommendation would have added only \$254,000 to the mail pay of all the railroads in the United States.

Congress took no action on the recommendation, evidently considering the proposal too trivial for consideration, and preferring to await the recommendation of the joint Congressional Committee now investigating the whole subject.

In Great Britain the railways receive 55 per cent of the revenues from the parcel post. Before the establishment of the parcel post the railroads in this country received for transporting the mails at least one-fifth of the post office revenue. Assuming that their service is no greater in handling the parcel post than with other mail, this increased revenue of \$60,000,000 to the Post Office Department should in all fairness mean increased payments to the railroads of at least \$12,000,000.

Nevertheless, the appropriation bill passed by Congress provides no payments to the

railroads beyond the provision already made that 5 per cent might be added to the pay of railroads on which there had not been a weighing since January 1, 1913.

At a time when the Interstate Commerce Commission is insisting that the railroads shall make a fair charge for every service rendered, it seems in the highest degree unjust that no provision should be made adequately to compensate the railroads for providing and operating the transportation machinery without which the mail service would be practically impossible.

POSTAL PROBLEM.

The postoffice department has more difficult problems before it than probably any other branch of the Government.

The department is still figuring on the proposition of what it ought to pay the railroads on account of the increased business the parcel post has thrown on them. As is generally known, the compensation now paid is based on the old tonnage of more than a year ago, when the business had not developed to its present proportions. Heretofore there was little certain information on the subject, and the figures presented were largely guesswork. The first six months of 1913 showed approximately 300,000,000 packages carried, of an average weight of 1.02 pounds, which is much below the expectation as to weight. The reduction in rates, made August 15, increased the number of parcels, and slightly increased their average weight. The total of packages carried during the year is now placed at 750,000,000. The weight grew steadily larger during the year, bringing the average up to five pounds, but even that is less than was counted on, and most of the packages were small in size and light in weight. The parcel post has not accomplished what was hoped from it in the way of bringing market and farm supplies to the neighboring cities. The weight limit was still further increased January 1st to fifty pounds in the nearby zones. The total weight of parcels for 1913 was 2,000,000 tons, and the average distance carried 150 miles.

The ordinary railroad charges for this hauling would be \$24,000,000, while Congress, by the Parcel Post Act, allows the roads only 5 per cent increase on the contract price, or \$1,682,360.

The allowance it is proposed to make, \$22,000,000, would about cover the difference, unless a still further increase is recorded in the parcel post division of the postoffice.

Convenient as that service is, and welcomed by the people, the latter want the

railroads dealt with fairly and paid all they are entitled to for the haul. They want, moreover, a better accounting, that will show just what the service is actually costing and what the rate of compensation to the railroads should be. We have been in the dark somewhat. When we know all the facts and have fixed the rates, as well as weight limitations, in accordance with these facts, we can fully appreciate what we have done, and be in a position to still further improve and extend the service.—New Orleans Time-Democrat.

FAIR TREATMENT FOR CAPITAL.

For all practical purposes the railroads of this country are under the public's thumb. By holding down or reducing freight rates, by making them carry the mails at a loss, and by steadily raising wages under arbitration proceedings, it is perfectly possible to starve them. There is a point at which the Supreme Court would intervene but it would be very little this side of starvation.

Thoughtless persons have held that it would be an excellent thing for the Government to reduce the roads to an exceedingly gaunt conditions and then buy them in at the depressed valuation; but the Government is under bonds not to do that.

No doubt Europe holds at least a thousand million dollars of American securities, which means that she can demand that sum from us any day the stock exchange is open. Only two hundred millions of American securities thrown back on our hands by European investors early in 1907 produced very uncomfortable consequences.

To destroy the confidence of foreign investors in the integrity of this Government would cost the country, first and last, no inconsiderable part of the purchase price of the railroad system. The bill for destroying the confidence of domestic investors would be incalculably larger.

It may be possible to confiscate all private capital and then run the country on a communistic plan. Our radical friends say it would be; and, so long as it is a matter of pure conjecture—never having been tried—we cheerfully grant them the benefit of the doubt.

It is, however, absolutely impossible to run the country on a capitalistic plan without treating capital fairly and sustaining the confidence of investors. Obviously the capitalistic plan cannot possibly be worked in any other way.—*Saturday Evening Post*.

PUBLICITY BULLETIN No. 12.

Postal Revenue.

Kansas City, Mo., Dec. 22, 1913.

With the advent of the Parcels Post, and the recent increase in weights and reduction in rates granted the public, it behooves the Railroad Company to consider the question of revenue received for the carrying of United States mail.

Previous to the inauguration of the Parcels Post the total space on the passenger trains of the Kansas City Southern was divided as follows:

For the handling of United States mail 8.7%
 For the handling of express business 10.8%
 For passenger service.....80.5%

For the fiscal year ending June 30, 1913, the total revenue earned by our passenger trains was \$2,095,072.70. Of this amount the mail traffic contributed \$123,247.16, or 5.9%; the express business \$251,118.29, or 12%, and the passenger business \$1,720,707.25, or 82.1%. Had the Postoffice Department paid for the space occupied on our passenger trains, namely, 8.7%, we would have received \$182,271.32, as against the amount actually received, \$123,147.16—a shortage of \$59,024.16.

Since the advent of the Parcels Post this company has been required to furnish additional space for the handling of United States mail practically without extra compensation, except a small additional revenue being allowed since July 1, 1913, six months after the inauguration of the Parcels Post system, which compensation does not represent by a great deal the additional weight of mail handled.

As an indication of the growth of the mail and express business on the Kansas City Southern, the following figures, showing the earnings from these two sources for various fiscal years, are given:

Year.	United States Mail.	Express.
1901.....	\$ 90,891	\$ 77,602
1905.....	101,036	159,624
1909.....	118,335	164,770
1913.....	123,247	251,118

An increase for the twelve years in the revenue for the handling of United States mail of 35.6%, and in the revenue from the express business of 223.6%.

The reports of the Postmaster General for the fiscal years 1901 and 1913 give the following information:

	1901	1913
Total postal receipts.....	\$111,631,193	\$266,619,525
Amount paid all railroads.....	38,453,602	51,959,387
Railroads received		

of total postal receipts.....	34.4%	19.5%
Postal receipts increased.....		138.8%
Railroads received increase.....		32.5%

The employes of this company are familiar with the expense incident to the mail service, namely, special postal cars and fixtures therein, special catching devices at stations for the handling of mail, and cost of handling mail to and from postoffices at many stations without extra compensation, which expenses are all additional to the expense of handling express business.

We believe that every official and employe of the company should be interested in this matter, and the above facts are given in order that they may understand the mail pay situation, and be in a position to discuss the matter intelligently with their friends and the public at large in an endeavor to create a public sentiment demanding that the railroads be treated fairly in the matter.

J. F. HOLDEN, Vice-President.

Unjust damage claims are not only annoying, but excessively expensive. The railroads of the country should carry on a campaign among the commercial organizations of the United States relative to the cost to the shipper and the consumer of excessive and unjust personal injury and loss by damage claims. According to railroad claim agents, these claims have increased in the past five years out of all proportion to the increase in business of the railroads. They predict that if the claims continue to increase in the same ratio there will have to be an increase in freight rates to counteract them. The regulatory commissions, federal and state, should take steps to protect the finances of the roads from constant depletion by unjust claims for damages.—Railway Record.

The government-owned Intercolonial Railway of Canada has been cited repeatedly. I have been told that before elections the management of that road has found it advisable to increase the number of employees in the maintenance department.

The point also has been made that the governments credit is so strong it would be able to take over railroad property easily. The government's credit today is so good because its debts are so small comparatively. If it should take over the debts of the railroads it is a question whether the credit would be as good.—Frederick A. Delano.

Opportunities For Business

The Industrial Bureau of the Kansas City Southern Railway Company will take pleasure at any time to ascertain for the use of those interested what opportunities for business in any line of human endeavor are available along the line of this railway. There is a greater diversity of soil, climate and natural resources along this line of railway, for its length, than along any other railway in the United States. It is a rapidly growing country offering a great variety of opportunities. A recent inquiry into the needs of the towns along the line brought the following information:

Amoret, Bates County, Missouri—Population within town limits, 400; in township, 1,000; south of Kansas City, Mo., 69 miles; altitude, 830 feet; situated in a fine grain and live stock region, shipping corn, wheat, hogs, cattle and sheep. There are in the town a grain elevator, hardwood sawmill, bank with \$15,000 capital and \$50,000 deposits, roller mill, creamery, cement block factory, drug house, furniture store, hardware and implement house, lumber yard and seven general merchandise establishments, with a joint capital of over \$50,000. The immediate vicinity is underlaid with coal deposit, which should be mined.

The town needs an electric light and ice plant. A veterinary surgeon would find this a good location. Address for information, C. H. Hutchins, Amoret, Mo.

Amsterdam, Bates County, Missouri—Population, 750; from Kansas City, Mo., 62 miles; altitude, 885 feet; situated in a splendid grain and live stock country, ships grain, cattle, horses, hogs and mules, poultry and eggs and dairy products. The gross annual business of the town, about \$250,000, is transacted by seven firms with a joint capital of about \$50,000. Among the local institutions are a grain elevator, coal mine, newspaper, hotel, two churches, opera house and the Bank of Amsterdam.

Coal is abundant in the vicinity and should be mined. Fuel is cheap and an ice plant, brick plant or other manufacturing venture requiring cheap fuel could do well here. At the present time there is a good opening for another drug store. Write for information to Jno. H. Braden, Secretary Farmers and Merchants Commercial Club, Amsterdam, Mo.

Ashdown, Little River County, Ark.—Population, 3,000; south of Kansas City, Mo., 468 miles; north of Texarkana, Texas, 20 miles. County seat of Little River coun-

ty. A prosperous, well built town, handling from 12,000 to 15,000 bales of cotton and shipping corn, cattle, horses, mules, hogs and from 500 to 800 car loads of forest products. Commercial truck is also shipped in considerable quantity. Ashdown has three banks, fine brick hotel, stave mill, cotton seed oil mill, fertilizer works, three or four planing mills, electric light plant, bottling works, brick plant, three or four cotton gins and grist mills and numerous large mercantile stocks.

Ashdown needs an ice plant, a box and crate factory, handle factory, steam laundry and a good restaurant. Address for information, W. L. Perkins, Ashdown, Ark.

Beaumont, Texas—Population, 27,500, including suburbs; south of Kansas City, Mo., 767 miles. The city has 48 manufacturing establishments, with a total capitalization of about \$15,000,000, and a gross annual business of about \$12,000,000, and a pay-roll of about \$4,000,000. In the mercantile lines there are about fifty wholesale firms. The value of the grocery and provision trade is about \$4,500,000, the grain and mill stuff distribution about \$2,500,000, and the fruit and vegetable trade about \$3,000,000 a year. The hardware, implement and machinery trade is also very large. There are in Beaumont, three of the largest rice mills in the world, requiring an investment of \$700,000. Among the other industries are immense oil refineries, two large brick plants, a creosoting plant, three iron works and machine shops, an ice, light and power plant costing \$500,000, a large ice factory, gas works, several electric plants, and seventeen establishments using the forest resources as their raw material.

The municipal and the semi-public undertakings consist of three public parks, six public school buildings valued at about \$300,000, sixteen miles of sewerage, seventeen miles of gas main, sixteen miles of paved country roads, forty miles of concrete walks, five fire department stations, a waterworks plant, nine private schools and seminaries, thirty-three churches, two hospitals, over two hundred miles of irrigation canals for rice, fifteen miles of electric street car service, a suburban electric railway to Port Arthur, telegraph and telephone companies, a fine large opera house, a public library, etc., etc. The enormous pine lumber industry of southeast Texas and southwest Louisiana is in a great measure handled here. The hardwood supplies are

also very large because Beaumont can be reached from all points by rail and water.

There is a fine field here for a wagon factory, box and crate factory, cooperage plant and other wood working industries. A good brick plant is needed and there is also an opening for a moderate sized packing plant for poultry, cattle and hogs. Address for information, Mr. T. W. Larkin, Secretary Chamber of Commerce, Beaumont, Texas.

Benson, De Soto Parish, Louisiana.—Population, 300; from Kansas City, Mo., 604 miles; altitude 259 feet. Situated in a good general farming country, producing corn, cotton and live stock. Ships cotton, live stock, potatoes, hardwood lumber, pine lumber and railroad ties. The village has one hardwood sawmill, a cotton gin, a grist mill, and three general merchandise firms, with stock valued at about \$15,000.

Benson needs a physician, a large mercantile establishment, a cash grocery and meat market, and also a bank. Address for information, G. B. Heard, Agent K. C. S. Ry., Benson, La.

Cleveland, Cass County, Missouri.—Population, 480, south of Kansas City, Mo., 39 miles; altitude 976 feet; situated in a good grain and live stock country; ships corn, wheat, hay, cattle, hogs, dairy products and poultry and eggs. The village has three general merchandise stores, hardware store, drug store, lumber yard, bank, hotel, creamery, grain elevator, etc.

A furniture and undertaking business would do well here. Other mercantile lines well represented. Address for information, A. Bickel, Agent K. C. S. Ry., Cleveland, Mo.

Cove, Polk County, Arkansas.—Population, 450; south of Kansas City, Mo., 397 miles. This village has a bank, two hotels, cotton gin, grist mill, planing mill and a dozen or more mercantile houses. The gross annual business of the town is estimated at about \$500,000. The surplus products shipped from Cove consist of cotton, peaches, strawberries, commercial truck, poultry and eggs, hardwood lumber, railroad ties, pine lumber and live stock.

The surrounding country has an abundance of good hard woods, convenient to the railway, which should be manufactured. Address for information, I. A. Dunn, Agent K. C. S. Ry., Cove, Ark.

Decatur, Benton County, Arkansas.—Population, 400; south of Kansas City, Mo., 217 miles; situated in a splendid fruit and truck growing country and ships apples, peaches, strawberries, poultry and eggs, cattle, hogs, horses, etc. Within $3\frac{1}{2}$ miles of Decatur are 300,000 apple trees and 180,000 peach

trees and more than 500 acres in strawberries and blackberries. It is a well built little town with about twenty mercantile establishments, a bank, a very large fruit and vegetable cannery, concrete block factory, waterworks, electric light, etc., and two good hotels.

Needed: A general merchandise store with a stock of about \$10,000, a jeweler and a good blacksmith shop. Address for information, Bank of Decatur, Decatur, Ark.

De Quincy, Calcasieu Parish, Louisiana.—Population, 1804; south of Kansas City, Mo., 719 miles; north of Beaumont, Texas, 48 miles; northwest of Lake Charles, La., 23 miles; junction point of the Lake Charles branch of the K. C. S. Railway with the main line. The town has an electric light plant, waterworks, three hotels, four general merchandise stores, drug store, bakery, brick plant, etc. Town growing rapidly.

Needed: A number of four and five-room dwellings, costing from \$600 to \$1,000 and to rent for \$15 to \$18 per month. A hotel of twenty-five or thirty rooms would be a paying proposition. Needed also, an up-to-date dry goods store, gents' furnishings store, retail lumber yard and an ice factory. Address for information, W. H. Copeland, Agent K. C. S. Ry., De Quincy, La.

Drexel, Cass County, Missouri.—Population, 1,237; south of Kansas City 53 miles; altitude above sea level, 999 feet. Drexel has two banks, two department stores, two jewelry stores, one general merchandise store, one dry goods store, one notion and bargain store, two milliners, two produce houses, two lumber yards, meat market, photographer, tinner, plumber, harness maker, weekly newspaper, garage, livery barn, opera house, grain elevator, two hotels, grist and feed mill, electric light plant and a creamery. Drexel ships in an ordinary year about 55 to 65 car loads of cattle, 120 to 150 car loads of hogs, 28 to 40 car loads of horses and mules, 5 to 15 car loads of sheep, 8 to 15 car loads each of wheat and flax, a quarter of a million pounds of poultry, 20 to 30 car loads of eggs, 150,000 pounds of cream, etc., a total of between 500 and 700 car loads of local products.

Drexel needs a brick and tile factory, an ice and cold storage plant and a waterworks system. For information address J. B. Wilson, Drexel, Mo.

Elk Springs, McDonald County, Missouri.—Population, 100; south of Kansas City, Mo., 197 miles; altitude, 1,000 feet. A famous fisherman's resort during the summer months and a favorite place on account of the splendid scenery for summer

outings. Ships apples, peaches, strawberries, poultry, eggs and live stock.

A good hotel would pay well here about nine months in the year. There is considerable hardwood and sycamore timber here and this would be a good location for a hardwood sawmill, box and crate factory. Address for information, W. D. Nelson, agent Kansas City Southern Railway, Elk Springs, Mo.

Fort Smith, Arkansas.—Population, 30,000; south of Kapsas City, Mo., 328 miles; situated at the confluence of the Arkansas and Poteau rivers. The city has about eighty manufacturing plants, and among these are a wagon factory with capacity of 15,000 vehicles per year, a refrigerator manufacturing plant, two cotton seed oil mills, one cotton compress, vinegar and pickle factory, two broom factories, cracker factory, ten furniture factories, ten wood-working plants, three of the largest brick plants west of the Mississippi River; three foundries and iron works, three crushed stone plants, two wagon factories, two garment factories, a tobacco factory, rim and bow factory, two ice and cold storage plants, shovel handle factory, two candy factories, box factories, cement block plants, two sewer factories, two flour mills, two casket factories, tent and awning factory, powder mill, trunk factory, three bottling works, cotton gins and other plants. The manufactured output is valued at approximately \$30,000,000. The values involved in the fifty-three wholesale and jobbing houses is in excess of \$15,000,000; the value of the fruit and truck handled, \$3,400,000, and of cotton handled, \$9,000,000. There are about 300 retail establishments in the city, and among the wholesale houses are one wholesale hardware house, one millinery house, one hat house, four produce houses, three branch packing houses, one seed house, one paper house, four dry goods houses, three oil companies, one refinery, two queensware houses, two commission houses, five printing concerns, one coffee roasting plant, etc. The six banks have total resources of about \$10,000,000.

The general mercantile lines are well represented in Fort Smith, but there are good openings for various manufacturing interests. Cotton in any desired quantity is available; there is cheap fuel, a large population, cheap food supply, all of which should interest cotton goods manufacturers. There is an abundant supply of gum, oak and pine timber, which should interest wood-working manufacturers. The location is admirable for the distribution of manufactured products. Coal of excellent quality is mined in

the immediate vicinity, the output being about 3,000,000 tons per year.

Gentry, Benton County, Arkansas.—Population, 1,200; south of Kansas City, Mo., 222 miles; altitude above sea level, 1,252 feet. Principal source of income is the raising of live stock, fruit and berry growing. The fruit shipments in an ordinary season are valued at \$200,000 to \$250,000, consisting in the main of apples, peaches and berries. The egg shipments run from 4,000 to 6,000 cases and the poultry shipments from 70,000 to 90,000 pounds; the berry shipments vary from 5,000 to 15,000 crates. Large shipments of hogs, cattle, horses, mules, wheat, oats are also made. The butter shipments range between 10,000 and 15,000 pounds. Gentry has a bank, waterworks, electric light plant, roller flour mill, box and barrel factory, cannery and about twenty-five mercantile establishments.

Needed: A good hardware store, an ice factory and cold storage, a stave mill, or any plant using oak timber, a gents' furnishings store and another good bank. Address for information, Gentry Realty Co., Gentry, Ark.

Hatfield, Polk County, Arkansas.—Population, 750; south of Kansas City, Mo., 363 miles; situated in a fine agricultural region, producing corn, cotton, grain, forage, fine fruits, commercial truck and live stock. Hatfield has about twenty mercantile establishments, a bank, sawmill, brick yard, planing mill, cotton gin, roller flour mill and a combination cotton gin and grist mill. A new public school building has just been completed at a cost of \$10,000.

Hatfield has abundant raw material for a hub, spoke and felloe factory, a handle factory, furniture factory or any kind of a wood working plant. With one or two of these established, there would also be openings in other lines. Address for further information, Arnold & Trigg, Hatfield, Ark.

Horatio, Sevier County, Arkansas.—Population, 1,500; south of Kansas City 441 miles; north of Texarkana 47 miles. This is one of the oldest towns in Sevier County and the first to be supplied with railroad facilities. Horatio has a bank with \$50,000 deposits, twelve or fifteen large mercantile establishments and handles from 1,500 to 3,000 bales of cotton a year. The largest enterprise at Horatio is the great peach orchard of the Southern Orchard Planting Company, comprising over 3,000 acres of bearing Elberta peach trees. The shipments of surplus products from Horatio in an ordinary year amount to about 2,000 bales of cotton, 500 to 800 car loads of peaches, 200 car loads of hardwood lumber, 300 to

350 car loads of railroad ties, 500 car loads of pine lumber and numerous car load shipments of cattle, hogs, cantaloupes, strawberries, poultry and commercial truck, including Irish potatoes.

Horatio needs a large cannery, which can be operated ten months in the year, a box factory, chair factory, light and ice plant, brick yard, auto supply and repair shop, a dairy, creamery, bakery and a gents' furnishings store. Address for further information, S. G. Davis, Agent K. C. S. Ry., Horatio, Ark.

Gravette, Benton County, Arkansas.—Population, 1,300; south of Kansas City 210 miles; altitude above sea level, 1,218 feet. Crossing point of the Kansas City Southern and the St. Louis & San Francisco railways, and is a rapidly growing town situated in a splendid farming region. The annual shipments of live stock, principally cattle and hogs, amount to about \$200,000; poultry and eggs to about \$150,000, in addition to which about 150 car loads of fruits and commercial truck are shipped, worth from \$500 to \$1,000 per car load. Gravette has a state high school, cost of building \$15,000; a business college, two solid banks, a municipal water and light system, two publishing plants, broom factory, vinegar plant, planing mill, telephone system, commercial club, two hotels and some thirty or more substantial mercantile firms, with stocks valued at about \$100,000. A cannery with 16,000 cans daily capacity is now under construction.

A good sized flour mill would prosper as the wheat production is large and increasing. An ice and cold storage plant, a creamery and cheese factory would do well here. There is plenty of native timber to supply raw material for the manufacture of boxes, barrels, crates, etc., and raw material for a brick and tile factory is also available. There are good openings for agricultural and horticultural pursuits in all lines. Address for information, Herb Lewis, Secretary Commercial Club, Gravette, Ark.

Jaudon, Cass County, Missouri.—Population, 50; south of Kansas City, Mo., 33 miles; altitude above sea level, 1,046 feet. The production of grain and fine live stock is the principal business of this community. Large shipments of grain, cattle, hogs and cream are made from this point.

Needed: A general merchandise store, with a fairly large stock, and a well equipped blacksmith shop. Good opening for a creamery, as the milk shipments from this place are large. An elevator could handle 40,000 to 50,000 bushels of grain now sent elsewhere to be milled. For informa-

tion address J. Cope, Agent K. C. S. Ry., Jaudon, Mo.

Joplin, Jasper County, Missouri.—Population in city and suburbs, 42,000. The city is the financial and commercial center of the great Joplin lead and zinc mining district and is the junction point for five lines of railway and a suburban electric railway system connecting all the mining towns within a radius of twenty miles. The mineral output of the district varies in value from \$15,000,000 to \$18,000,000 annually. The assessed value of property subject to taxation is \$8,387,494, and that of Jasper County is \$24,879,334. The city is an up-to-date commercial, mining and manufacturing center and is rapidly growing.

There are good openings at Joplin for a furniture factory, boot and shoe factory, wholesale hardware house and an agricultural implement house. Joplin is surrounded by a mining population of about 75,000. Any industry employing female labor would find this kind of labor abundant and there would be a good market for many products in this vicinity. For information address Commercial Club of Joplin, Mo.

Lake Charles, Calcasieu Parish, Louisiana.—Population, 17,000; south of Kansas City, Mo., 741 miles. A beautiful little city with an active, wide awake population engaged in commercial and industrial pursuits. The city has four strong banks, twelve large sawmills, three rice mills, two machine shops, three cold storage plants, one ice plant, three brick plants, two good working factories, two book binderies, two car shops, two fence factories, two boat building yards, three grist mills, one macaroni factory, two steam laundries, a mattress factory, eight wholesale houses, a building and loan association, two wholesale implement and vehicle houses, two daily newspapers, twelve hotels, five wholesale grain houses, a business college and more than one hundred retail firms dealing in various lines. The city is equipped with all modern conveniences, has well paved streets, fine public buildings, electric street car and light service and splendid educational facilities.

A box factory would be a paying proposition here. There is a veneer factory already here, to which a box factory could be added. A paper mill would be a profitable investment, as there is an abundance of waste material, shavings, rice straw, etc., which could be profitably made into paper. Another industry which is proving profitable is the extraction of turpentine and kindred products from pine stumps. Address for information, Jno. B. Kent, Secre-

tary Chamber of Commerce, Lake Charles, La.

Lanagan, McDonald County, Missouri.—Population, 500; south of Kansas City, Mo., 195 miles; altitude above sea level, 854 feet. The general business of the village depends on the agricultural and forest resources of the adjacent country. The shipments from Lanagan consist of apples, strawberries, poultry, eggs, cattle, hogs, mine timbers and railroad ties; the apple shipments sometimes reaching thirty car loads and the forest products eighty to one hundred car loads. The town has been steadily growing for several years past.

Needed: A drug store, furniture store, clothing store and a hardware store. A lumber yard could do a good business here. This section affords large quantities of fine oak logs for sawing and also much good tie timber. Address for information, Ed G. Sugg, Agent K. C. S. Ry., Lanagan, Mo.

Kings, Sevier County, Arkansas.—Population, 150; south of Kansas City, Mo., 425 miles. The manufacture of lumber (pine) is the engrossing pursuit of the population.

Needed: A cotton gin, a box and crate factory would find an abundance of good timber here. Address L. A. Stenfors, Agent K. C. S. Ry., for information.

Leesville, Vernon Parish, Louisiana.—Population about 4,000; south of Kansas City, Mo., 668 miles; from Port Arthur, Texas, 118 miles; altitude above sea level, 238 feet. The judicial seat of Vernon Parish and an important industrial center in western Louisiana. There are within the city two large saw and planing mills and within two miles a third, the aggregate capacity being 275,000 feet of lumber per day; a large stove mill, an axe handle factory, brass and iron foundry, machine shop, cotton gin, grist mill, bottling works, brick plant, steam bakery, ice plant and cold storage, electric light company, waterworks, wagon factory, two newspapers and a number of minor industries. Leesville has three strong banks with about \$500,000 deposits, twelve large mercantile firms and numerous smaller ones and a first class hotel, municipal waterworks, public buildings, etc. Leesville ships about 4,000 car loads of pine lumber, 250 to 300 car loads of hardwood lumber and railroad ties, 500 bales of cotton, and cattle, sheep, hogs, wool, hides and furs.

There is a good opening for an exclusive hardware store. About \$400 per month is sent out of town for laundry work. A local laundry would probably have a good trade from this and surrounding towns. There is an abundance of good buggy and wagon

timber adjacent, enough to supply a factory for ten or fifteen years. A fruit and vegetable cannery ought to do a good business here. Address for information, Hicks Abstract Co., Leesville, La.

Mena, Polk County, Arkansas.—Population, 4,000; south of Kansas City, Mo., 380 miles; altitude at railway track, 1,145 feet; principal sources of income, general farming, live stock, poultry and fruit growing. There are in Mena about 100 mercantile establishments, five hotels, two saw mills and planing mills, broom factory, box and crate factory, cement block factory, three banks, two newspapers, a cotton gin, ice and cold storage plant, wagon making and repair shop, steam laundry, slate quarries, bakery, electric plant, waterworks, etc. Most of the streets are well paved and in its appointments the city, which is also a well known health resort, is modern.

Mena needs a good family hotel for the use of summer and winter visitors. There are good openings for a handle factory, a chair factory, to make rustic and other furniture, a factory for making slack barrels, nail kegs, etc. A party with sufficient capital to operate the existing box and crate factory, a canning factory, a creamery and ice cream factory to supply the towns of western Arkansas, and a wholesale produce, fruit and seed house to handle the local crop and furnish farmers supplies. For further information address W. C. B. Allen, General Agent K. C. S. Ry., Mena, Ark.

Merwin, Bates County, Missouri.—Population, 300; south of Kansas City, Mo., 58 miles; altitude above sea level, 984 feet; situated in old, well-settled farming region, shipping large quantities of grain and hay and several hundred car loads of hogs and cattle annually. Merwin has a state bank, a normal school, a grist mill, hotel and about twelve mercantile establishments.

A grain elevator is needed and would do well here. Address for information, C. H. Stipp, Merwin, Mo.

Noel, McDonald County, Missouri.—Population, 750; south of Kansas City, Mo., 200 miles; altitude above sea level, 826 feet; a noted fishing and pleasure resort. The shipments from Noel consist of wheat, strawberries, apples, poultry, eggs, horses, mules, cattle, hogs, railroad ties and hardwood timber. There are in Noel four general stores, a drug store, two hardware stores, two hotels, a bank, flour mill and elevator, grist mill and several minor industries.

Limestone is very abundant and is of the best quality, good for quarrying blocks or the manufacture of lime products. Another hotel, a bath house and a produce dealer

are needed. There is convenient to Noel a waterpower with 500 to 1,000 horsepower capacity, which could be utilized for generating electricity. Address for further information, H. C. Alexander, Noel, Mo.

Panama, Le Flore County, Oklahoma.—Population, 700; south of Kansas City, Mo., 317 miles; altitude, 453 feet above sea level; situated in a good general farming country, underlaid with coal of superior quality. The Choctaw coal lands, which have been reserved from sale by the United States government, will soon be placed in market and will afford good openings for several hundred farmers.

Needed: A general merchandise store with a stock of about \$10,000 value; also a good cotton gin. A small newspaper could work up a good business here. Address for further information, E. G. Goodnight, Agent K. C. S. Ry., Panama, Okla.

Port Arthur, Texas.—Population, 13,500; Gulf terminus of the Kansas City Southern Railway; south of Kansas City, Mo., 786 miles. A modern seaport doing a maritime business of \$25,000,000 to \$35,000,000 annually and increasing in magnitude from year to year, the principal exports being refined oil, crude oil, petroleum products, manufactured here in the two great oil refineries; seed oil and cake, lumber, packing house products, grain and feed, cotton, sulphur, etc., carried in about 500 vessels. The city has paved streets and sidewalks, sewerage and drainage system, waterworks, fire department, an excellent public school system, twenty-two large hotels, the Plaza Hotel alone costing \$125,000; a fine hospital, business college, public library, rice mill, street car service, and electric suburban railway to Beaumont, Texas; two banks, five drug stores, eleven dry goods and clothing firms, two fish and oyster houses, eighteen grocers, four hardware and furniture dealers, harness and saddlery firm, two jewelers, steam laundry, two lumber yards, two milliners and thirty-one other miscellaneous establishments.

There is a good opening for an overall and working shirt factory in Port Arthur. There is a very large consumption for this class of goods, due to the two immense oil refineries which are operated here and to the large number of dock workers who handle exported and imported freight. In the surrounding lumber manufacturing towns and oil fields large quantities of this kind of clothing are needed. A factory located here could profitably manufacture overalls, shirts, canvas gloves, hats, etc., and could be started on either a large, medium or small capital and work up a large business.

A large department store could do very well here at this time. This would require a firm with ample capital and good connections. A good double brick building, 100 feet front, 140 feet deep, two stories, owned by people who would remodel building to suit any good tenant, is available for a store of this kind. The monthly payroll of Port Arthur is \$250,000.

Good timber is convenient to Port Arthur, which is a good location for any kind of a wood working plant. A planing mill, situated on the bank of the canal, with 26 feet of water and also on the K. C. S. tracks, with good buildings and many kinds of wood-working machinery, each machine with a separate motor, is available. A cigar factory, properly managed, would pay well. A steamship line, now operating between Port Arthur and Porto Rico, could bring in Porto Rican tobacco as well as Cuban. A fertilizer factory is needed in this section. Phosphate rock from Florida could be brought here on reasonable rates, and other raw materials can be easily secured. A saddle factory ought to do well here. Address for information, J. L. Boyd, Secretary of the Board of Trade, Port Arthur, Texas.

Poteau, Le Flore County, Oklahoma.—Population, 3,000; south of Kansas City, Mo., 327 miles; altitude, 459 feet above sea level. County seat of Le Flore County. The town has an electric light plant, a handle factory, ice plant, brick and tile plant, saw and planing mill, cotton seed oil mill, steam laundry, bottling works, cotton gins and about forty mercantile firms. Coal of excellent quality is found on the town plat and in the immediate vicinity. Natural gas is available in enormous quantities and the adjacent country abounds in good timber, stone, clays, shales and potters' raw materials.

Poteau needs a first class hotel, a general merchandise business (farmers' credit house), a barrel, stove and heading factory, a furniture factory, using gum and oak material, and a veneering plant. Poteau is an ideal location for the large manufacture of brick of various kinds, tile, sewer pipe, pottery and other clay products. While there are several good coal mines near the city, this industry can be greatly enlarged. At this writing the mercantile lines are well represented. With the sale of the segregated coal lands near the city, which will take place soon, a large increase in the rural population can be expected. Write for information to Chas. W. Collins, Secretary Chamber of Commerce, Poteau, Okla.

Richards, Vernon County, Missouri.—Population, 500; south of Kansas City, Mo.,

94 miles; altitude, 839 feet above sea level; located in a rich grain and live stock producing country. The gross annual business of the town amounts to about \$600,000. Coal, gas and oil are abundant in the immediate vicinity and good brick clays are found in many places. The town has a roller mill, elevator, grist mill, fruit evaporator, several hotels, a bank and a number of mercantile establishments.

Coal should be mined and the oil and gas supplies should be developed. Five or six shallow oil wells have been developed, and one oil well is being drilled near Swart's Station. Write for information to G. A. Rakestraw, Agent K. C. S. Ry., Richards, Mo.

Shreveport, Caddo Parish, Louisiana.—Population, 35,000; south of Kansas City, 562 miles. The second largest cotton market in the United States, handling annually between 300,000 and 350,000 bales, worth between \$18,000,000 and \$21,000,000; the financial and commercial center of the Caddo oil field, and supply point for the enormous lumber industry of western Louisiana. Shreveport is a well appointed, up-to-date city, with a large number of manufacturing plants, great mercantile firms, splendid transportation facilities and a magnificent agricultural territory to draw upon.

There are good openings for the following named lines of industry: A sewer pipe plant, for which there are available all the clays required and vast quantities of natural gas at the lowest cost; a cotton factory, as Shreveport handles over 300,000 bales of cotton per annum; a furniture factory, fine hardwoods abundant in the vicinity; glass manufacturing plant, cheap fuel and raw material convenient; aluminum plant, grist mills, packing houses, tannery and paper mill. Special opportunities are offered in the wood working lines and with the splendid distributing facilities the city has, any of these factories could be operated profitably. In a mercantile way there are openings for wholesale clothiers, wholesale milliners, wholesale queensware and wholesale gents' furnishings and notion stocks. The Chamber of Commerce, through its secretary, J. B. Babb, will be pleased to furnish any desired information.

Spiro, Le Flore County, Oklahoma.—Population, 2,500; south of Kansas City, Mo., 312 miles and west of Fort Smith 16 miles; junction point of the main line of the Kansas City Southern and the Fort Smith branch; situated in a fine corn, cotton and grain country, with land of unusual fertility. Ships corn, live stock, fruits and annually from 500 to 800 car loads of po-

tatoes. Excellent coal is found in the immediate vicinity and good building stone and brick shale is convenient and abundant. Spiro has two large cotton gins, a cotton compress, two prosperous banks, a brick plant, some thirty mercantile houses and a number of minor industries. For several years past the town has enjoyed a steady growth in business and population.

Spiro needs two large general merchandise stores (farmers' credit houses), a loan and trust company, a hardware store, a brick and tile plant, and ice plant; city waterworks will supply the water; a handle factory, a sawmill, a large grist and corn chop mill, a company which would pipe gas into town from wells three miles distant could do a good business. Spiro ships about 10,000 bales of cotton, which should be manufactured here. About 5,000 acres of segregated coal land will soon be in market and farmers will have an opportunity to acquire some excellent farm land at very low prices. For information write to president of Board of Trustees, Spiro, Okla.

Stotesbury, Vernon County, Missouri.—Population, 475; south of Kansas City, Mo., 89 miles; altitude, 786 feet; situated in a fine grain and live stock producing country underlaid with coal deposits. Ships hay, corn, wheat, oats, hogs, sheep, cattle, poultry and eggs and commercial truck.

Stotesbury needs a brick yard, grain elevator, and some men with money enough to prospect for oil and mine coal. Oil and gas are found at a depth of 200 feet. Address for further information, O. L. Briggs, Agent K. C. S. Ry., or J. A. Walker, Cashier Stotesbury State Bank, Stotesbury, Mo.

Sulphur Springs, Benton County, Arkansas.—Population, about 1,000; south of Kansas City, Mo., 205 miles; altitude above sea level, 905 feet at railroad track, 1,200 in some parts of town. A noted health and pleasure resort, with a bank, ten large mercantile establishments, with stocks valued at about \$50,000, an opera house, electric light plant, bottling works, hardwood mill and a number of good hotels.

Needed: A large general store, an ice plant, cannery to pack berries, tomatoes and vegetables. Excellent limestone here for quarrying or for making lime. Address for information, S. O. Whaley, Sulphur Springs, Ark.

Texarkana, Arkansas-Texas.—Population, 25,000; south of Kansas City, Mo., 489 miles. The city has two separate municipal governments, but is commercially and socially one city divided into two parts by the state line separating Arkansas and Texas. Texarkana is forty years old. Each

city has a Federal court in a separate building. The industrial enterprises are numerous and employ about 2,000 men. Among these are an ice plant, grain milling plant, furniture factory, clay products company, glass factory, candy factory, mattress factory, two ice cream companies, a casket or coffin factory, a shingle mill, two cotton seed oil and fertilizer companies, a coopeage plant, peanut factory, two novelty works, sheet metal factory, wagon factory, marble works, three brick plants, steam engine works, iron works, boiler and machine company, a foundry, two bottling works, cigar factory, two creosoting plants, the Port pipe company, sulphuric acid laboratory, planing mill, sash and door factory, and a large grain elevator. The city has several hundred mercantile firms, and excellent banking facilities. Eight railways enter the city and six of these have their terminals here. Every acre of land in Miller and Bowie counties is within ten miles of two or more railway stations.

Texarkana presents good opportunities for all kinds of wood-working plants. There is an abundance of ash for handle stock and tub staves, elm for hoops, slack barrel staves, veneer and crates, gum for veneer, lumber, staves and crates, small oak for handles, hubs and wagon materials, hickory for handle stock, spokes, wagon and implement stock, large oak for furniture, quarter-sawed and hard-finish lumber.

There are available large deposits of the best shales and potters' clays. Repeated tests have shown their value for the manufacture of vitrified, fire, common, buff, mottled gray and enameled-face brick, terra cotta, floor and roofing tile and pottery of all kinds. No place can offer better inducements for the location of industries of this character than can Texarkana.

General agencies for representative manufacturing lines have splendid opportunities for the distribution of their goods, and a wholesale drug house, wholesale dry goods, wholesale shoe house and a packing house would do well here. Address for information, F. F. Quinn, Secretary Board of Trade, Texarkana.

Vandervoort, Polk County, Arkansas.—Population, 600; south of Kansas City, Mo., 402 miles; altitude above sea level, 1,076 feet. The town has two planing mills, two hotels, nine general merchandise stores, a drug store and several minor establishments. Ships lumber, cotton, fruits, berries, live stock, poultry and eggs.

Vandervoort needs a general hardware and implement store, a brick and tile plant and an ice plant. There is much good farm-

ing land around Vandervoort which should be in cultivation. Address for information, Geo. E. Edward, Secretary Commercial Club, Vandervoort, Ark.

Watts, Adair County, Oklahoma.—Population, 500; south of Kansas City, Mo., 236 miles; a new division terminus on the K. C. S. Railway. The surrounding country is well suited for general farming, stock raising, poultry, fruits and berry cultivation.

Watts needs a flour mill, grist mill, cannery, department store, gents' furnishings store, tailor shop and has abundant raw material for a handle factory and a stove mill. Address for further information, T. A. Cates, Watts, Oklahoma.

Vivian, Caddo Parish, Louisiana.—Population, about 2,700; south of Kansas City, Mo., 527 miles; is located midway between Shreveport and Texarkana and about 35 miles from each city. It is the center of a productive agricultural section, but is famous as the center of the Caddo oil field. The daily oil production of the field is about 35,000 barrels, in addition to which there is available an enormous quantity of natural gas, which is piped to Shreveport, Texarkana, Marshall and many other places. There are in Vivian two banks, four hotels, a grist mill, cotton gin, bottling works, a large machine shop, newspaper and printing office, three oil well supply companies, a 25-ton ice plant, fifteen boarding houses, five livery barns, steam laundry and about sixty mercantile firms.

Vivian needs a first class hotel, a millinery store, a dairy, a waterworks system and some truck farms close to town. Address for information, The Progressive League, Vivian, La.

Westville, Adair County, Oklahoma.—Population, 1,300; south of Kanass City, Mo., 244 miles; altitude above sea level, 1,137 feet. Crossing point on the Kansas City Southern Railway and a branch of the St. Louis & San Francisco Railway. Situated in a fine grain and live stock producing country, and ships cotton, cattle, hogs, grain, fruit, and hardwood lumber. The town has a modern flour mill, electric light plant, some fifteen or twenty mercantile stocks and two banks. The surrounding country is growing rapidly and the town itself is steadily increasing in population.

Westville offers an opening for a brick plant, ice and cold storage plant and a new bank. Write for particulars to Foreman & Collins, Westville, Okla.

Wickes, Polk County, Arkansas.—Population, 300; south of Kansas City, Mo., 409 miles; altitude, 1,025 feet above sea level. The village has five general merchandise

stores, two hotels, two drug stores, one exclusive hardware store, one confectionery, lumber yard, planing mill, saw mill, cotton gin, grist mill and livery barn. The shipments of surplus products from Wickes in an ordinary year consist of 3 to 5 car loads of cantaloupes, 7 to 15 car loads of peaches, 3 to 7 car loads of strawberries, 10 to 20 car loads of live stock, 50 to 75 car loads of railroad ties and 150 to 200 car loads of lumber. The famous health resorts, Baker Springs and Bogg Springs, are reached by way of Wickes, Ark.

Anyone interested in the following lines of manufacture or mercantile endeavor will find it to his advantage to look over this place: Manufacturers of handles will have hickory timbers enough to run a factory for a number of years. A cannery, a cotton gin and a bank are needed here. Address for information, L. C. Wilson, Mgr. Wickes Farm and Orchard Co., Wickes, Ark.

Wilton, Little River County, Arkansas.—Population, 645; south of Kansas City, Mo.,

462 miles; altitude, 334 feet above sea level; general resources are farming and stock raising; the industrial enterprises are a saw mill and two cotton gins.

Most mercantile lines are well filled, but an up-to-date hardware business could do an excellent business here. Address for information, Charles Spence, Wilton, Ark.

Winthrop, Little River County, Arkansas.—Population, 800; south of Kansas City, Mo., 449 miles. It is a good local trading point and handles about 1,000 bales of cotton annually, and ships peaches, strawberries, potatoes, live stock and lumber. The local manufactures consist of a saw and planing mill, two cotton gins, a grist mill and several smaller industries.

Winthrop needs a brick plant, a creamery and a newspaper. There are under construction at present and will soon be in operation a planing mill and an electric light plant. Address for further information, Robt. Sessions, Winthrop, Ark.

Odds and Ends

"Peru Ridge Fruit Farm."

Noel, Mo., Feb. 16, 1914.

Dear Brother John:

Time flies very swiftly. I was just meditating on the lapse of time since we met (32 years) and contemplating the many changes that have come to us in that long time, so I concluded I would send you a photo of myself on my sixty-fifth birthday—Feb. 12, 1914—so you can see how well old time has fared with me. I am located down here in the Ozark mountains where I have a nice fruit farm. Four years ago it was all in the woods and Fred's father-in-law and myself are keeping "Bachelors' Hall." We are growing strawberries, cherries, plums, blackberries and gooseberries. The only berries we have marketed so far have been strawberries, which last year yielded up \$256.80 per acre, netting us over and above expenses \$186.30 per acre. Pretty good, eh, on \$15 land? We now have 200 cherry trees and 275 Damson plum trees growing and will plant 100 more cherry trees and 250 more Damson plums, 2,000 more strawberry plants and 1,000 gooseberry plants. When all of these bear fruit we will have a good income. I have 20 acres here, and while the work is rather heavy, I enjoy it very much. One feels so independent when one is his own boss. The air and water here are both pure and sickness is very limited. These "hill billies"

seem to live until they dry up, dying from old age and not from disease. I haven't had an ache or pain in the time I have lived here until about a month ago I got an attack of la grippe, which I assure you was not very pleasant, but I am over it now.

Fred is in Kansas City in the commission business and doing fine. He has no children. I am enclosing one of his cards. Jed is in the furniture business (installment plan) and is doing well also. Mr. Cavanagh, for whom Josie works, owns 80 acres only one-fourth mile from me. It is unimproved but he told me when I last saw him that he was going to improve it. I wish, if you see Ben Messick, that you show him the photo and give him my address and say I would be glad to hear from him and wish you and he would take a trip down and spend a while with me.

Give my love to the whole family and write me occasionally. I would like to hear from Anna, Nellie and Josie also.

With much love. Your brother,
(Signed) JAMES E. BAKER,
Noel, Mo.

The railroads should be permitted to earn upon their investment a return that will be fair and that will enable them to serve without handicap or delay the needs of the country's expanding traffic.—Atlanta Journal.

K. C. S. RAILWAY Employes' Supplement Number 8

F. E. ROESLER, Editor

At a recent "Safety First" meeting held at Leesville, La., January 18th, 1914, Mr. W. F. C. Gibson, conductor, expressed himself as follows on the government ownership of railways. In his statement he expressed not only his personal views, but also the view of a majority of railway employees.

Mr. Gibson: "The conservation of life and limb is the first consideration and the second consideration is our job. Our jobs are more in danger today than ever before. You don't know how close we are to Government ownership. Have you ever given it a thought what it will mean to us if it ever comes to that? On the 12th of March the railroads are going before the Commission to ask permission to raise their rates. If they don't get it it is going to force them to go out of business. If the Government once gets the railroad it means death to our organizations. The Government recognizes no labor unions. They will require you to pass examination before you can get a job, and you have to prepare for those examinations on your own time. The Government pays no overtime. What we want to do is to encourage our grocers and everybody we deal with to be in sympathy with a small increase. Sometime ago the managers went before the Commission and asked for an increase in rates. They told them, "nothing doing"; told them they should economize. Then they turned around and required the railway companies to furnish steel equipment, put in operation block signals and interlockers. What we want is for the company to make enough money to pay us. We will take for illustration a man running a livery stable. I will go to him and say, "I want you to take me over to Hornbeck in a H— car, steel frame." He will say, "All right, I will do that." Then I will tell him I am only going to give him a dollar for it. That is just what the Commission has done. They will tell the railway companies they can only charge 2½ cents per mile but have to furnish steel cars and establish the block system. I think every railroad man who has his own interest at heart should try to keep the

railroads out of the hands of the Government."

There is but little doubt but that the foregoing expresses the sentiment of a majority of railway employees, but it must be conceded that there is a short-sighted, unthinking minority which will cut off its nose to spite its face and will rob its own pocketbook in the belief that it is hurting its employer. It requires much money to maintain and operate a railroad, and anything that tends to curtail its income tends to either reduce the number of employees, or the number of working days in the month. Anything that unnecessarily increases the expense of operation, necessarily decreases the number of those employed, unless the gross earnings and the net earnings keep up with the increased cost of operation. Much damage is done in this direction through the various legislatures, some of the members of which labor under the delusion that they are benefiting the general public and the employes, whereas, the results show that no one has been benefited, but that the expense of operating the railroads has been unnecessarily increased. If the employees could figure out how much of this increase in unnecessary expense they have to bear in loss of wages, they might begin to realize that in the way of legislation, "All that glitters is not gold." The employees, if they took the trouble to study the character of legislation proposed from time to time, could not help but reach the conclusion that much of it is puerile, unnecessary and burdensome in the matter of expense. If they object their objections will be considered; if they are silent they are supposed to assent. Yet every new uncalled for act of legislation makes it more difficult for the railroads to secure money with which to operate.

2,440,000 FREIGHT CARS.

The Interstate Commerce Commission has completed an investigation into ownership of freight cars in the United States, and for the first time since the commission was created it has definite figures as to the number and character of freight equipment of

American railways. According to the commission's figures there are in the United States 2,300,000 freight cars owned by the railroads and 140,000 cars owned by car companies or other private ownerships. Private parties own more refrigerator cars than the railroads, the private car lines owning 54,000 and the railroads 49,000. The investigation developed that there are 43,000 freight cars in the United States used for no other purpose than for the transportation of automobiles. Early in January the committee will take testimony in Chicago in connection with this investigation. It has been asserted that there have been abuses and what amounts to rebates in connection with private cars.

WATERED STOCK.

The lunch counter at the division terminus, say between midnight and three o'clock in the morning, is the usual assembly point of the oracles composing the philosophical club, the members of which, by reason of their duties, are prevented from going to sleep when many other people do. During the midnight lunch the oracles sell the road to some big connecting line once or twice a month and reorganize the management and the general offices, or discuss obtruse problems of great weight while waiting for a delayed train, the general result tending to show that they are greater philosophers than prophets. After putting a cup of coffee and a quarter section of a pie where they will do some good, the philosophers' club usually adjourns to the round house. The corner having the foreman's desk, the water cooler and the hot stove is the place where the policy of the administration is more particularly defined and problems of state, which give ordinary citizens a headache, are definitely disposed of and unalloyed wisdom is ladled out to all who can or will absorb.

The philosophers are not always in a serious frame of mind and often good natured bantering among those present is the rule rather than the exception. The topics of the day, as illustrated in the newspapers, receive due attention and the final conclusions reached are not always in accord with public sentiment. Frequently they are absolutely original, because the philosophers of the round house view things from a different angle than does the ordinary good citizen who has opportunity to consult a greater number of publications and therefore has less occasion to use his gray matter, being content to let the editor do what thinking may appear needful in the premises.

Diatribes on watered railway stocks and the management of railway finances, emanating from Senator Somebody or other had appeared in several party newspapers and these were under discussion at the round house when Brakeman—we will call him Smith—came in to warm his shins at the stove. He read the printed speech and for a while listened to the comments of the philosophers and then made some comments himself:

"I have tried to dope this thing out myself, but never got near to an understanding until I tried to sell my house. I married about eight years ago and wife and I concluded that we needed a home. The next thing was to buy a lot. The deed called for \$400, but after saving, skimping and squeezing for sixteen months, we paid the \$400, interest \$20, taxes \$1.60, and \$15 for a lawyer's opinion on the title, total on the lot \$436.60. Now this was still far from having a home and so we bought stock in a building association. We paid \$20 a month for 100 months on our stock, which is \$2,000. At the end of a year our turn came to bid for a loan of \$2,000. We mortgaged our lot with the building association and bid 10 per cent for the loan, which netted \$1,800. Then we paid 10 per cent interest on our loan for the next 88 months, the principal decreasing each month, making a total of \$678.04, and taxes for seven years and three months \$252; total, \$3,366.64. Now came street grading, paving and sewer work which cost \$400, and then repairs on the roof, painting inside and out, renewing porch floors, fences, etc., which cost about \$300 more, making a grand total of \$4,066.64, not counting any work I did personally about the place. For this money we had a home out of style, which could not be rented for \$20 a month. While getting ready to sell it I went over the receipts. After haggling six months with several people we got \$1,600 for the property, which is \$2,466.64 less than it cost us. Some financial genius would probably suggest that we should charge this loss to ourselves as rental paid on our own property. The point I am trying to make clear is, that \$4,066.64 has been spent on the property, and that the property is worth only \$1,600; that it began to deteriorate as soon as it was completed. This deterioration was the watered stock in our enterprise. We could rebuild and repaint the property until the cows came home, but it would still be the same house, and be worth less than it was at the beginning. Being just common people without any credit to borrow on we just put up the cash and when we sold we just scratched

it off the book. It was just a dead horse and we let it go at that.

"I don't know anything about the inside workings of a railroad company, but I feel sure that every one of them has a lot of dead horses which they can neither dump or get rid of. There are mighty few people who carry enough loose coin in their jeans to build and operate a railroad. My grandfather, who owned some stock in a little railroad in Illinois, when he was a young man, told me how they built that road. The town he lived in was fifty miles from another town which had a railroad. The citizens, after many appeals to their local patriotism, were prevailed upon to contribute some money for preliminary surveys and the incorporation of a railroad company. Stock was offered for sale and the people at both ends of the line and the middle bought what they could at par and construction began. Before the grading was completed much more stock was sold at discount, ranging from 10 to 50 per cent. The completed railroad followed the contour of the ground avoiding cuts and fills whenever possible and finally was put in operation. The rails were light and the ties far apart. For a year or two the stockholders felt rich and congratulated themselves on their enterprise. The prospective dividends looked big, but when the time arrived for their payment, the stockholders found that their track was in bad condition and that the rolling stock was scant and inferior. The little profit made had to be used for improvements. They soon learned that the regular traffic would not produce the means to make the necessary repairs and improvements. Frequent washouts and other mishaps soon demonstrated the necessity of borrowing money to partly rebuild the track, buy new engines, cars and other equipment, if the road was to be operated at all. As practically all the available local money had been used, money was borrowed elsewhere at a terrific discount. That is to say, they got about 75 cents on the dollar and agreed in the future to pay the interest on the 75 cents they received and on 25 cents they didn't get. From this time on dividends for the stockholders were entirely out of the question. For several years the interest was paid, then the Sangamon and several other rivers got out of their banks, washed away the tracks and the interest on the bonds was not forthcoming. The owners of the bonds foreclosed and bought the property in at public sale. The original stockholders, including my grandfather, had acquired a whole lot of experience and now owned a dead horse.

"These bondholders now became stockholders and started in to buy their dead horse. Their security was worthless unless they could operate the road. This meant putting in more money. Competing lines were built and competition became keener; heavier rails, larger cars and locomotives had to be used; wooden bridges replaced by steel bridges, grades had to be reduced and curves eliminated before there could be any hope of profitable operation and so in the course of a few years another interest-bearing debt was acquired. During a panic they, like their predecessors, defaulted on the interest and had to give way to another set of bondholders, who finally unloaded their railroad on a larger corporation for much less money than they had advanced on the bonds.

"After a railroad has gone through the financial processes four or five times, has been practically rebuilt five or six times, has thrown its worn-out equipment on the junkpile several times, it has accumulated a comfortable debt a large part of which is 'dead horse,' on which interest must be paid. Of course, you might say that they needn't have borrowed that money, etc., but if they had stuck to that safe rule there would be only one mile of railway where there are fifty now. Competition kept the rates low in the olden days and few, if any, could earn enough to keep up with their expenses. The public got their railroad service too cheap, because the later expenses of rebuilding could not be foreseen, and after the public got used to these low charges for work done, the railroads could not raise the rates and get more money to pay for their dead horses. I am not paying interest on any dead horse, because I couldn't borrow money, but the railroads are paying and in nine cases out of ten this 'dead horse' is what Senator What's His Name is ranting about and calls 'Wattered Stock.'"

Just about this time No. 4 whistled at the yard limits and the philosophers of the round house began to get busy to receive the incoming engine.

"MIXED TRAINS" DON'T PAY.

Passenger Department Official Says They Are Run Under Protest.

The railroad commission of Louisiana has denied a petition in which the demand was made that passenger fares on mixed trains be fixed at one-third the regular rate. The proposed rate, if it had been upheld, would have greatly affected the Kansas City Southern as well as the other railroads in that state.

"To have granted the petition," said an official of the passenger department a few days ago, "would have had the effect of cutting down the regular passenger travel on passenger trains. It is a well known fact that human nature is alike all over the world. It would be the nature of the traveler to ride on a mixed train, regardless of its inconveniences, if he could get over the road for one-third of the regular fare. He would allow a passenger train to pull out from a station and wait for the mixed train in order to save the money. Many of the roads in Louisiana handle mixed trains as a sort of an accommodation to the traveling public, because it is convenient for the passenger who desires to get some place before the regular passenger service comes along. The accommodation is offered by the carriers at the solicitation of the traveling public, particularly traveling salesmen. Many roads are carrying passengers on mixed and freight trains under orders from the commission and under protest.

"The carriers, if the commission would permit, would abandon this class of service. The danger of personal injury is great, and the personal damage claims arising from injuries to those traveling on these inferior trains are many times greater than the claims for injuries from those traveling on exclusive passenger trains. The revenue derived from this class of service is infinitesimal, the passengers generally riding only short distances. Upon the whole, the service is declared by the carriers to be undesirable."

ORDER ONLY STEEL CARS NOW.

Wooden Passenger Coaches Becoming a Thing of the Past.

As was expected, the returns for the cars built during 1913 show that the railways of the country have practically stopped ordering wooden cars for the passenger service. Very few all-wood passenger cars were ordered during the year, and of these almost all were for Canadian roads. In the United States all-steel predominates, the conditions obtaining in regard to the use of this class of cars in passenger service being thoroughly covered in a report on the passenger train conditions in the office of the mechanical engineer of the Kansas City Southern.

While gas lighting has been specified for a considerable number of cars, the general tendency seems to be toward the use of

electricity for this purpose, especially in the case of coaches.

While there is a probability of considerable development in all-steel box cars during 1914, no great number of this type of cars was ordered during the past year. There is shown by the report a marked increase in the use of steel frame box cars, and in ordering this type most roads appear to favor the structural steel frame with inside horizontal sheeting. The Norfolk & Western, the report states, after experimenting with a 90-ton capacity gondola mounted on six-wheel trucks, has ordered 750 of these cars for heavy coal service.

Other roads are watching with interest the outcome of the full tonnage system that will be used upon the cars. In considerable of the freight equipment ordered spring draft gear has been specified. There is abundant evidence that with present-day operating conditions a friction gear is needed to absorb the severe shocks, but judging from the figures for the past year there are a number of railway men who fail to appreciate this fact.

STANDARD TIME.

A transcontinental traveler must turn his watch back three times, one hour each time, in journeying from New York to the Pacific seaboard, if he wants to be on time for meals. If he is traveling across Canada and starts from the eastern provinces, he must do the same four times.

It's rather hard on one's watch, the jewelers say; but think of what it must have been forty years ago, when, instead of four or five standards of railroad time, there were seventy-one! That was in 1873. In 1883 they had cut out some deadwood, as various railroads had begun to consolidate. At that enlightened period there were still remaining fifty-three different standard times. In railroad centers, where the competing roads didn't like one another and refused to unionize in depots, it was not an uncommon thing to find one end of town setting its watches so many minutes ahead or so many minutes behind the other end of town. The lot of the traveler was hard, because trunk line service was not developed then as now, and it frequently carried one into the realms of higher mathematics to connect between trains of different systems. The confusion at length became so bad with the extension and ramification of railroads that the officials got together and began holding "time conventions," in an effort to lighten the burden of the clock. After meetings in St. Louis

and New York, in 1883, the railroads of this country and Canada drew five lines through the continental map along the meridians fifteen degrees apart, beginning at sixty degrees west of Greenwich, England. The meridians were to drop an hour each step west. Thus, when it was noon on the sixtieth meridian, it was 11 o'clock in the morning on the seventy-fifth—and so on.

There were drawbacks to this plan, however. It would not be possible for railroads to use an imaginary line; so it was decided to make the change in the hour at the principal stations nearest to this imaginary line. Detroit, Wheeling, Pittsburgh, Parkersburg (Virginia), and Augusta (Georgia), though not situated on an air line, are points of change between eastern and central time. Frequently in the West the change is made at the end of long divisions.

It is interesting to follow the standard time line on a map. One's first impression is of amazement at the zigzag line that jumps hither and yon, and sometimes even turns back on itself; though all the time following its general direction north and south, on one side or the other of its own special meridian. The map is platted off into distinctive colors by these zigzag lines, and any particular division is known as brown, red, blue, green, or yellow, according to whether it is in Intercolonial, Eastern, Central, Mountain, or Pacific time. The eastern colonies of Canada have recently adopted Eastern time, thereby cutting the standard division down to four.

Mean local time, of course, does not correspond to standard time, except on the meridians themselves. Thus Savannah is thirty-six minutes behind the sun; while Detroit is thirty-two minutes ahead of it.—*F. Irving Anderson in St. Louis Republic Magazine.*

Twenty-five years ago railroading in Texas was not what it is today. In the seventies and early eighties wood was used as fuel and the cars were coupled with ink and pin. This method of hooking up a train created quite a lot of slack, which was useful in giving the engine a chance to start off. Many trains were made up of a number of freight cars with one or two passenger coaches and a haggage car on the rear end.

On the Austin branch of the Houston & Texas Central the night train was an accommodation train, being made up of freight cars, with a passenger coach or two to bring up the hind end. Then as now men

and boys went hunting accompanied by dogs, and a majority of the women traveled with handboxes and canary birds in cages, occupying much room.

In order to get rid of at least the dogs, the management of the road had posted in all stations a notice declaring that "all animals must be carried in the baggage car." Of course the rule was intended to apply only to dogs and pets, but at Hempstead, on one occasion, it was construed literally.

Edward Bergman, who later became treasurer of the Houston Opera House, was a baggageman on the run to Austin. One night when the train pulled into Hempstead, Bergman was confronted with a problem to solve. A party of young men with high-heeled boots, wide-brimmed white hats and full of enthusiasm appeared and demanded that he carry a cow in the baggage car. Bergman demurred, explaining that he could not carry cows as baggage. His pleadings were in vain. The leader of the party produced one of the company's placards, which said that "all animals must be carried in the baggage car." The party insisted that the cow should ride. Finally both Bergman and the conductor, fearing serious trouble, agreed to carry the cow, and it was loaded into the baggage car.

When the train started the slack was taken up with a jerk and the cow slid from one end of the car to the other, wrecking all the contents of the car and upsetting Bergman, who was seated on a chair checking up the contents of the car. At stations along the route, when the train came to a stop, the slack would be given back, and with a slam the cow would be hurled through the car.

Bergman was in a state of demoralization. The critter was one of the longhorn species and looked wild and fierce. But she did not make any effort to walk around, confining her antics to the grand slides she made when the train either stopped or started. The destination of the animal was Manor, a small place near Austin. There was no depot platform at the station on which to unload the beast, and here another difficulty presented itself. The only way to get the cow unloaded was to build a platform, which was done, greatly delaying the train.

When Bergman got back to headquarters at Houston he was laid off for thirty days, along with the train crew. However, when the highbrows finally appreciated the predicament of the crew they restored all hands on the pay roll without loss of time.

Bert Toles, passenger brakeman between

Chanute and Joplin, tells of a monster jack-rabbit that races with his train every morning along the tracks between Girard and Brazilton. He says it is always in waiting about a mile west of Girard, and when the train gets even with it, it lopes off along the track on three legs and keeps up the race until Lightning Creek is reached, this side of Brazilton, when it jumps into the timber. And when the train returns in the afternoon it is waiting for the race back.

"The engineers of the passenger trains have tried several times to give the rabbit a race for its life, but they have not yet gained an inch while it is running," said Toles, "and I believe that if the train should run a hundred miles an hour the rabbit would keep up and possibly be making little exertion. One morning somebody's greyhound that was out in a field about 300 feet started after the rabbit, but could not keep up, though the engineer was speeding a little and the jack was keeping right alongside on three legs. I have heard that it will start out with freight trains, but it gets disgusted and quits the race because the freights do not run fast enough. Jack Prentice, our engineer, says he has seen the rabbit wink at him as they galloped along. I don't know where the jack stays or what it does when there is no race on, but it sure is a winner when it comes to keeping up with a passenger train. It could outdistance us at any time, but it does not seem to want to humiliate the engineer."

6,500,000 PIECES OF BAGGAGE.

Nearly everyone who travels nowadays is accompanied by baggage; and the safe handling of this baggage, and the delivery of it to the correct address is, to the traveler, a big and important feature of transportation. In this connection, the Southern Pacific, handling millions of pieces of baggage a year, has established an enviable record, according to figures compiled by E. B. Carson, general baggage agent, with headquarters at San Francisco.

In 1910 the Southern Pacific Company, on the Pacific system alone, handled about six and a half million pieces of baggage; in 1911 it handled six and a quarter million; and in 1912 it handled almost seven and a quarter million. Altogether, for the three years, the total was just 19,831,248 pieces.

Out of this tremendous number only 180 pieces went astray—an average of just sixty pieces a year. And in many cases baggage would not have gone astray had passengers themselves checked their belongings, had them rechecked when necessary,

or changed the checking when they changed their own destination en route.

This record speaks well for the efficiency of the men in whose care the handling of baggage reposes, and it speaks well for the care on the part of employees which the Southern Pacific requires.

It is interesting to note that the San Francisco and Los Angeles depots handle the greatest amount of baggage on the system. In round figures the San Francisco ferry depot, handling in and out, averages 40,000 pieces a month; the Third and Townsend depot in San Francisco, 20,000, and the Arcade station in Los Angeles, 70,000. The Third and Townsend depot in San Francisco also handles, in addition to the baggage, about 40,000 cans of milk and cream a month, or over 1,200 cans a day.

In unclaimed baggage there were 7,373 pieces in 1910, 6,695 in 1911 and 5,930 in 1912, these figures showing a decrease in the face of an increasing total handled, thus indicating greater care on the part of the public.

"Decorating" Trains While Icy Winds Blow Is Unpleasant.

This is the sort of weather when the brakeman earns his money, when it comes to "decorating" his train while it is entering stations along the line. No matter what the weather is, he is supposed to get out on top of a box car and with nothing else to do but stand and look wise, it would seem that he is fortunate in the matter of earning his money by little effort. However, there is cold weather to be contended with, and it seems to the brakeman that it really is not necessary to mount the cars.

"With air brakes to handle the train," said a brakeman, "it seems foolish to have us fellows climb over a string of icy box, coal and tank cars and then climb on an icy running board several car lengths from the engine or the caboose and stand and suffer from the icy winds. In the days of link and pin and hand brakes it really was necessary, but it was not called decorating then, for the "brakey" had to twist several brakes in order to hold the train as it entered the station. He had something to do and while it was more hazardous than what we have to do, it was an absolute necessity." The "decorating" of trains has been up in grand lodge meetings of the B. of R. T., and it has been discussed freely, with other rules laid down by railroad companies that were regarded as unnecessary as decorating. Some of the large systems in different parts of the country were induced to take the matter up with their employees and as

a result the decorating system was abolished by them, but the rule still is in vogue on many of the roads in the United States, and the B. of R. T. still is protesting against it.

MOTORISTS AMAZE ENGINEERS.

Chances They Take Are Risky, a Veteran Declares.

"I never knew a railroad engineer in all the years I have been running an engine that ever takes the chances a motorist does," remarked one of the veteran Kansas City Southern engineers the other day, "and it's not the least wonder in the world that so many motor car drivers kill themselves as well as others when the number of risks they take are considered. I have pulled passenger trains for years and never in all that time have I ever taken the risk these fellows do. During these years of experience I have been bowling along at a good round speed with eight or ten coaches behind me, and maybe trying to make up time and when a road crossing is reached, I have had my heart suddenly jump into my throat as a heavily loaded motor car would bounce across the track, maybe twenty feet ahead of me. Suppose something about the machine would break as it struck the track. No use to say for you know. Motor cars are as plentiful between here and Kansas City as farm wagons, it seems, and many of them race for crossings with you and some of them beat you to it, going 50 miles an hour and the close shave they have from a collision is not pleasant for the engineer, I'll tell you. Maybe it is for them. One car came so near being caught by my engine that it "tinged" the fender on the rear end of the car. Did those fellows look scared? No, they just simply looked around and smiled much like the man who takes the "Dip of Death" in circuses after he has passed through his stunt. The crossing was a clear one and they were coming along the road on my side, and the dust was blowing along after them, but did not cover their sight of the track. I thought they would ride up close to the track and stop; but I was not a good mind reader, for they rather added the speed than slackened it. This was near Hume. Another time where the road crosses our tracks at Amsterdam a crowd of joy riders shot across the track in front of me so close that they could feel the heat from the boilerhead. They did not do a thing after they crossed the track but stop the machine and salute us by raising their hats in a very nice way. The

engineer is handicapped, for while he whistles for a crossing all he can do after that is to keep his eye out for trouble. He does not hear anything and if he sees a motor car making towards the crossing, he naturally thinks that the driver will take the sensible precaution and stop like the driver of a team."

THE RAILROAD CHANCE TAKERS.

"All railroad men are not chance takers, but there are a few," remarked Yardmaster Carson, a member of the safety committee of the Northern division, "but the trainman who throws a switch and does not lock or latch it, whichever is required by a rule, is heading you into trouble. A fireman who fails to put the water crane or any other appliance in proper place may cause you to be knocked from your train. The flagman who does improper flagging may do a job of short flagging on you some day and let you collide with his train. The engineer and conductor who run their train by danger signals carry you to the hospital. The operator who sleeps under a clear signal and wakes up at the call of the key and takes an order for your train after you have passed, heads you into the cemetery. It is such men we brand as chance takers. You are familiar with the chance takers and it is your duty as well as any one else to get him in line with the safety movement, or point him out to one of the officials. You owe this to yourself, your family and the company, or he will get you sooner or later."

SAFETY CHEAPER THAN BURIAL.

Speaker Before Railroad Commissioners Says Public Is Careless.

Washington, Oct. 30.—"It is cheaper to enforce railroad safety laws than to pick up and bury the railroads' dead and care for their crippled," William Kilpatrick declared today before the National Association of Railway Commissioners. He also branded the public as criminally careless and largely responsible for the enormous destruction of life on railroads. Drawing on experiences of the New Haven road Kilpatrick urged all roads to put in signals to prevent operation of more than one train on a block at once. He held that it is vastly more important to take steps to avert collisions and derailments than to provide steel cars to mitigate fatalities. His figures showed 25,000 children, 36,276 tramps and 120,103 citizens killed and injured in the last twenty years because America does not enforce railroad trespass.

THOUGHTS OF A TICKET AGENT.

Someone has said, "Smile and be pleasant every morning up to 10 o'clock and the rest of the day will take care of itself."

Cultivate the smile habit and the cheerful disposition follows.

Promptness is appreciated. Do not approach the counter or ticket window with a disinterested air and bored expression. Be alert and by your actions show an interest in what may be desired.

Be obliging and courteous. Go out of your way to perform a service. The act may seem to you of little consequence, but is bound to strengthen your position and reflect credit upon yourself and your company.

Nothing is gained by assuming a superior manner or affecting a "know it all" attitude in your dealings with the public; never attempt to belittle or ridicule.

Use clean language and do not smoke when transacting business over the counter.

As a mark of respect expected of a gentleman, do not wear a hat when waiting upon the gentler sex. No matter how poorly dressed the individual, extend to him or her the same kindly consideration and treatment accorded those persons having an outward appearance of prosperity.

Do not court trouble. If you are approached by a person with "blood in his eye," whether his grievance be fancied or real, be attentive as well as dignified and respectful, remembering that "a soft answer turneth away much wrath." By a little diplomacy and tact, the incident may be passed without any unpleasantness. Nothing is accomplished through controversy; sympathy and patience proving excellent factors in smoothing over such cases.

A smile or nod of recognition—a pleasant word conveying assurance that they will be waited upon shortly, is appreciated by patrons waiting their turn at a busy hour. It is but natural for them to become impatient over any delay and such attention has a tendency to relieve the situation.

Do your utmost to create confidence and in answer to inquiries satisfy yourself that patrons leave with correct understanding. There is much satisfaction in knowing that you have done your best and the public is quick to perceive efficient service.

Close application to details and intelligent study of matters pertaining to his office, coupled with sincerity of purpose, should place a ticket agent in the front rank of his profession. By putting forth his best efforts along those lines an agent not only molds character, but creates

staunch friends for himself and company.—
Monthly Bulletin, Union Pacific System.

The railway train was rather dimly lit, and one of the passengers, after having tried in vain to inspect his face in the washroom mirror, turned to Rastus, the presiding genius of the Pullman car.

"See here, Rastus," he said, "I want your opinion in a matter of importance. Just come with me over to the window, and, after having carefully inspected my face, tell me whether or not you think I need a shave."

The old darky complied with his request and immediately rendered judgment.

"Waal, suh," he said, with his head cocked to one side, "in respect to de shave, suh, Ah should say that it all depends on what yo' intend doin' with yo' chin, suh. Ef yo're jest gwine off'n diss yere train to use yo' chin fo' talkin' yo' don't need no shavin' at all, suh, but ef yo're gwine a-courtin' yo' best girl, suh, Ah sorter think Ah'd remove some o' dem splintahs from de chin an' de chee': befo' dey do..e scratch somebody, suh."—Harper's Weekly.

WASTE OF COAL FOR WHICH FIREMEN ARE RESPONSIBLE.

(Extract from report of Committee on Firing Practice, International Railway Fuel Association.)

On arrival of his engine, a fireman should observe the water-level and condition of fire. If the fire needs spreading, this should be done; if fire is in good shape, it might be well not to spread it or apply more coal, for the reason that the engine might become too hot, resulting in waste of steam at the pops.

Use blower as lightly as possible under all conditions, as the unnecessary use of the blower is not only a waste of so much steam, but it will cause clinkers to form with some kinds of coal.

Trim the tank carefully, so that there will be no possible chance of any coal falling from same. Coal so lost is not only a total waste, but there is danger of its striking people along the track at crossings or on platforms at stations.

Do not use chunks of coal; crack that which is too large. Good combustion cannot be obtained otherwise.

Do not try to fill scoop too full, as some of it will fall, and it will be impossible to place coal in fire box properly if scoop is too full.

Do not allow any coal to roll out of gangway; keep it scraped back into the coal space of tank.

Pump the engine as carefully and systematically as the firing must be done. Keep in mind the work engine will be called on to do—that is, keep fire in such shape that when grades are encountered steam pressure can be maintained without its being necessary to cut off the water supply through the injector; also when engine is to be worked lightly or is to drift, the fire and the water in the boiler should be in such shape as to prevent waste of steam at the pops. Also keep in mind whether train is on time. This applies more particularly to passenger trains.

It is necessary that fireman know that the ash-pan is clean, that grates are in good shape and the fire in proper condition before leaving the terminal. At places where stops are made, see that fire and water are in such shape as to allow the engineer to get train under motion and reverse lever hooked up before the door has to be opened in order to feed more coal to fire box.

If necessary to add coal while at a station or terminal, line up the sides and corners, leaving a bright fire in the rest of the box, to avoid waste of fuel and black smoke.

Firemen should make a study of combustion, so as to understand the theoretical as well as the practical methods of good firing.

Engine should be fired and kept in condition to get all the heat possible out of the coal, not forgetting that in some localities from 25 per cent to 35 per cent of the heat is procured by burning the gases liberated from the coal. If poor firing is being done, causing gases to escape through flues and stack, just that much heat (coal) is going to waste, causing extra work on the part of the fireman and loss to the company by coal not being properly consumed.

The fireman must keep his mind on his work, knowing about where the next shovel of coal is to be placed, keeping the fire level and bright.

The proper amount of air must be admitted to fire in order to get combustion; this is accomplished by light and systematic firing. If improper firing is being done, such as slugging the engine and not closing door between scoops of coal, the fire box will become temporarily chilled, improper combustions will be the result, and the gases from the coal will pass through the flues and out of the stack unconsumed—an absolute waste of coal.

Engines should be brought into terminals and to the pit with fires in good condition, and decks free from loose coal.

Avoid using lump coal as much as possible while pulling into the yards and taking engine to clinker pit, as in most cases

chunks so used are but partially burned, resulting in same being knocked out when fire is cleaned.

It is imperative that engineer and fireman work together and co-operate in every way. Otherwise good results cannot be obtained.

One of the railway magazines has reproduced, with commendation, a cartoon which recently appeared in the Chicago Tribune portraying a scene in the wash room of a sleeping car at getting-up time in the morning. The point graphically dwelt upon concerns "the men who use the wash room early and then sit around in the way of those who come after." No doubt there are few persons accustomed to travel who have not observed this species of nuisance, who, oftentimes, will light a cigar as an excuse for remaining in such a place at such a time, while the room is crowded with men trying to use it for the purpose for which it is provided. Of course, the porter should see to it that passengers who loaf in the wash room while it is overcrowded with other passengers who are trying to dress themselves, should be invited to take seats elsewhere. Porters, however, sometimes seem to be ignorant or lax in this respect, and also in another direction. The porter who will wait until about the last half hour before his train arrives at a terminal city, in the morning, and then awaken all of the sleeping passengers at the same time, evidently does not understand his business, yet how often does one see this thing done. By taking a little more time, awakening a few persons as a starter, enough of the early risers will begin to turn out to keep the wash room busy until the time arrives to arouse the late sleepers. There are sleeping car porters who follow this plan, and it must be said that it works out more agreeably to the passengers than does the mistake of having all of them try to pile into the wash room at one time.

IT'S A DIFFERENT LANGUAGE.

The Ordinary Man Doesn't "Get" the Railroad Reports.

In reporting derailments and accidents on railroads, there are terms used by the section foreman, and roadmaster, which may not be understood by the uninitiated, yet are plain as print to the ones making the report as well as the one reading it after it has been submitted. Trainmen are also well versed in the terms and their reports are made accordingly. For instance,

"Running through a switch" cannot be expected to be understood by a merchant, or any other business man, the first idea being that the train or engine had run through a switch and was wrecked. But that does not necessarily follow. This term includes those accidents where the engine and cars go trailing through and over a frog towards the switch point and the switch not being open for the traffic and cannot happen only with what is known as a split switch.

"A switch not properly thrown" means that the instance is where the switch point which should rest firmly against the rail is partially open, owing to the lever of the switch not being thrown all the way over and latched. When a stub switch is not properly thrown the wheels of the engine leave the rails, while a point switch will allow the wheels of the equipment force the point of the switch open as they roll through but there is danger of a derailment anyway.

"Switches left wrong." The normal position for a switch is for a straight track or run and a switch is set wrong when it is set for a diverging track.

"Cars pushed off the end of the track." This means that derailments are made by pushing cars or equipment off of the end of a stub track.

"Equipment was cornered." When equipment standing either on the lead of a switch or directly back of it and not beyond the clearing pole, is struck by other equipment which attempts to pass on the other track, running in the direction of the converging tracks, from the frog to the switch, the cars are cornered, or said to have been cornered.

"Sideswipe." This is a collision on the side. While cars standing on one track not clearing another track are struck by engines or cars on the second track, these cars or engines are said to have been sideswiped.

"Rough switching." Accidents resulting from rough switching usually happen in the yards and is caused by equipment being handled so they come together with more force than is necessary, usually breaking or disabling the equipment.

"Running through a derail." This results from equipment trailing through a switch point derail left open.

"Running off derail." This happens where a point derail has performed its function, derailing equipment. Derails are used as a preventative to accidents many times.

"Running over a derail." This occurs where a Hays derail has performed its function or, if connected with the switch,

it may occur because of the derail being thrown under the equipment.

"Defective loading." Such accidents are caused by the unequal distribution of the loads on cars, throwing more of the load on one set of trucks than on the other, or more on one side of the car than on the other, creating an overbalance, especially if a particularly rough road is encountered, frequently derailing the cars or causing a wreck of some kind.

PERSONAL

BROUGHT ROAD TO PITTSBURG.

Geo. C. Ward, Retired, Induced Promoters to Route Southern Here.

George C. Ward, tax commissioner for the Kansas City Southern for many years past, has retired because of old age and failing health, and he has been relieved by A. Brady. Mr. Ward was connected with the Kansas City Southern since its organization under the name of the Kansas City, Pittsburg & Gulf, and he was instrumental in gaining several concessions from farmers and others through whose property the road was being built. He was partly instrumental in securing the road for Pittsburg. The first idea of the promoter was to run the road along the east side of the Missouri line and if there were any towns on the Kansas side of the line that desired to have the road, they would have to come to it.

Mr. Ward argued, it is said, for several days before he succeeded in inducing the promoters to consider Pittsburg, which now is one of the main cities on the system. Ward suggested that they would have to veer only slightly from the "straight as a crow flies," and as a result eighteen miles of the road is in Kansas. After leaving Kansas it made almost a direct line for the Missouri line again to reach Joplin, which was on the line as originally proposed.

After the completion of the road Mr. Ward was made commissioner of taxes and given an office in Kansas, and when he retired he was at the head of a large number of employees in his own department.

Mr. Ward is not a stranger to Crawford county. He came to the county about 1876, and located on a farm southwest of Girard, which he bought. His ideas of farming were altogether different from those practiced in this country at that time, and as a result he soon tired of the farm,

sold it and moved to Girard and engaged in the real estate and abstract business under the firm name of George C. Ward, which later was merged with the firm of Ward & Howard. He sold out the business in 1885 and went to Kansas City, where he engaged in the insurance business, which he followed with considerable success until he became connected with the Kansas City, Pittsburg & Gulf, later the Kansas City Southern. He is more than 75 years old, and will retire from the active life he has always led. He has many acquaintances in the county among earlier settlers.

FREEMAN GETS GOOD PLACE.

Chief Draftsman Resigns to Go With Seaboard Air Line.

L. D. Freeman, who has been chief draftsman in the office of W. M. Bosworth, mechanical engineer, for the past two years, has resigned his position to accept a better position with the Seaboard Air Line, with headquarters at Portsmouth, Va., and left Tuesday to assume the duties of his new position. Mr. Freeman was born in Gettysburg, Pa., in 1888, and after securing an education in the schools of his home town he became an apprentice machinist in the Baldwin Locomotive Works, and he learned the construction work connected with the building of a locomotive from the raw iron and steel to the finishing stage. After he had completed his apprenticeship he became a construction inspector, and from that position he was made erecting engineer. He remained with the Baldwin Locomotive Works, in Philadelphia, until 1910, learning all that was to be had in the shops from a machinist's duties to those of a draftsman and a "laying out man."

In 1910 he went to the Baltimore & Ohio Railroad Company's mechanical department as a draftsman, which position he held until 1912, when he came to the Kansas City Southern. During his work with the Southern he was regarded as one of the best mechanics in the employ of the company and has left its employ with a good record. He was the representative for the company during the entire time the engine tests were being made and his reports were filled with data from a mechanical standpoint and were used by some of the best railroad magazines in the country. His successor here has not been named, but it is expected that the place will be filled within few weeks.

MR. BOSWORTH TO LEAVE.

The Mechanical Engineer Goes to the Louisville & Nashville.

W. M. Bosworth, mechanical engineer for the Kansas City Southern for the past two and a half years, has resigned and will leave for Louisville, Ky., about March 4, where he will take a similar position with the Louisville & Nashville Railroad company, with headquarters in the former city. His new position has more extended duties and he will have supervision over the work of from a dozen to fifteen employees in his department. Who will succeed him here has not yet been decided upon by the Southern management.

Mr. Bosworth is a native of Baltimore and is yet a young man. He is a graduate of the Baltimore Polytechnic Institute in the class of 1898, after which he immediately began his railroad work as a machinist apprentice with the Baltimore & Ohio railroad, serving in the shops at Mount Claire near Baltimore and in Newark, O. After completing his apprenticeship he entered the mechanical engineer's office of the company, in the drawing room, and became car draftsman. In 1911 he was selected by the Kansas City Southern as an expert to go to the American Locomotive Works, at Schenectady, N. Y., supervise the building of the Mallet and Pacific compound engines, then under construction for the road. He remained there for two months and when the work was completed he was brought to Pittsburg as the mechanical engineer of the Kansas City Southern system. He has made many friends during his stay here not only among the employees but among the citizens in general.

Mr. Robert Dickerson has been appointed traveling passenger agent of the Kansas City Southern Railway Company, effective February 1, 1914, with headquarters at 105 Thayer Building, Kansas City, Mo. Mr. Dickerson will be in charge of the territory between Kansas City and Texarkana, including branch and connecting lines. Prior to this appointment Mr. Dickerson held the position of city ticket and passenger agent at Fort Smith, Ark.

Mr. A. Brady has been appointed tax commissioner and right of way agent of the Kansas City Southern, Texarkana & Fort Smith and Arkansas Western Railway companies, vice Mr. Geo. C. Ward, who retires from the employment of the company after many years of faithful service.

HAS HAD LONG RAILROAD CAREER.

W. H. DeFrance, whose appointment as division superintendent of the Texas & Pacific, with headquarters at New Orleans, recently was announced, reminds Southern officials of one of the former Kansas Southern men. Mr. DeFrance commenced his railroad work when a boy ten years old, with the Iron Mountain & Southern Railway, in the general passenger office in St. Louis, and from 1879 to 1883 he was employed by the Missouri Pacific as a flagman, then as rodman and leveler in an engineering corps. He was with the St. Louis Southwestern until 1895, successfully as assistant engineer of construction, locomotive fireman, engineer, conductor and chief clerk to the superintendent. The following six years he was with the Kansas City, Pittsburg & Gulf and its successor, the Kansas City Southern, as conductor and trainmaster in charge of steam shovels on relinement and grade reduction work. During 1901 he was yardmaster for the Denver & Rio Grande at La Junta, Colo. and the year following he was yardmaster and agent for the same company at Helper, Utah. Mr. DeFrance then returned to the Kansas City Southern as trainmaster, and subsequently until 1907, was superintendent of the southern division of the road. The next five years he was with the Frisco lines as superintendent of terminals and superintendent of construction of the Louisiana Southern, which was leased by the Frisco at the time. In 1912 he became assistant general manager for the Alabama & Northern Transportation Co. He resigned in November, 1913, and until the first of this year was engaged in special work in the first vice-president's office of the Texas & Pacific. Later he was made superintendent of the Louisiana division.

General Roadmaster M. A. Box is confined to his home while recovering from an accident caused by the derailment of his motor car. Mr. Box and Trainmaster J. E. Murphy boarded the car to make a trip to the mines in the north end of the district. They made the rounds of the mines without incident, but in the evening when they started for home the car left the rails while passing over the Markham switch and turned turtle at the side of the track. Trainmaster Murphy escaped without injury, but Mr. Box, being a "heavyweight," did not get off so luckily. He was thrown quite a distance and his shoulders and body badly bruised. His injuries are not dangerous, however.

PITTSBURG, KAN.

A daughter was born to Mr. and Mrs. Anthony Schmidt a few days ago. Mr. Schmidt is a draftsman in the office of the mechanical engineer.

Charley Tanner, until recently with the Kansas City Southern shops, has taken a place in the Frisco shops as helper, in place of J. C. O'Conner, who is sick.

J. M. Groff of the roundhouse, who has been employed by the Southern for a number of years, has about made up his mind to quit railroading, because of the fact that his mining interests in the Galena field are demanding his whole attention.

The company is made up entirely of Kansas City Southern employees, as follows: Will Lisville, Ras Mallory and C. Walker, engineers; George and Frank Townsend and J. M. Groff.

Myron G. Nichols, keeper of the main gate to the shop grounds at Pittsburg, Kan., celebrated his 67th birthday anniversary recently in a quiet way. In honor of the event he enjoyed a 6 o'clock dinner at his home, and he congratulated himself that he did not feel any older than he did 20 years ago. He came to Kansas fourteen years ago and to Pittsburg twelve years ago and has been in the employ of the Kansas City Southern ever since. He has seen officials come and go, as well as other employees. He knows practically all of the shop men by name and he is highly respected by them all.

Arthur Dancey, machinist, who has been with the company ever since it was a road, has handed in his resignation and will retire to a farm near Neosho, Mo., which he purchased several months ago. Mr. Dancey ends a 19-year service with the road this month and believes that farming will suit him better than to wear the balance of his life out in a shop.

Lester Forbes of the blacksmith shop is beginning to think that for self defense he will have to move onto a farm or at least get more room where he lives. He is the possessor of a 6-acre plot east of the shops and with the outbuildings and cow and chicken lots he is becoming crowded. He has five cows, several hogs, two or three veals, and to add to the number of cattle, a pair of calves came to his holdings recently. He says they are as like as two peas and the prettiest things he ever has seen.

Engineer Randall Guinn and Fireman R. Morris will leave Sunday evening for a ten-day hunt among the mountains near DeQueen, Ark.

Engineer Charley Arnold, who underwent an operation last month in Minneapolis, has returned and presents a better appearance than for several months prior to the treatment.

George Jury, who has been employed in the dispatchers' office here for several months, has resigned to accept a position in the offices of the Missouri & North Arkansas at Harrison as first trick dispatcher.

Al Russell of the boiler shop has resigned and is moving out on his farm, seven miles east of the city. He says he will take no more hot and battered rivets in his, but will keep his eyes on the crops and stocks.

S. T. Seabaugh, clerk in the master mechanic's office, was able to hand around the cigars among the boys yesterday morning and explain at the same time that a 10-pound boy arrived at his home Thursday night.

Ed Hudson, who is employed in the shops of the M. & N. A. road at Harrison, Ark., says he likes the place, but the living conditions are not what they should be and he writes that he will return to the Southern by March 1.

Foreman Hobson of the electrical department contemplates starting his school instruction again soon, on the same plan on which it was carried on last year. The principal instructions will be on armature winding and axle lighting.

Charley Wiman is the owner of ninety acres of land in the district where oil has been struck near Swarts, Mo. He has been offered a good price for the tract, but says he will hold it for awhile and see what comes of the oil excitement.

Two of the machine shop force have joined the ranks of the benedicts during the past week. Pete Miles, machinist, was married to Miss Borden on New Year's day, and Roy Skidmore, erecting foreman in the machine shop, was married to Miss Ava Cordray New Year's day also. Both of the young men are popular among their fellow workers and the congratulations of the entire shop force are tendered them.

A letter was received from Will Bryant, a couple of days ago, in which he tendered his resignation to the company. He said that he had secured a position with the M. & N. A. as an engineer between Eureka Springs and Leslie, Ark. He was holding the job of firing on the Neosho dodger engine.

C. A. Snyder, district foreman, who has been located at Heavener, Okla., for some time, fell from the tank of an engine and sustained injuries from which he died. He had ridden the engine to the coal chute and was on the top of the tank, reaching for the rope to the chute, when he missed his hold and fell from the tank, striking on his head and shoulders.

Conductor Al Ross was mysteriously injured while his train was standing at Mulberry. He was coming south on No. 51 and had taken a siding at Mulberry to meet an extra. He was watching the extra pull out when something struck him in the face, cutting it severely and rendering him unconscious for a short time. He does not know what hit him and says he cannot imagine even what it could have been. He is now at his home recovering from the injury.

They are telling about a joke played on himself by the mechanical department office boy Thursday night. He had arranged for a couple of days vacation in Kansas City, and Thursday night was the time of starting. Train No. 4 has been in the habit of taking on a coach at Pittsburg, and he went down to the depot between 12 and 1 o'clock. Entering the coach, he fixed a couple of seats and dropped off to sleep to wait for the train to pull the coach out. No. 4 is due in the morning at 2:40 o'clock, and Friday morning was one time when the coach was not taken, so when the office boy awoke yesterday morning he was still in Pittsburg.

Division Roadmaster F. B. Tyson, who was in charge of the first district, extending from Grand View to Pittsburg, who resigned a week ago, has been succeeded by D. B. Shriver, late of the third district, with headquarters in Spiro, Okla. Mr. Shriver will move his family to this city as soon as he can secure a house suitable for him. Mr. Shriver has been connected with the Kansas City Southern for a number of years, most of the time on the third district and south of Shreveport, La. He is recommended as a good track and construction

man, and during his connection with the Southern has made, it is said, an excellent record.

Conductor Fristoe is laying off on account of injuries received a few days ago while out on his run.

Conductor R. L. Williams and Head Brakeman Glen Prothe were badly scalded at Wasey, La., by a boiler explosion. The engineer and fireman escaped injury.

R. R. Underwood, clerk in the store department, with his wife and Will Vanhoy, also of the store department, have gone on a vacation which they will spend in New Orleans, in attendance at the Mardi Gras.

Dolph Mattox of the blacksmith shop was laying off, suffering with appendicitis. It was at first feared that he would have to undergo an operation, but it was believed last evening that he might recover without an operation.

P. P. Campbell of the boiler shop has returned to work after several days off on account of injuries received in a fall from a neighbor's hay mow. He says he is a little sore yet, but that he will come out of it all right in a short time.

Oscar Theis, who has been a boilermaker apprentice for the past four years, now is Boilermaker Theis, having finished his term as apprentice. He will remain with the shop for a time at least, as a journeyman worker, taking advantage of the recent ruling that an apprentice may remain or leave at his own option.

Fireman P. F. Miller, who was injured in a collision of his engine with a M. & N. A. freight train at Rex siding three weeks ago, has so far recovered that he will report for work. He warmed himself up yesterday forenoon by shoveling snow from the walks around his home and also cleaned the sidewalks outside his yard.

The transportation department of the Kansas City Southern reports a healthy freight and passenger business over the line from both the South and the North. The banana trains have helped increase the freight business, but aside from that business has been running far ahead of all expectations for this time of the year. "The prospects for a big year during 1914," remarked a transportation official, "are brighter than I ever saw at this season."

The blacksmiths' quartet, composed of Otto Tessmer, Otto Adney, A. J. Germainer and Lester Forbes, furnished the music at the meeting of the blacksmiths, recently held. The quartet has several requests for dates from various organizations. It is on the program for several numbers at the entertainment and Safety First Rally to be given in Fort Scott March 14th.

Engineer Fitzpatrick was laying off to attend the funeral of Pat Drew, which was held from the Catholic church in Kansas City yesterday afternoon. Mr. Drew formerly was an engineer, and afterward an engine hostler for the Kansas City Southern, but quit railroading several years ago and moved to Kansas City, where he engaged in business. His death occurred Wednesday morning.

Roll Lindburg left today for a trip around the world, expecting to be gone at least six months. During the time he will visit most of the points of interest in the Eastern hemisphere, and will travel by water, whenever practicable. He carries a round trip ticket from Pittsburg which entitles him to the privileges of rail and steamer transportation along the principal route which he has chosen, but expects to make several side trips. The tenure of his trip is practically unlimited, as he is given the privilege of having the time extended on the ticket to suit his pleasure.

Fireman Pearl Miller, who was on the No. 2 passenger Thursday forenoon when it collided with the caboose of the M. & N. A. freight train at Rex siding, was able to visit the shops yesterday afternoon, but spent most of his time at the roundhouse visiting the boys. His shoulder, leg and left hip were injured. Engineer Pete McCabe suffered worse injuries than his fireman, and is confined to his bed. "As soon as we saw we were about to hit the caboose after having shut off and applied the air," said Mr. Miller, "we both jumped. On my side the ground was almost level, but where McCabe had to get off there was a ditch, and after he struck the ground the footing was not good and he went to the bottom of the ditch. There was a blinding snow-storm at the time and we could not see very far ahead, and we were right up to the North Arkansas train before we could see where we were."

George Major, helper in the car department, was taken suddenly ill Wednesday at the noon hour. He fell to the ground in

a paroxysm of pain and was taken to Mt. Carmel hospital as soon as possible, where he underwent an operation from which he never recovered. He was one of the bright young men of the shop employees who had the respect of every person who knew him.

Ed Hudson of the pipe shop has gone to Harrison, Ark., where he has accepted a position with the Missouri & North Arkansas shops there. He is a good workman, and his friends here follow him with their best wishes.

Machinist Tom Cheatem laid off a couple of days because of the arrival of a son at his home. His brother Will, also a machinist, also laid off at the same time, and the reason he gave was to see how his little nephew looked.

I. H. Spangler, brakeman on the north end mine run, had one of his fingers mashed yesterday forenoon while making a coupling. He will be forced to lay off for several days. He had just returned to work after being confined to the company hospital in Kansas City for six weeks.

HEAVENER, OKLA.

A ten-pound girl arrived at the home of Mr. and Mrs. R. B. Pitts.

Mr. and Mrs. A. M. Brown went to DeQueen recently, where he took his job as fireman on 1 and 2. Mr. Brown was on the engineers' board here during the holiday rush.

B. W. Hoag, H. Eubanks and Bud Embry went to Poteau last week on legal business. They were consulting an attorney in regard to a deal that a bogus book agent slipped over on them.

Trainmaster E. S. Hill of the third district, located at Heavener, Okla., has been confined to his home in Neosho, Mo., for the past week with a severe attack of pleurisy and Superintendent O. Cornelisen has been looking after his duties.

Carl Stewart of Kansas City has been appointed district foreman for the K. C. S. at Heavener and assumed his duties recently. This fills the vacancy caused by the death of C. A. Snyder, who was accidentally killed at the coal chute about three months ago. Machinist O. H. Bruhn had been acting foreman the past three months.

SHREVEPORT, LA.

W. H. Sagstetter, master mechanic at the Kansas City Southern shops, left Shreveport on a business trip south.

L. J. Sagstetter, a popular coppersmith at the local Kansas City Southern shops, has returned from an extended visit to his parents in Los Angeles, Cal.

Mr. S. R. Rogers of Shreveport died at Shreveport Sanitorium, Shreveport. Mr. Rogers was an employe of the Kansas City Southern railway and succumbed to a surgical operation while at the sanitorium. Mr. Rogers was 47 years of age and is survived by his wife and three children.

POTEAU, OKLA.

Mr. Adolph Depriest, the popular bill clerk for the Kansas City Southern at this place, sprung a great surprise on his many friends here by letting it be known that he is now a married man, the happy event having been solemnized on the 14th of this month at Crowder City. The bride was a Miss Sophia Johnson, a very popular and charming young lady of Crowder City. Mrs. Depriest holds the position of local manager for the Pioneer Telephone Company at her home town, which position she was unable to resign until the 1st day of January, 1914, immediately after which date she will join Mr. Depriest at their home in Poteau.

After a careful investigation of the shop employees in all departments it has been figured that 75 per cent of them are ex-United States soldiers and sailors. Some of them were in the Spanish-American war, while others have served their time since or before—most of them since.

The boxing contests are lagging in their frequency this week, because of the fact that a lightweight has stepped into the ring and has been putting the "kibosh" on the fellows who come to him, regardless of weight. He has defeated about fifteen of the more than ordinary boxers during the past week. He goes by the name of "Kid" Flaherty, and is said to be a wonder since he knocked out a 180-pounder Thursday during the noon hour. He is 16 years old and weighs between 115 and 120 pounds.

Engineer Peter McCabe and Fireman P. F. Miller were badly bruised by jumping from their engine January 29th to avoid being injured in a collision at a switch three miles south of Joplin, Mo. A blinding snowstorm was raging at the time.

SOME SUGGESTIONS TO THE PUBLIC.

The co-operation of the public in this great Safety First work is asked. They will show it by taking these few simple precautions for their own safety:

1. Never cross ahead of an approaching train—wait!
2. Never board or leave a moving train—wait!
3. Never let your children play on the tracks at any time or place—especially when waiting to take an approaching train.
4. Never stand close to the tracks while a train is passing.
5. Never pile heavy bags or articles in the racks. They might fall and injure someone.
6. Never leave a train on the side opposite the station or place where passengers are properly discharged.
7. Never ride on the platform.
8. Never leave hand baggage or packages in the aisles of the cars; people may fall over them.
9. Never expose head or arms out of a car window.
10. Always keep your seat until train stops at the station. This may save you an accident, and costs very little time.—El Paso & Southwestern Railway Company.

ENGINEER M. C. GLENN'S "DON'TS" FOR MEN OF THE RIGHT-HAND SIDE.

Don't assume any unnecessary risks. There are enough necessary ones.

Don't talk to anyone while running an engine. Train your fireman to the same practice.

Don't forget that 90 per cent of the accidents occur at or between switches.

And the majority of them occur at night.

You cannot be too alert approaching signals and switches and running through yards, especially at night.

Don't fail to train your fireman to be on the lookout, especially if track curves to the left.

Don't allow your mind to wander from your work.

Train yourself to think constantly of what you are doing.

Don't be thinking of the farms, the scenery, or the handsome animals that you see in the fields.

If you have family or other troubles do not take them on your engine.

Don't go out unless you are physically and mentally qualified to go.

Don't forget that the brain has to be impressed by what passes before. Many objects pass before our eyes which we do not see; therefore, the necessity for constant thought of our work.

Don't get angry or worried, as the anger or worry will occupy your mind in the place of something more important.

Don't be grouchy with your fireman. Be pleasant and agreeable.

Don't forget that you are a promoted fireman.

Don't have the third man in the cab if you can avoid it. He will want to talk, or do something to attract your attention; and this is dangerous on a running locomotive.—Railway Age Gazette.

Employees who drink on duty constitute a menace to their fellow employees and the road for which they work. Seemingly radical, the action of an Eastern road in discharging over one hundred employees for drinking and the reported intention of the company to dispense with the services of all men who drink, whether on duty or not, nevertheless is a step forward. There is no question that drinking decreases efficiency as well as creates dangerous situations. At a time when the country is looking to the railroads for an ever-increasing degree of efficiency and safety, it is incumbent upon the roads to demand sobriety. And operating officers know that it is not sufficient to insist that a man abstain from drinking while on duty. The effects of indulgence in alcoholic beverages extend oftentimes over a comparatively long interval. Whisky today and a wreck tomorrow. No man can drink and do his full duty at the same time—and no railway employee should be allowed to try.—Railway Record.

PRECAUTIONS TO BE TAKEN BY AN AGENT.

By G. F. Struve, Agent, C., St. P., M. & O. Ry., Eau Claire, Wis.

In my opinion there is no limit to what an agent can do to help the Safety First movement, the purpose of which is to prevent accidents causing loss of life, limb and destruction of property. To go into detail by mentioning all of the things, ways and means of carrying out this work by an agent would make too lengthy a paper. I will only take a few of the most important items as I see them.

Passenger depot and platform should be kept neat, clean and free from any obstructions, especially ice and snow. Plat-

form lights should be looked after very carefully to see that they are kept burning as soon as it turns dark. Baggage trucks should be handled carefully when there are people on platforms waiting for trains. They should always be pulled and never pushed. An effort should be made to get them out to the tracks before trains arrive to avoid crowding through masses of people. When baggage has been loaded and unloaded they should be pulled away far enough to clear train and after train has gone they should be taken into baggage room or placed in a place provided for them. At small stations they should be locked to prevent wind from blowing them on to tracks, as a great many trains pass through small stations at a high rate of speed, without slackening. When there are people on a platform, they should be warned of the approach of trains so they will not get too close to tracks. The practice of people getting on trains after they have started is common, and a very dangerous practice it is. This should be watched very carefully by the agent or some employe appointed by him. The practice of boys hopping on both passenger and freight trains is very common and very dangerous. This should not be permitted. If it cannot be stopped by employes, the city authorities should be asked to help break it up, which they are usually glad to do. Station grounds, switch yards, driveways, team tracks, warehouses, etc., should always be kept in a neat and tidy condition and free from all rubbish. Switch lamps and all signals should always be kept in the best of condition, so that train, engine and switch crews can readily see and understand all signals as they are given. All implements, tools and machinery with which the work is being done should be kept in perfect and safe condition. Warehouse floors, transfer platforms, etc., should be looked after daily to see that no unsafe condition exists. If a defect in any tool, machine or building is discovered, or something is broken while in use, permanent repairs should be made, if possible and practicable; if this cannot be done, temporary repairs should be made to make it safe, and if that cannot be done, the tool, machine or building should not be used until it has been repaired and made perfectly safe, or a new one has been furnished to replace it. All of these things should be closely watched at both large and small stations. While there may not be as many dangerous conditions at small stations, those that do exist are just as bad and just as liable to cause loss of life, limb and property as those at large stations. There

are hundreds of other things which might be mentioned, but I have only taken those which seem the most dangerous to me. At small stations where only one, or possibly two or three, men are employed, most of the work must necessarily be done by the agent personally. At large stations where a large number of men are employed it would be quite impossible for the agent to look after the details personally. The only way to accomplish anything at such places is by getting "team work" in the game. Warehouse foremen, switch foremen and any other employes who have men under their charge must be educated to help in the work. Then the agent, with the help of his foremen of the various departments, should talk Safety First to all employes, individually and collectively; thereby carrying the work on in an educational way. A great deal can also be accomplished by asking our patrons to help us with this work, particularly elevator people, coal dealers and dray line men and others who have warehouses on our tracks and who do business with us and our men every day of the year. We will find that if the proposition is put up to them in the right way that they will be able to help us a great deal in making working conditions better and safer.

In conclusion, I wish to say that, in my opinion, one of the most important duties of an agent is to secure the services of SAFE men. He should familiarize himself with his men and learn to know them and watch them to see how they conduct themselves, whether they are sober and men of good habits, how they do their work, etc. If you find a man who is careless about himself and his work, go to him and try to get him to do right and do his work in a safe way. Most men will listen to reason. If you find a man who has gone wrong and you can get him to see things right by personal suasion, you will find that nine times out of ten you have made a first-class man out of him. On the other hand, if you find a man who will not listen to reason and will not do things right and in a safe way, the best thing to do, both for the good of the company and for the man, is to get rid of him and get a SAFE man in his place. What we want to do in the Safety First movement is to make our railroad a better and safer place to work, and the only way we can do it is to get safe men and have things done in a safe way. The Safety First movement was organized to prevent accidents, causing loss of life and limb and destruction of property. The only way we can accomplish the purpose of the

movement is by obeying the rules laid down by this company and by applying common "horse sense" to the discharge of our duties. If we will thoroughly analyze an accident after it has happened we will find very few which could not have been avoided if the rules had been obeyed and common sense had been used.

PRECAUTIONS TO BE TAKEN BY AN ENGINEER.

By J. H. Utter, Engineer, C., St. P., M. & O. Ry., Altoona, Wis.

I will endeavor to cite some of the most important things that might be of interest as a help to the cause for which we are working. I will endeavor to bring out a few of the things which I do not believe are receiving the proper attention, and, if done in the way Safety First wishes to have them done, would eliminate the injuries and deaths so often resulting.

First, is the use of cylinder cocks in excess. We all know the importance and absolute necessity of these cocks being opened, but it is my belief that poor judgment is oftentimes displayed by our passenger engineers in opening them around where switching is going on and where crowds of people are traveling back and forth. The cylinder cocks on our Class "E" engines tear up the earth, and a good example of this case can be seen at Elroy at the north end of the passenger station, where trains pull out and cylinder cocks are opened. For 300 feet along this place a ditch has been formed which in itself is dangerous, and after it has been filled with water and frozen would be very dangerous for switchmen and others working around the yard. Another difficult proposition is the locating of a signal when the man on the opposite track has his cylinder cocks opened. This might only result in delay, but might very easily result in serious injury.

Another dangerous item which is practiced by a great many of our passenger engineers is fast stopping at points where station switching is being done by freights. When a crossing is cut by a freight train, there is no chance for a person passing by to see whether or not there are any trains coming. Bells are oftentimes silent at these places and one can readily see what an easy matter it would be for such a thing to result in a serious accident.

On freight trains when couplings are being made, the brakemen oftentimes gives a signal to slack ahead in case the coupling does not "make" the first time. Instead of

slacking ahead the engineer in a great many cases pays no attention to the signal given him, but slacks back again on to the train. Brakemen who have been in the service any great length of time are aware of this practice, and therefore few such accidents are heard of; but a new man could be caught very easily and be seriously injured.

The last, but not the least important thing, is that our engineers are in the habit of oiling their engines after backing on to the train. This is one of the most dangerous things that a man can possibly do and does in no way comply with Safety First.

PRECAUTIONS TO BE TAKEN BY BRIDGE AND BUILDING MEN.

By A. P. Loken, B. & B. Foreman, C., St. P., M. & O. Ry.

As we all have been asked to prepare a paper on "Prevention of Accidents," the following will apply mostly to the line of building and loading and unloading of material. In starting a job, about the first move is the loading of material to be used and shipped to place where same is to be used. It is well to see to it that the car to be used is in good condition before loading, and, while the men are loading, they should work together—that is, they should understand and watch each other in picking up and putting down a piece of timber, as this is just where a great many men are injured. A man is liable to drop his end before his partner knows he is going to drop his, thereby giving the other man a jolt or knocking it out of his hands, causing the same to fall on his feet and make him stumble. After a car has been loaded, it should be properly staked, thereby keeping it in place until it reaches its destination. When unloading this material, it should be placed in a neat pile and far enough from tracks so that trainmen or anyone else will not stumble or strike against it while doing their work, especially at night. In raising a heavy structure, the use of tackle becomes necessary, and it is well to know that the lines and blocks are strong enough to carry on this work. In the building of staging, too much care cannot be taken in the nailing and bracing of same, and the material used should be examined very carefully as to bad knots and cross-grained lumber. As railway work is generally close to the tracks, the workmen should make it a point not to leave anything on the track, especially when they leave the job for their meals, or in the evening when they are through

with their day's work. In the taking down of staging and of old work the nails should be drawn out right then and there and not left to be done later on, as someone is liable to step on these nails before this time comes. Shavings and other inflammable material should be taken care of at the end of each day's work, so as to prevent a fire. In building and repairing platforms around passenger stations a good deal of care should be exercised so as not to leave any holes or pitfalls for passengers to fall into, especially about train time. In fact, there are hundreds of places in the bridge and building department where the Safety First idea can be used to good advantage for the prevention of accidents.

PRECAUTIONS TO BE TAKEN BY A BRAKEMAN.

By J. H. Malone, Passenger Brakemen, C., St. P., M. & O. Ry., Minneapolis, Minn.

1st. Don't fail to look where you are stepping and don't jump on and off of your train when it is not required.

2nd. Don't fail to cut out your air when setting out cars, for if you fail, the hose is apt to injure you.

3rd. Don't think you are a fancy rail-roader, for there are many men cripples today who thought they were once. Think of Safety First.

4th. Don't fail to close your vestibule traps as soon as train is in motion.

5th. Don't fail to look out from the rear end of your train for hot boxes at least every fifteen or twenty minutes.

6th. Don't back up baggage trucks when train is in motion.

7th. Don't fail to look around for broken parts about your train and, if you find any, report it to Safety First Committee or car foreman.

8th. Don't fail to look at order board and automatic signals.

9th. Don't fail to study Rule No. 99, as it is the most important rule in your rule book.

10th. Don't put your stepping boxes down on icy platforms. See that they are in good condition.

11. Don't allow anyone to get off between stations when train is stopping for signals or other repairs.

12th. Don't give a signal until you know what you are doing, and don't get angry when you fail to make a coupling; try again and keep your temper.

13th. Don't fail when coupling cars to look at both ends of your train where there is apt to be a crew working.

14th. Don't fail to look over your book of rules at least once a month.

15th. Don't fail to back standpipe and see that it is in proper position.

16th. Don't fail to look at your parcel racks in coaches and see that grips are in the proper position, for they are apt to fall down and cause an accident.

17th. Don't fail to pull your vestibule curtains, for passengers are apt to get their fingers caught between plates.

18th. Don't fail when you see passengers with the windows open coming into Twin Cities to instruct them not to lean out, for they might be struck by bridge posts, etc.

19th. Don't fail to report minor repairs to your train conductor, for it may prevent accidents.

20th. Don't fail to look over the interior of your train for shortages, such as pails, fire extinguishers and other necessary equipment required by law.

21st. Don't fail to look and see that cars are clear of the track you are backing in on, for you might get caught between them.

22nd. Don't fail to see that your drips are open, for they might freeze, break and cause an accident.

23rd. Don't turn on rear steam valve at stations with a heavy pressure, for passengers are apt to get scalded.

24th. Don't fail to see that steam is coming through your train before leaving terminals and where cars are being set out.

25th. Don't fail to look at points of switches when throwing them and see that they are in the proper position. At night look and see if the lights are burning, and, if not, don't fail to report it.

26th. Don't fail when pulling out of stations to look back and see whether there are any passengers hanging on to your vestibules.

27th. Don't fail to have matches in your pockets, for they are a very necessary thing when you are out flagging.

28th. Don't fail to stop, look, think and listen before you do a thing and you will avoid accidents.

PRECAUTIONS TO BE TAKEN BY A CAR MAN.

By Jonas Johnson, Car Foreman, C. St. P. M. & O. Ry., Merrilan, Wis.

Will say, while working on rip track, always be sure to have switches locked with locks provided for that purpose. In addition to that, display blue flags at both

ends of rip track before a car is jacked up. Always block car at the end where truck is not to be removed. Never go under a car that stands on jacks; wait until horses are placed under the car that are made for that purpose. After that has been done, do the work in as careful a way as possible. Never leave any scrap material in the way where they are at work. Never use a defective tool of any kind; when a man discovers a hammer or sledge handle cracked or half broken off or loose, take time to put on a new handle; it may save a man's hand from injury. Never leave rip track at night before all blocking, scrap material and tools of all kinds have been picked up and left where they belong, so there will be no chance taken to let the other fellow fall over them and break a limb by falling over same. If men get in the habit of picking up everything before leaving the rip track, very little time is taken up in so doing, and the possible danger of someone being injured is eliminated.

Car inspectors and repairers who work in the yards on main tracks inspecting and making slight repairs to cars on passing trains, such as applying air hose, steam hose, knuckle, knuckle pin, brasses, etc., are in more danger than men working on rip track. Therefore, I claim they should always bear in mind Safety First and take no chances. In case a car man is required to go under a car in a train to remove or repair a brake beam, always notify engine crew as well as the train crew that the car men are under the car, and that train must stand still until repairs have been made. If the job is large enough to take up from ten to fifteen minutes, put out blue flags, as the trainmen may forget the car men are under the train and by mistake start the train. Also, I suggest that all car foremen, as well as their men, keep posted on book of rules, especially what concerns car men; also that they read all circular letters issued by the master car builder, in order to keep posted. This should be done at least once each month, and instructions be practiced in our everyday work. At all times remember that the company does not ask any employee to hurry so he should forget Safety First. I hope to see the day when every car man with all other employees will come out openly and say, "I am a Safety First Committee of One and will endeavor to perform my duties as far as possible without leaving any opening for accidents to myself or fellow workman." Then I think we all will see fewer accidents and more happi-

ness amongst the car men, as well as employees of other crafts. I hope that the Safety First move will make the Omaha the safest road in the U. S. A., and to do this it is purely up to the employees of this great corporation to make it safe, so let us all help and practice Safety First, not last.

PRECAUTIONS TO BE TAKEN BY SWITCHMAN.

By J. H. Duncan, Switchman, C. St. P. M. & O. Ry., Altoona, Wis.

A few personal experiences will have to do for my composition. I have discovered several things lately that should be done to prevent accidents.

Look out for men working in material yards when cars are moving.

Always stand on outside of rail when getting on footboard of engine, and also see that they are going slow enough.

When throwing switch, be sure to be out of reach of lever when cars are going to run through switch.

Never go between cars to cut off just because lifting levers are in bad order. Go on the other side.

When a man goes between cars to fix knuckles, be sure and not give signals until he shows up again.

PRECAUTIONS TO BE TAKEN BY THE TELEGRAPHER.

By E. J. Stanton, Telegrapher, C. St. P. M. & O. Ry., Rusk, Wis.

With reference to how telegraphers can prevent accidents to themselves and others: While I do not feel as though I can do justice as regards this matter, I will, however, do my best.

First—Operators should keep fully posted on the book of rules as regards the handling of trains by train orders, automatic and other block signals.

Second—Telegraphers should keep all required hand signals ready for use, such as torpedoes, fuses, red lanterns, white lanterns and flags.

Third—They should keep the train dispatcher posted as regards weather conditions, heavy fogs, storms, etc.

Fourth—Night telegraphers while on duty should remain "awake," and when off duty should get "sufficient rest." They should not indulge in the use of cigarettes or "Copenhagen Snouse," as it may affect their brains and render them unfit as Safety First men for handling trains.

Fifth—Do not allow people not authorized to loaf around telegraph office.

Sixth—In case of doubt adopt the safe course.

PRECAUTIONS TO BE TAKEN BY A BOILERMAKER.

By Edward Peterson, Boilermaker, C. St. P. M. & O. Ry., Altoona, Wis.

With reference as to how boilermakers can prevent accidents to themselves and others:

First—Don't use tools with heads battered up, as chisels, hammers, etc.

Second—Don't use tools for air hammers that are too hard, as they chip and are dangerous to the eyes.

Third—Don't try to use a wrench with the jaws sprung so badly they won't fit the head of a nut.

Fourth—Don't do any chipping or calking unless you wear goggles provided for that purpose. You can get them by asking your foreman.

Fifth—Don't try to use a file as a chisel or hammer, as you will find they are hard and chips fly from them easily when hit with a hammer.

Sixth—Don't try to chip off rivet heads and hold broom up to catch them when they fly around, as there are more employes in the shops than yourself. Use a basket, as every shop has one for that purpose.

Seventh—Be careful in placing an air motor to drill out stay bolts on studs, that your blocking is put up so it will not slip and cause your motor to fall.

Eighth—When you use an oil heater be sure the connection in the pipe and hose are tight, so oil cannot leak out and cause an explosion.

Ninth—Don't use a plank to build a scaffold that is not safe and be sure it's put up so it won't fall.

Tenth—When you are through using a tool, don't throw it down and expect the other man to walk over it. Keep the floor clean of tools and no one will have a cause to fall over anything.

THE IMPORTANCE OF SAFETY FIRST.

By W. E. Johnson, Section Foreman, Union Pacific R. R., Manhattan, Kan.

The question of Safety First is more important than is considered by nine-tenths of the employes today. A man should always be watchful, not for his own safety alone, but for that of his fellow-workmen as well.

If every employe would make it a part of his daily work to keep himself and others

from accident, there would be less suffering to endure, and many more happy homes. Every foreman or overseer of a gang of men, let it be a large or small number, can and should find time to instruct his men on this question of Safety First. It is always better, in my opinion, to lose ten or fifteen minutes to organize your men than it is to commence a piece of work unorganized. I have found this to be true by experience in sixteen years' track work, during which I have never been disabled, so that I had to lose time, and as a foreman for twelve years, in which time I have never had a man in the hospital for an accident.

Accidents happen that seem almost impossible to prevent, but if someone had thought as deeply before the accident as everyone did afterwards, something that could have been done to prevent it would have appeared.

I have known section foremen who seemed to think they had done something smart when they would see how close they could go to an approaching train before getting their handcar off, or would stand in the track until a train was close upon them. Taking chances is unnecessary and endangers the lives of the foreman and all who are with him, and in my opinion such a man is not fit for the position he holds.

This is my first experience of writing on Safety First. I will not tire you further, but the safest way is: **BE SURE YOU ARE RIGHT, THEN GO AHEAD.**

PRECAUTIONS TO BE TAKEN BY A MACHINIST.

By Edward McCoy, Machinist, C. St. P. M. & O. Ry., Elroy, Wis.

In my daily travels through the roundhouse I see many things, especially things the foreman never sees. These little jokes often terminate more seriously than the perpetrator anticipates. Not long ago a machinist was working at his bench when a stone crashed through the window in front of him, barely missing his head. Now the stone probably wasn't intended to hit this man, but it goes to show how utterly careless some men are, especially when in a playful mood. Another thing I've noticed is the habit the boilerwasher has when filling a boiler; when filling a boiler, it naturally accumulates 25 or 30 pounds pressure. The man doing the filling, to relieve the pressure, opens the throttle. You can imagine the result if a machinist has a main rod disconnected or is examining valve or cylinder packing. I have had this happen to me per-

sonally, but fortunately I wasn't hurt. I suggest that the foreman instruct the boiler-washer to discontinue this practice, or, at least, be more observing whether or not anyone else is working on the engine.

I also notice the way the engines are blocked; some are blocked with arch brick and block 12 inches square. These engines might just as well not be blocked at all, as this blocking wouldn't stop anything. In my opinion the roundhouse ought to keep a greater supply of the standard blocks on hand. I would like to ask for the adoption

of a new style squirt which the North Western is using. It uses cold water, eliminating the danger of getting scalded by the hot water squirts now in use. I notice engines 1572 and 1573 have no lights at the air gauge. This is quite necessary, and more so than a light at the steam gauge. According to R. C. Richards of the C. & N. W., the Safety First movement has reduced fatalities 22% per cent and personal injuries 27% per cent. Here's hoping that by our vigilance we may do as well, or better.

Transcript of Notes Taken in Safety First Meeting Held at Texarkana, Texas, on Sunday, December 21, 1913.

PRESENT

Messrs:

W. F. C. Gibson, Engineer, Chairman.
 R. R. Sutherland, Superintendent.
 K. P. Hall, Auditor.
 W. C. Rochelle, Claim Agent.
 I. C. McGee, Treasurer.
 R. G. Lowry, General Storekeeper.
 R. H. Caines, Division Engineer.
 H. E. Snyder, Traveling Freight Claim Agent.
 J. L. Lontkowsky, City Passenger Agent.
 E. A. Rouse, Assistant Claim Agent.
 J. J. Hancock, Roadmaster.
 Edgar Modlin, Chief Clerk to Superintendent.
 R. A. Sullivan, Trainmaster.
 W. J. McMahan, Chief Clerk to Supt. of B. & B.
 J. S. Steele, Engineer.
 Joe Lowery, Engineer.
 Chas. Rucker, Conductor.
 W. A. Couch, M. D. & C. Conductor.
 F. H. Dolson, Agent, Ashdown.
 M. D. Swearingen, Agent, Texarkana.
 Jack Freeman, Warehouse Foreman, Texarkana.
 G. M. Davidson, Timekeeper.
 W. D. Foly, Transportation Clerk.
 C. S. Hady, Claim Agent's Clerk.
 A. C. O'Toole, Trainmaster's Clerk.
 T. J. McLain, Boilermaker.
 John Bryant, Car Repairer.

Mr. Gibson: I have a letter here from Mr. Hess I want to read: "In looking over transcript of notes taken in Safety First meeting at Shreveport, November 16th, 1 note you stated that you did not get any Safety First literature from anyone except Messrs. Holden and Sutherland. I have sent you quite a few pamphlets and would be pleased to have you advise me if you received these or not. I am very anxious to get same to your hands, as I thought they would be of considerable interest to you."

Now, in this connection I want to say there is a letter you sent me, Mr. Sutherland, and which has been opened and put on the bulletin board and several of the men had signed it before they knew it was a personal letter.

Mr. Sutherland: How could that come about?

Mr. Gibson: Somebody just opened it. They see a letter addressed to me and they want to see what business I have with you and they just open the letter to see.

Mr. Sutherland: How is the superintendent going to handle that?

Mr. Gibson: He can't very well.

Mr. Sutherland: I don't know, but it seems to me that we should have some better way of reaching you with mail.

Mr. Gibson: I didn't think I was going to be able to get here today and will have the secretary read this letter I wrote to Mr. Sutherland: "I fear I cannot be with you today. Mr. Sutherland will act in my place. Along the line of Safety First there have been many improvements; wires raised, crossings fixed, holes in foot bridges repaired, improvements on engines, such as sand swept off, doors and windows fixed, emery wheels in shop fixed and many other things. We have one drawback, which, I think, in time will come out all right; that is, some of our committee are afraid to report things that come to their notice, fearing the displeasure of the head of their department. Such men as these will never obtain a Carnegie medal, for a man who sees anything that would endanger the life or limb of a fellow employe, trespasser, or even a hobo, and say nothing about it or take no action to remove the danger is a natural coward. Some men rush into danger, thinking to gain favor with their foremen, such as going under engines, not properly blocked up, into hot fire-boxes, tanks not properly scalded out and many other things. This does not find the favor they

think it does. It only shows the foreman the material the man is made of, and promotion for such a man could not be thought of, for a man who will take such chances on his own life, what regard would he have for the life of another? And to put such a man in charge of men as foremen would mean the necessity of an emergency hospital in each department and an ambulance ready at every door. Do not do anything that will endanger your own life or limb. This will set the kind of an example your fellow workmen will notice. You will be more respected for doing this than you would be by going into a dangerous tank of your own accord and coming out by persuasion of about 300 pounds pressure per inch of ignited gas behind you. If you want to go upward, do not start that way, as it does not give you the necessary time to make arrangements for the hereafter. This applies to crossing under cars, fixing knuckles while cars are moving, kicking knuckles, going under engines with fire burning and under engines not blocked or without brakes set, opening fire-box doors to look to see how the burner is when there is a fire in same. Another kind are the ones that come around and say they don't do this and they don't do that when it is probably the first time when anyone heard of it. They put me in mind of a man who was traveling through Arkansas. He came to the front door of an Arkansas place and heard some hideous howls. Looking over the fence he saw a dog setting down making a noise. He asked the farmer if the dog was sick. The owner said 'No, he only has the hook worm.' The stranger remarked that he did not think that a case of hook worm was so painful. The owner replied, 'No, they are not, but that dog is sitting on a cocklebur and is too lazy to get up.' Now, those fellows who see so much, cannot even write or tell about it, they had better get up off the cocklebur and stop howling. I will send all papers up to the meeting showing what progress has been made. Hoping you may have a large and instructive meeting, I am." There are some other things I want to bring up. One thing in particular—the children coming home from school at Cedar Grove are in the habit of putting things on the track. I am usually the first one that comes along there after school is out. I believe that in order to stop this it would be a good idea to write the teacher and explain the matter to him. I believe a little talk to those children by their teacher or by Mr. Rochelle would be a big help.

Mr. Sutherland: I think we have had some benefit in that direction already, right

here at Texarkana. The matter was brought to the attention of the principal of the school and he gave us his assistance.

Mr. Rochelle: Is it the Cedar Grove school?

Mr. Gibson: Yes, sir. Another thing, the north end of the lead in Shreveport yard is in bad shape. The switchmen have filed a petition and sent it up here to have it looked after.

Mr. Sutherland: You have some papers in that bunch I gave you which show the status of that proposition.

Mr. Gibson: Mr. Gaines told me today he is going to give that matter attention right at once. Another thing is passengers getting off of trains at Jordan street going into the depot. Not long ago a lady had her leg cut off at Beaumont in attempting to get off of the train on Washington street at Royal street, I think. It has got now so that Texas street at Shreveport is almost a regular station. I believe the vestibules, where we have them, ought to be kept closed.

Mr. Sutherland: I want to say that instructions to that effect were issued over two years ago. I find that our employes set the example in getting off at Jordan street, also at Pearl and Orleans streets, Beaumont, and when we fail to observe instructions ourselves, we can't expect passengers or the public generally to live up to them.

Mr. Gibson: At the north end of our yard at Shreveport there are, I would say, from 700 to 1,000 people crossing our tracks daily, right where the heaviest switching is done. A little narrow foot bridge thrown across the tracks there, where the cut is the narrowest, would, I believe, stop all that trespassing. I don't suppose it would cost very much. Your chief engineer would know more about the cost of such a bridge than anybody else.

Mr. Sutherland: Why don't they use the Harriett street viaduct?

Mr. Gibson: It is nearer to cut across the yard.

Mr. Sutherland: How are you going to make them use the foot bridge?

Mr. Gibson: Put it at the point where they cross.

Mr. Sutherland: If they won't cross on the bridge provided for them now, I don't see that it would do any good to put another one in for them.

Mr. Gibson: They would if it was further down. It is closer for them that way. They come right across from below the stock yard over to the shop.

Mr. Sutherland: Any kind of a foot bridge would cost considerable money.

Mr. Gibson: There is a narrow place down there where a bridge could be put across without much expense.

Mr. Sutherland: That is getting down close to the viaduct.

Mr. Gibson: I thought we could use some of the old cables, and throw a kind of a suspension bridge across there.

Mr. Gaines: Mr. Chairman, about the shortest span you could get across there in the way of a bridge would be fully 300 feet long, and you would have to elevate it above the level of Harriett avenue bridge, and when you take into consideration the proposed grade revision coming on in the next few years which would mean you would have to tear it out again, it would be a pretty expensive proposition.

Mr. Rochelle: What do you think it would cost—just a rough estimate?

Mr. Gaines: About \$5,000.00.

Mr. Gibson: I just missed it \$4,500.00. I didn't think it would cost over \$500.00. Now, there is something else we should handle. If we are going to have Safety First, we have got to have co-operation of officials and employes and have both work in harmony. Co-operation is going to be of no benefit unless we have harmony. We have a class of men, especially south of Shreveport that will start a story that so and so has done so and so; one will go to the conductor and tell him that the engineer said so and so and then he will go back to the engineer and tell him the conductor has said so and so, and keep up a continual turmoil. I think that kind of work should be cut out. Not long ago a man doubled into DeQuincy and some one asked him where his hind man was, and he said he had just got cut in two back there. The operator heard him and started to wire Shreveport to start out an extra man. I think a little something from you, Mr. Sutherland, would put a stop to that kind of work. It has gotten to be a nuisance on the south end. There have been times when conductors and engineers wouldn't speak for months when there was nothing to it at all. I think that harmony in one of the first principles of Safety First. That is about all I have to say today on Safety First. We want to get away from here on the plug.

Mr. Sutherland: With respect to that last feature mentioned. That is rather a difficult matter to cover by instructions or rule. The thing we should keep before us all the time is the principle of harmony and co-operation, and while we know it is customary among railroad men, particularly

train, engine and yard men and a few operators, to josh one another, and, in fact, tell stories about one another that may or may not be true, still, we should be careful in those things to know it is understood that a joke is a joke and that no harm is intended. I don't know that we can control that situation in any other way than by appealing to the men to refrain from that procedure as much as possible, not with the idea of tying them down, but that we should keep within the lines of reason, and, above all, realize that these remarks may be taken to heart by one party when they would appear as a joke to another party, depending on the different dispositions of the two parties. I think that if we would just keep the principle of co-operation and harmony before us all the time we will get along all right. I think, as I have mentioned before, instead of the conductor racing up to the head end and calling the engineer a "bonehead" or a "son of a sea cook," if he would go to him in a nice gentlemanly manner the same as he would go to any other man and tell him what he wants, it would tend greatly to bring about harmony. It is just the same as though you went to the groceryman to buy groceries or to take him to task for overcharging you. You wouldn't expect to gain anything by calling that man hard names. If you expected to get anything at all you would expect to get it by acting in a gentlemanly manner. In the same way talk to your engineer and require your brakeman to do the same. The conductor is in charge of the train; the engineer is doing his part. At the same time, the conductor is the man in charge of that train and responsible for the actions of the crew, and it is to him that his superiors look for explanation of any irregularities that may occur, consequently, the conductor has a right to go to any of the members of the crew to gain information to place matters before his superiors in an intelligent manner. At the same time, he should do it in a gentlemanly manner. We all know everyone of us will lose our tempers—that is a human failing that must be given consideration. There is not one of us but what has allowed his temper to get away with him. I know I have and have been sorry for it afterwards, and have apologized, but at the same time that does not take the sting away, particularly if I had made the mistake of criticising a man for a mistake in the presence of others.

Mr. Gibson: With reference to that on the south end, especially at Leesville. There are a lot of men stay at the _____ hotel with their wives; there are a lot of new

couples staying there. If No. 40 happens to be late in getting in, someone will ask someone else "What is the matter with No. 40?" and the other fellow will reply "They have one or two turned over down the road." "Anybody hurt?" "Don't know yet." That gets the women worked up and leaves them in suspense. I am just about as tough a josh as anybody, but I like to keep within the bounds of reason. I don't like to say a man is killed when he isn't.

Mr. Sutherland: I would suggest that we hurry up as much as possible so as to let the chairman get away on No. 9.

Mr. Gibson: In your notes just mention that I have brought up with me Mr. Hess' letter to show that it is possible that some of my mail has been opened by other parties, and that is where the Safety First literature probably went to that Mr. Hess sent me.

Mr. Rochelle: Don't you think if you had a private box it would help matters?

Mr. Gibson: I don't know whether I could get even then.

Mr. Sutherland: So far as Mr. Gibson's mail is concerned, I think we can arrange that. We can arrange to have all of Mr. Gibson's mail addressed to him in care of Mr. Gable and have him get it from Mr. Gable's office.

Mr. Gibson: Mr. Sutherland, I wish you would put out a little bulletin about this joshing business, for the sake of those poor women if nothing else.

Mr. Stuhlerond: With respect to issuing a bulletin to cover a matter of that nature. Are you of the opinion that a bulletin or general notice would reach the parties that you want to reach?

Mr. Gibson: Yes, sir; I think it would.

Mr. Sutherland: With respect to this petition from Shreveport which has reference to the condition of the north hole yard as it affects switchmen and switching. I want to say that the matter was referred to in a previous meeting. I took it up with our division engineer, Mr. Gaines. I have here a letter from him in connection with the matter which reads as follows: "I have yours of December 8th concerning the condition in the north hole yard and will say that the matter has been previously mentioned to me by Gibson. I have it in mind and it is my intention to remedy the defect complained of at the earliest possible moment." I know Mr. Gaines will give that his attention just as soon as he can possibly reach it in line with his other work that demands immediate attention.

Mr. Gaines: Also assure them that we are making a special effort to get to it.

Mr. Sutherland: I have here a letter from the general superintendent of transportation which is in direct connection with Safety First and which reads as follows: "Please note attached copy of letter from the general solicitor with reference to settlement of claim on account of fatal injury to Thos. Dillahunty at Spiro, Oklahoma, on September 4th, 1913, and other personal injuries. This is a subject which should be brought up for discussion in the Safety First Meetings, with the view of bringing to the attention of the employes how such accidents occur and to taking precaution to avoid them. The legal side of the question is, of course, secondary to the suffering of the injured and those dear to and dependent upon them." Mr. Moore's letter reads as follows: "The company has just settled for \$2,250 claims on account of fatal injury to Thos. Dillahunty, at Spiro, Oklahoma, on September 4th, 1913. Dillahunty was waiting at the Spiro station to take a train. He had gone across the tracks to a lunch counter and was returning just as train No. 1 pulled into the station and was run over and killed. Engineer Simmons of train No. 1 states that when he first saw Dillahunty the latter was about fifteen feet from the main line and one hundred and twenty-five or one hundred and fifty feet from the engine; that when he (Simmons) saw that Dillahunty was going to try to cross the track he reduced the speed and watched Dillahunty until he saw that he was in the clear or across the last rail on the fireman's side. Simmons states that if he had had any idea that Dillahunty would be hit he could have stopped at the rate of speed he was going, but as Dillahunty was in the clear, he just drifted on down until the fireman told him that he had hit a man. It was our idea that after Dillahunty crossed his hat blew off and he turned back to get it, but the statements of some of the witnesses were in conflict with this idea.

On October 1st, 1913, J. B. Burcher, at Gentry, Arkansas, was walking along the right-of-way of the company from the road crossing to the station to bid good-bye to his son, who was going away on the train. Burcher crossed over to the fireman's side of the track, and, as I infer from the papers, the fireman, thinking Burcher was in the clear, stopped keeping a lookout and went to work attending to his fire, or something of the sort, and Burcher was struck by the pilot beam of the engine and sustained two fractured ribs and a scalp wound.

On November 12th, 1913, at Oil City, La., A. D. Cone was running along the platform in order to get to a basket of laundry

which he desired to put on passenger train No. 2. There was a crowd on the platform and Cone in running along the platform got too close to the track and was struck on the elbow joint by the pilot of the engine, his right elbow being dislocated and the muscles of the elbow joint lacerated and contused.

The above are cited as illustrations of a class of accidents which occur with considerable frequency.

Stated generally, the rule of law is that if a party is in a position of danger for such a length of time that the employes could or should have discovered him and avoided injuring him, the company is liable, and the injured person's negligence not being a defense.

In almost all such cases it is comparatively easy for plaintiff to introduce sufficient evidence to bring the case within the above rule. If the company defeats the case it is put to the heavy expense of a trial, including, usually, one or more appeals, and in the majority of the cases the company is finally held liable.

The result of this rule is practically to make the railway company a guardian for heedless and careless individuals that see fit to take chances on and about the company's right-of-way, but it is a condition which, in my opinion, must be recognized and steps should be taken to prevent such accidents so far as possible.

It has occurred to me that when approaching a station or other place where there is a crowd about, or when a man is discovered walking on or near the track, the engineer should immediately give warning with the whistle, and, unless the person or persons get away from the track, showing clearly that they do not intend to cross the track or walk along near it until the train has passed, the engineer should at once begin to slow down his train so that he can stop before reaching the person who is on or near the track. If the person is close to the engine, the engineer should begin to stop at once, without waiting to see the result of the warning.

I have noticed that when a Metropolitan street car approaches a car which is standing still on another track, the approaching car slows down almost to a stop until the standing car is passed, so that the motor-man can immediately bring his car to a complete stop if passengers are crossing behind the standing car, and, while it seems that it ought to be unnecessary that trains should be delayed by the recklessness of persons on or about the tracks, I think the only safe way is to follow a similar course

under the circumstances described above.

I think it should also be impressed upon the engineer and fireman that when they discover a party near the track both the engineer and fireman should keep a constant watch until the engine passes him, also at or near stations, and at all points where parties may be expected to be on or near the tracks, as where there is a path that is customarily at road crossings, etc., a constant lookout should be kept by both the engineer and fireman."

I think that is sufficiently plain to indicate to all what the intent and desire of the management is with respect to matters of that nature. It simply means, keep on the lookout and avoid accidents as far as it is possible for you to do so by human agency. Our Safety First stencils are being cut; some of them are already in use and others will be furnished us as fast as possible for the purpose of placing our Safety First signs where they will do the most good. I have the cuts here, and, as some of you may not have had an opportunity to see what they are like or the design decided upon, so I will pass the blue print around, with the information that styles No. 2 and No. 4 have been decided upon as the best designs.

Mr. Gibson: While Mr. Sutherland is passing that around will say that the letter he has just read has brought to my mind that the run that goes to Mansfield every morning has to meet No. 56, as a general thing. We get an order that No. 45 will take siding and meet No. 56 at Holly or Mansfield, as the case may be. Just as soon as we head in at Mansfield the passengers begin to unload and you can't keep them on. The car has no vestibules and you can't keep them on. I think it is a bad idea to put us in the hole. If you could keep the passengers on the train it would be all right; we have a short train and can take the siding easier, but I believe from a Safety First viewpoint it is a bad idea, especially worse where the passing track is on the side opposite from the depot and where passengers leaving the train have to pass over the main line to get to the platform.

There is another thing I want to speak of. We have two places on the Southern Division south of Shreveport. One is Mile Post 572½, where there is a deep cut on a reverse curve, where Watson was hurt, and you can bet that nine times out of ten there are cattle in there. Another place is at 623 or between 623 and 624. You can always find cattle there. Mr. Rochelle's record will show that more cattle have been killed at those points than any other place on the

road. It would take little expense to fence them and put cattle guards at each end.

Mr. Sutherland: That is good information, as it shows our general and division officials just where the points are that should be protected by right-of-way fence; knowing that we can't fence the whole division. . .

Mr. Rochelle: I was going to ask Mr. Gibson to give me the mile posts—that is, just where these places are with reference to mile posts, whether north or south.

Mr. Gibson: Mile Post 572 is just south of the first cut; the other is between 623 and 624 or 624½.

Mr. Gaines: I think the points made by Mr. Gibson are very well taken with respect to those places. I recall that the derailment in which Engineer Watson was injured was caused by running over some cattle found lying in the track at the time mentioned, and it has been my observation that cattle are found frequently in the first cut south of Mile Post 572; there is something salty in the formation there; they stop a great deal, or used to, in that cut. As I remember it, the cut where Watson got hurt is about 800 or 1,000 feet north of Mile Post 572. It would be my recommendation to fence the track, if possible, from approximately 1,000 feet north of Mile Post 572 to about Mile Post 573. That would protect a territory where we have a great deal of trouble with stock.

Mr. Gibson: That would eliminate one cattle guard, because bridge A570 would act as a cattle guard on Wallace Lake fill.

Mr. Gaines: We could connect with the bridge, as you state, or else put in a guard.

Mr. Gibson: It is only about 150 feet from the north end of the cut to the bridge.

Mr. Gaines: Only 150 feet?

Mr. Gibson: About that.

Mr. Gaines: I believe it is a little more than that. At that other place you mention there is also a great deal of stock killed, and in the cuts between Mile Posts 623 and 624 the hazard is a little greater by reason of the obstructed view due to sharp curvature and the probability of the engines striking the animals before they possibly can stop.

Mr. Sutherland: This will bring the matter before the management in such a way that it can be included in the budget for 1914 work.

Mr. Gibson: We should include in our recommendation Kilkenny and Corrigan cuts, too. Corrigan cut is the one on Hornbeck hill just this side of Orangeville—the first cut north of Orangeville. The one below that is Little Corrigan. South of Lees-

ville the first cut is Little Kilkenny—the other one Kilkenny.

Mr. Rochelle: A few days ago an engineer ran into a bunch of cattle and killed eight or nine head at one time at the curve just south of Vivian, between Vivian and Malvern. As an explanation of that the engineer said that his engine was going down grade and that when he got to where he could see the stock they were in a cut and it was impossible for him to stop before striking them. My recollection is that there were nine killed.

Mr. Sutherland: I think it would be well for some of the engineers on the line who are familiar with those particularly bad places to give us a list of them so that we can bring it to the attention of the management. I think I see Engineer Lowery back there, and, as most of his service is on the fourth district, he should be fairly familiar with these points where cattle give the most trouble. What points have you in mind, Mr. Lowery?

Mr. Lowery: I haven't been south of Texarkana for a long time, except that I was over to Rodessa the other day. I don't know about down there now, but my observation heretofore has been that between Texarkana and Shreveport it is just about as bad one place as another.

Mr. Sutherland: How is it north of Shreveport?

Mr. Lowery: North of here we find more cattle along the road between Hudson and Ogden than anywhere else. We have it fenced part of the way; Hudson is fenced in and fences run north and south of Hudson, but there are two big gates at Hudson and I have noticed this fall that horses and mules have been getting in there and I have had to stop to get them out of the way. I think they open the gates to let the stock get in to the Bermuda grass on the right-of-way.

Mr. Sutherland: The only thing we can do about keeping the gates closed is to apply to the Roadway Department to try and have their forces watch those points and to do a little missionary work with the farmers in that vicinity, explaining to them the importance of keeping the gates closed.

Mr. Lowery: I think they feel the importance of keeping them open.

Mr. Hancock: I will tell you about the gates at Hudson. They were put in there about three years ago for the benefit of some fellow to haul ties, but they have never been used.

Mr. Lowery: They are being used now.

Mr. Hancock: Never; only for fellows crossing the track on horseback.

Mr. Rochelle: How far is it to the first crossing?

Mr. Hancock: Quite a ways. There is a public road on each side to Ashdown—on each side of our track.

Mr. Rochelle: The idea was, in the absence of these gates, how far would they have to go to get across the tracks?

Mr. Hancock: Either to Ashdown or to Mile Post 472. There is another gate right at Hudson.

Mr. Lowery: Those people there keep them closed more than they do at Mile Post 469.

Mr. Gibson: The new automatic signal which is installed at Cary street, Shreveport. That don't relieve us from stopping there, does it?

Mr. Sutherland: Not until you get notice to that effect. I don't know that that has been approved by the City Commission as yet. I may have notice of it, but if I have, I haven't reached it yet. After that has been approved I think they will relieve us from stopping, but until such notice is received we will have to continue to do so.

Mr. Gibson: I want to ask you if a switch engine is supposed to be equipped with red flag?

Mr. Sutherland: They ought to have a red flag where they use the main line.

Mr. Gibson: Yesterday we came into Cedar Grove at 4 o'clock—just about 4 o'clock. That is the time between shifts at the glass factory. All the men were coming from their work and this man was out among the crowd. I saw him there; he had on a blue suit of clothes but nothing to indicate that he was flagging, and the next thing I saw was some box cars on the main line. You know how hard it is to see there, but I just happened to see one end of the car sticking out. I asked him if he had a red flag and he said he had not. I asked him how they got out there and he said they had sent him out an hour ago to flag and had come down to tell him to go in with me and hold everything. That is the kind of flagging that was done.

Mr. Sutherland: Mr. Sullivan, locate the crew and talk with the foreman and his men.

Mr. Sullivan: Was that yesterday?

Mr. Gibson: Yes, sir. I told the fellow that if there was no red flags on the engine I would see Mr. Sagstetter about it.

Mr. Sutherland: Before Mr. Gibson leaves us, I want to bring up another matter in connection with the Safety First. I was going to speak of it at the last meeting but forgot about it, and that is the feature of local organization of the Safety First

Committee. As it is now, we meet once a month—today we are at Texarkana; now, under the present arrangement we won't be at Texarkana again for five months. We go next to Leesville; next to Beaumont; next to Shreveport, and then to Texarkana again. Now, there are a great many of us that can't reach these monthly meetings; no matter if they were held at home, because other matters may come up that will make it impossible to attend, and my idea was that we could have local organizations that could hold meetings once a month at each place regardless of the others, and then they could discuss matters that would occur to them and then their committeeman could bring such matters to the monthly meeting. I was telling Mr. Holden, our General Superintendent of Transportation, my idea in that respect on his recent trip south, and he has another proposition on which he is working, and I think it is a good one. That is, a local organization, a divisional organization and a general organization. That is, to handle matters as best we can in our local organization, then pass them up to the divisional organization, and if it is a matter that involves expense and can't be controlled by the authority of the division officers, the division committee will pass it up to the general committee to bring about results. He is working on that, and I presume I will hear from him in the near future on that subject. I simply wanted to mention it here so that you could all think about it and study it over. The idea is to have just as many Safety First meetings as we can. I think every man should consider himself a committeeman. As long as we have committees, the rank and file expect the committeemen to do the bulk of the work, consequently the more committees we have the less work it is for them. Such little matters as we can handle ourselves there is no need in bothering the general committee with, but when it comes to where the advisability of building a right-of-way fence is brought up, where it is going to run into expense and where we would have to show the directors and stockholders that the expense is an absolute necessity and an economical move in the long run, those matters will have to be passed up along the line of proper procedure.

Mr. Gaines: Mr. Chairman, the success of the movement depends, I should think, largely on our getting into some concrete and organized form. Discussing these matters is, no doubt, productive of good, but it occurs to me that insofar as possible we should make some definite disposition of the matters brought up, and I am speaking

with particular reference to right-of-way fence. We discussed it and dropped it without arriving at any decision. It is very probable that the management has set aside a given amount, and probably a small amount, for the construction of right-of-way fence during the coming fiscal or calendar year. It would be my idea to devise some plan to find out where these fences could be built with the best results—that would be productive of the greatest amount of good—and have the expenditures conserved that way, and as a suggestion I will say that I will, if the committee desires, take the matter up with our roadmasters and other persons that may be informed as to where fences are most needed and if someone representing the Transportation Department will take the matter up with our informed engineers and give me the information in addition to what I gather, we will boil it down and present it to the management in the most concrete form possible.

Mr. Gibson: I will furnish the information for the engineers.

Mr. Sutherland: I was going to say after the matter was brought up that I thought it would be a good idea to get an expression from the engineers, but I didn't follow it up for this reason: I thought we had a more simple way of getting at it than that—by going to Mr. Rochelle's records. By doing that, I think we can determine almost to a mile where the most important parts are with respect to killing stock.

Mr. Rochelle: Yes, sir. I intended to say that awhile ago. Would say that last year I compiled a record by miles showing just exactly how much expense we had on each mile. I have a copy of that statement in my office and if it will serve any purpose will certainly be glad to turn it over to you. I keep my record by miles. Each cow killed on mile 572 is charged to that mile. The statement I got up shows not only between what stations but on what mile.

Mr. Gaines: That would be very good information in connection with the installation of fences so far as actual damage resulting from the killing of stock is concerned, but I don't think that it would accurately reflect the feature of hazard.

Mr. Rochelle: No, it wouldn't. As to the probability of derailment or consequent personal injury due to derailment, it wouldn't do, but those of you who are familiar with these bad curves could take that report and show in it at what curves most of the stock is killed. For instance, there is a deep cut at Mile Post 572. You could take

that report and see if any stock is killed there.

Mr. Gaines: That is the feature I am getting at.

Mr. Sutherland: This record would exactly serve the purpose; take the record, together with the expressions of the engineers in regard to the hazardous places, put the two together and you could boil it down until it would give us just what information we want.

Mr. Rochelle: There is one other thing I wanted to call attention to. Not very long ago we had a claim account of a man being scraped off a caboose while the train was passing under the Harriet street viaduct at Shreveport. I think the B. & B. Department should put up some tell-tales at that point.

Mr. Gibson: They are already in.

Mr. Rochelle: That has been done recently then.

Mr. Gibson: There is one thing I would like to say, and that is, if this thing is going to be a success, there is only one thing that will make it a success, and that is results.

Mr. Rochelle: I want to say that anything my department can do to make it a success, we will set up nights to give it to you.

Mr. Gibson: The general foreman at the shops told me that any changes we wanted made for Safety First around the shops he would have made. He has already put the dynamo up on a foundation off of the floor, put guards on the emery wheels, and a number of things of that nature. There is one thing that should be done that hasn't been done, and that is to put a banister around the landing at the platform at the shops where the tanners work. There is a place there about fifteen feet wide where they land things taken up to the tin shop to have work done on them. One of them fell off the other day and almost hit a man. That is about the only thing that has been taken up that hasn't been fixed. The office building need a banister also to keep a man from walking off the platform in front of the incline.

Mr. Sutherland: I would suggest that these two points be referred to Mr. Sagstetter.

Mr. Gibson: I believe if you had taken the matter up with Mr. Sagstetter he would have them given attention.

Mr. Sutherland: Well, of course Mr. Sagstetter gets a copy of these minutes and he will no doubt take action without saying anything further to him.

Mr. Gibson: That H. E. & W. T. you promised to speak to about running the crossing at Shreveport are still paying no attention to it. On the 19th of this month at 3:48 in the afternoon the T. & P. went across that crossing with a string of banana cars—I guess they were banana cars, they were yellow—twenty-five miles an hour.

Mr. Sutherland: The H. E. & W. T.?

Mr. Gibson: The T. & P.

Mr. Sutherland: You said the H. E. & W. T. were paying no attention to the instructions covering the operation over the crossing.

Mr. Gibson: It is the T. & P. now. Yesterday at 3:50 another train went over the crossing 35 miles an hour without stopping.

Mr. Sullivan: Was anybody on the crossing to do his flagging?

Mr. Gibson: No, sir. They didn't stop at all, in either direction. There is only one road in Shreveport today that lives up to the law with respect to stopping at crossings, and that is the K. C. S. I don't know whether Safety First is the cause of it or not, but slow orders and everything else is being lived up to.

Mr. Stuhlerland: I think it is just the fact that the men have become interested in the matter.

Mr. Gaines: I am very glad to know that they are observing the slow orders. I think I can look any man in the face and say that I try to regulate this slow order business conscientiously. It is a Safety First proposition. Primarily it is for the purpose of safeguarding human life; that is the most precious thing in the world, and in the second place it is for the purpose of safeguarding the property of this company. Those things are my special business to look after. In the first place, it is a moral obligation on my part as well as of the roadmaster and section foremen to protect the lives of the women and children that go over the road, and as a secondary consideration it is their moral duty and their duty other than moral to protect the property of this company, and do that end these speed restrictions are formulated and put out to the very best of our knowledge. This being the case, we would like for them to be recognized. If a slow order is not regarded, there is manifestly no use of having it; if it doesn't mean anything, there is no use of having it. If it is taken as a

generally accepted fact that a slow order doesn't mean anything, when a man puts one out that does mean something it is misleading, and it is just simply going to get somebody into trouble. I have said all the time that we are responsible for the slow orders. Let the men observe them. If there is anything wrong with them, if any undue speed restrictions are placed, observe them, but take it up with the roadmaster or myself, and if it is not necessary we will have them removed. I am broad enough to acknowledge it when I am wrong. But as long as the slow order is out we would like for them to be observed.

Mr. Gibson: Just one thing on that. I would like to say when an engineer goes out of a terminal he usually has a stack of orders an inch thick and it is almost impossible for him to keep up with them. If you would furnish section men with a number of boards marked "Slow" so that they could place them at the ends of the restricted portions of the track, then, if the engineer overlooked the order, he wouldn't overlook the board. You can put 75 slows on one order and the engineer has to keep that slow order in front of him all the time. If you will have these boards furnished to the section foremen it will be one of the biggest helps we ever had. I don't think it would cost very much.

Mr. Gaines: We have a standard slow flag that the section foremen use.

Mr. Gibson: You can't see that very plain. They don't stand up like a board would.

Mr. Gaines: There are only periods, Mr. Gibson, when the slow orders are so numerous that the engineer can't keep tab on them. It may look like a lot of them but you must remember that they cover 200 or 300 miles of track. We have found this trouble prevails with respect to slow flags—the men put them out and leave them out, even after the order has been removed.

Mr. Gibson: If you want to confer a universal favor and be thanked by all the engineers, you just arrange to have these boards furnished.

Mr. Hancock: I will state that I believe a board would be better than a flag. Niggers or mischievous white fellows will take the flags down. We have found the niggers with the flags in their pockets.

(Continued in next issue.)

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