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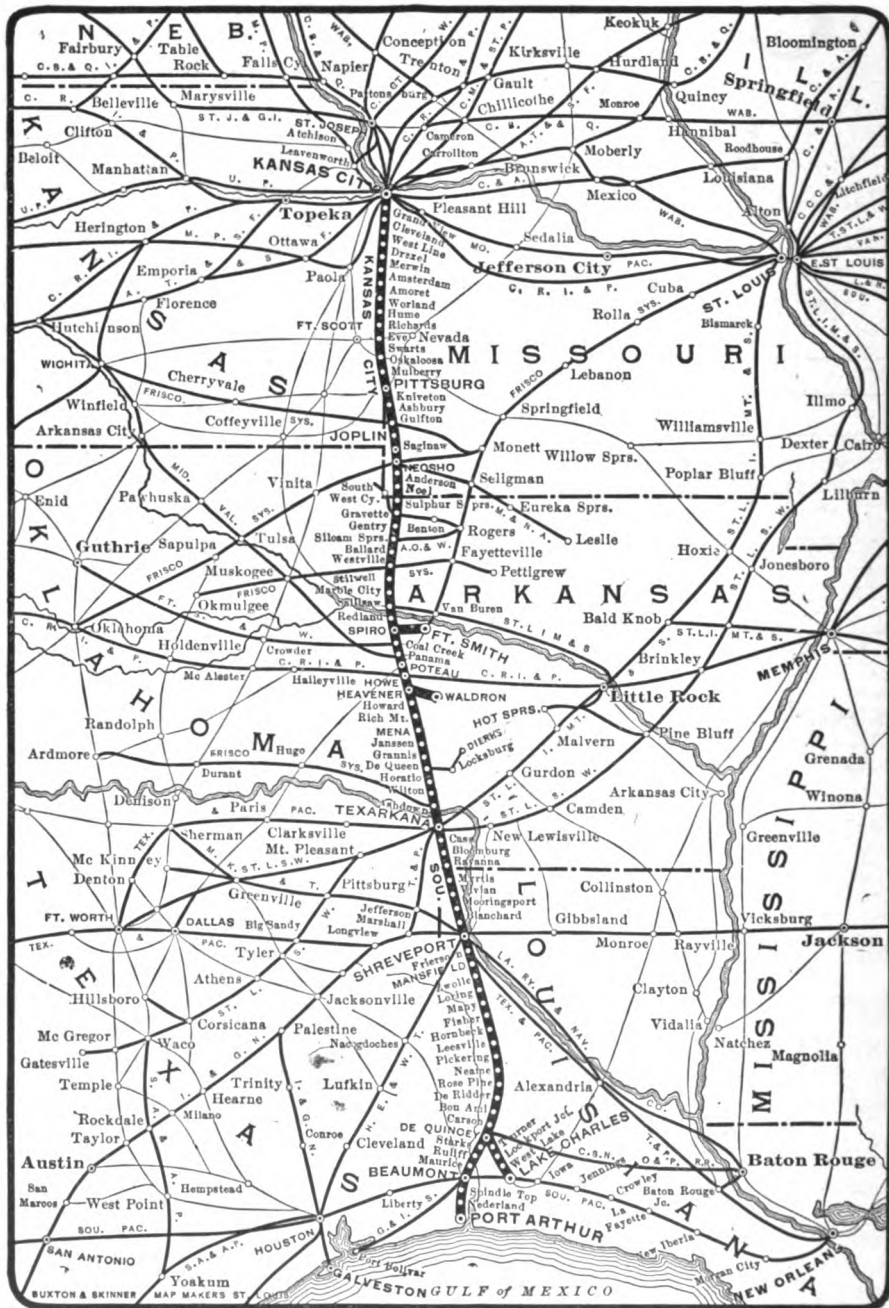
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CONTENTS

	Page
The Future of the Gulf States	235
Fishing for Sport on the Gulf Coast	239
The Smith-Lever Agricultural Extension Law	240
The Kansas City Union Station	242
Port Arthur, Texas	251
Sulphur Springs, Arkansas	253
The Highland Orchards of Pike County, Arkansas, E. N. Hopkins	255
Sevier County, Arkansas	260
Shreveport, La., and her Resources	266
Cattle Raising in Vernon Parish, La.	268
The Inter-Coastal Canal and other Canals	269
Fruit and Truck Notes	270
Improvements in K. C. S. Towns and Cities	272
Miscellaneous Mention	274
K. C. S. Ry. Employes Supplement	277
Railway Economics	298





MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

The Future of the Gulf States

Neither a prophet, nor the son of a prophet, are needed to predict what development will be made in the future in the Gulf States or in any of the territory lying south of the Ohio and the Arkansas rivers. It is a matter of mathematics, rather than of guess work, to form an opinion as to what extent this ultimate development will reach.

The Southern states are essentially agricultural, much more so than is the country north of Mason and Dixon's line, and they have been so since their settlement. Cotton, and in a very limited area, sugar cane, were the only crops depended upon for a cash income, and before the days of the Civil War the labor conditions were such that these crops could be depended upon to yield a profit. The Civil War resulted in utterly demoralizing the labor conditions in the South and a decade passed before a working basis or tangible improvement in handling the staple crop, cotton, could be arrived at. Most of the large plantations lay idle for many years after the war. The one crop cultivation was maintained by means of a tenant system, which was never entirely satisfactory, until about 1890, when other money crops began to be introduced and the people began to realize that crops other than cotton could be profitably marketed. Since then a real and wonderful progress has been made.

The close of the war brought unexampled activity to the states north of the Ohio river and those west of the Mississippi. Many thousands of miles of railway were built and vast areas of new country were made available for settlement. Through the organized efforts of the land grant railroads enormous stretches of country were settled and built up in a very short time. The agricultural resources were well developed in the early eighties, and after that came the utilization of such other resources as the various sections of country afforded. The next result was the building of a dozen new states, the growth of a hundred or more cities and several thousand villages. The work of settlement was kept up until nearly all the tillable land was taken up and occupied, until the timber, mineral and other resources had been thoroughly developed and a second generation of people had reached maturity in the newly settled country. The then vacant places are now filled to overflowing,

and for every owner of land there are now six or more tenants, because the acreage originally sufficient for the first settler and his family is not sufficient for the families of his grown sons and daughters and their families.

The productive capacity of the soil varies in the different states and is more or less governed by climatic conditions. In Illinois, Iowa, Missouri, Nebraska or Kansas, corn and wheat are the preferred crops. The average corn crop for the past ten years has been in Illinois, 34.5 bushels per acre; in Iowa, 32.3 bushels; in Missouri, 28.6; in Nebraska 27.4 and in Kansas 22.4 bushels per acre. The price for the last three months in 1913 has ranged from 61.1 cents to 75.4 cents per bushel, the average being 72¼ cents. This would yield a gross income of \$20.95 per acre. Fifty acres at an average yield, and price of 1913, would yield a gross income of \$1,047.50. The cost of growing an acre of corn varies from \$7.54 to \$12.50; the average cost being \$10.12 per acre. The cost of cultivating fifty acres in corn would amount to \$506.00, leaving a net income of \$541.50, or \$10.83 per acre. Now this is in an average year of yield and good prices. There have been plenty of instances in which the crop did not average 25 bushels and the price did not exceed 25 cents a bushel. In 1911 the Iowa crop averaged 31 bushels and that of Kansas 14½ bushels. If the grower owns the land and does the work himself he saves his wages and by feeding his corn to cattle and by raising hogs he may save himself when corn is low in price and even gain a little under favorable conditions, but for all that eighty acres is as small an acreage as he can get along with. He is strictly a one crop farmer, the climatic conditions making it impracticable for him to be otherwise.

The wheat grower on fifty acres would hardly fare as well. The average production in Missouri for the last five years, and the statement will apply to other states as well, has been 12.7 bushels per acre. The average price during the same period has been 86 cents. At this price the value of an acre of wheat has been \$10.92, the gross income from fifty acres \$546.00. The cost of production is \$8 per acre or \$400 for the fifty acres, leaving a profit of \$2.92 per acre or \$146.00 for the tract. A yield of 20 bushels at the average price would be valued

at \$17.20, and with the cost of production deducted would leave a profit of \$11.20 per acre. A hundred acres at the average yield and average price would be required to produce a gross income of \$1,092. Taking into consideration the average income of the two staple crops, it will be conceded that for ordinary farming operations in the Northern and Northwestern states 100 acres will be necessary and that 160 acres as a rule are necessary to farm with profit.

The ordinary rental on corn and wheat lands is about three dollars per acre, say \$300 for a hundred acre tract, and this means close living for the tenants, who constitute five-sixths of the farm population of the corn and wheat states. On land valued at \$100 per acre, this rental pays interest only at the rate of three per cent and the taxes will have to be paid out of this rental.

Outside of the irrigated sections of the country, west of the 105th meridian, where intensive cultivation is the rule rather than the exception, stockraising is the principal business and much of this is conducted on stolen pasturage. The native pasturage is almost the sole reliance for forage. On the average Western range, running one year with another, the grass from ten acres is required to raise one steer and three years' grazing is necessary before he is ready for the market. It is evident that a 160 acre tract will not maintain enough livestock to support a family and that a square mile would hardly be sufficient, unless the stockraiser can produce forage on the land in favorable years. The greater part of his range stock, except in favorable years, must be sent further East and be fed on either corn or cotton seed to meet the requirements of the butcher. In the range country, western Kansas, Nebraska, Oklahoma, Texas and the states lying west of these there are periods, usually three or four years in succession, in which fairly good crops can be grown, but these are usually followed by periods of several years' duration in which the rainfall is too scant to produce more than average pasturage.

Some localities, of course, are better favored than others and corn and wheat are not the exclusive crops in all localities. Alfalfa, oats, hay, flax, fruit and commercial truck are grown in different sections in addition to the standard crops mentioned, but for all that, there is sufficient uniformity in yield, variety and value of the crops grown to warrant the statement that 160 acres are necessary to maintain a family in moderate comfort in most of the Northern states and more than that further west.

Owing to the climatic conditions, the range of production is limited in each locality to one or two of the great staple crops. This range of production decreases going northward by reason of shorter growing seasons, and westward by reason of a decreased and uncertain rainfall. Proceeding southward the range of production gradually increases to the point where by reason of the long growing season and abundant rainfall two and sometimes three distinct crops may be grown on the same land.

The Southern farmer, laboring for over a century under the delusion that his land was good only for raising cotton for export and corn for home consumption, did not fare much better or even as well as the Northern farmer. For many years the lack of quick and economical transportation compelled him to be a one crop farmer.

The average cotton crop on the uplands south of the Ohio and Arkansas rivers is about $\frac{2}{5}$ of a bale of lint per acre, say 200 pounds worth at 10 cents per pound \$20 per acre, the seed being worth perhaps four or five dollars more. On the bottom lands $\frac{3}{4}$ to $1\frac{1}{4}$ bales, say an average of one bale of 500 pounds per acre, worth at 10 cents \$50 per bale per acre plus the seed, worth \$8 to \$10 more are produced. The cost of producing it, say $6\frac{1}{2}$ cents per pound, would be \$13 per acre on the upland and \$32.50 on the bottom lands, leaving a net profit of \$7 per acre on the upland and \$17.50 per acre on the bottom land.

Few cotton growers, doing the work themselves, nowadays cultivate much land in cotton, though there are numerous large plantations where a very large acreage is cultivated by tenants and sometimes by the owners with hired help. Cotton varies greatly in price, selling in 1903 at 15 to 18 cents per pound and being as low as $6\frac{1}{2}$ and 7 cents per pound in 1904, ordinarily fluctuating between 8 and 12 cents per pound. On most cotton farms, one-third or one-fourth of the land is cultivated in corn, with an average production of 25 bushels per acre, though the bottom lands yield from 50 to 75 bushels, being used heretofore almost exclusively for feeding the work stock, the local price seldom being under 65 to 75 cents per bushel.

Conditions have greatly changed in Louisiana and southern Texas in the last decade. The building of hundreds of miles of new railroads, the development of the vast mineral and timber resources, the awakening of the old towns and the growth of numerous new centers of commercial and industrial activity created new demands

on the soil and these have in a tangible measure been complied with. The demand for food and feed stuffs increased enormously, causing an extensive development of the livestock industry and the growing of forage and feed crops.

The corn crop of Louisiana in 1907 was reported at 28,000,000 bushels, worth at sixty cents \$16,800,000. At about this time the cotton boll weevil came along and disturbed the peace of mind of the cotton growers, who reached the conclusion that corn and hogs as farm products might be worth while to consider. The result was a corn crop of 58,835,000 bushels of corn, worth at the same price, \$35,121,000. It was a tremendous, far-reaching change in their methods of husbandry, producing their own corn and pork, instead of buying corn, oats, timothy hay and pork products, with two-thirds of the proceeds of their cotton crop—and they have kept up the good work ever since, and not only that, but they set about to learn how to grow corn. In 1910 over six thousand corn club boys produced crops averaging 61 bushels per acre; thirty boys averaged 100 bushels on an acre, and one boy produced 158.8 bushels on an acre. And they have not been slow in the matter of raising hogs either, and the art and science of feeding them. The finest breeds of hogs are now found on many farms in Louisiana and east Texas and a great source of meat supply is being rapidly developed. Once interested in the subject of raising hogs, it was soon learned that corn is not the only feed available in Louisiana.

The old way of raising hogs of good breed had two drawbacks, the hogs cost too much per pound and the death rate was too high. The rotation plan with the hog hustling his own peanuts, potatoes and forages yields a healthy drove at a cost that makes hog raising a profitable business. It costs about \$8 an acre to plant and tend a crop of peanuts for hog feeding. There is no expense for harvesting, as the hogs do that themselves. There is a net gain in fertility of \$8 to \$10 per acre—a pretty good rental for the acre of land. About 800 pounds of pork are produced from an acre of peanuts so handled and this at present prices for pork will amount to approximately \$64—a fairly good return on an \$8 investment.

Among the standard field crops now extensively grown and readily marketed is alfalfa, which owing to the long growing season, yields from three to six tons per acre, selling ordinarily for \$15 to \$20 per ton. Oats are also a staple crop, yielding

from 30 to 60 bushels. Near the coast about half a million acres are devoted to rice culture and on many of the farms it is grown in rotation with corn, cotton, general forage or sugar cane. Hay and forage are now produced in quantity and fine Southern bred beef cattle and hogs are now found in the great Northern stock yards.

In the cultivation of these crops there are possibilities not dreamed of in Northern latitudes; an oat crop harvested in May or April is followed on the same land by a corn or cotton crop, or a crop of peanuts, cowpeas or other forage plants, which can be harvested in time to permit resowing the land in oats, rye or wheat. A corn crop can be followed on the same land by a cotton crop, or if winter pasturage is desired, by a crop of rye, oats, or wheat, which was pastured all winter and cut in April or May for either grain or hay. The alfalfa affords good pasturage all winter and then cuts from three to six tons of hay during the summer.

The tendency during the last decade has been to diversify the crops and produce in greater variety than ever before. The gross cotton acreage is greater than in the years past, but the individual farmer no longer depends upon it as the sole source of cash income. His acreage in cotton is smaller and much of his land is now devoted to other crops. Financially he is in better condition than he has been for a century. He now produces more corn and finer hogs, more forage and beef cattle and concentrates his efforts on a smaller acreage. The cotton crop mortgage is no longer the unwholesome specter of the years gone by, because the pork, poultry, eggs and truck raised on the farm have banished it from many localities, much to the grief of the local merchant, who usually had an interest bearing mortgage on everything in sight or due to come within the range of vision within the next three years. By degrees the Southern farmer learned that he has a decided advantage in his climatic condition, that there is practically no limit to his range of production, and that there is a splendid market further north for early potatoes, onions, cabbage, tomatoes, beans, strawberries, blackberries, cantaloupes, melons, poultry and eggs, peaches, pears, plums, summer apples and other products of the garden, orchard and poultry yard. The states east of the Mississippi ship enormous quantities of these products northward every year, while Texas, Louisiana and southwestern Arkansas, where the in-

dustry is still young, ship northward from ten to twelve thousand carloads after supplying their own needs. There was a time, within the memory of the younger generation, when the Southern farmer exchanged his cotton for bacon, lard, hams, beans, peas, rice, cornmeal, flour, etc., buying on credit and mortgaging his crop before it was grown. This condition is done away with in most localities and in place of an interest bearing mortgage there is money in the bank.

On the red lands in northeast Texas and northwest Louisiana a very superior cigar leaf tobacco, derived from Cuban seed and equal to the best Cuban Vuelta Abajo tobacco is now grown. Cultivated without sheds the crop will net from \$85 to \$150 profit per acre and when grown under canvas shelter will net from \$500 to \$1,000. Almost any of the vegetable crops will net an average of \$100 per acre and some will yield a greater revenue. Peaches are worth to the grower from \$100 to \$200, and strawberries from \$100 to \$300 per acre. Irish potatoes from \$60 to \$150, tomatoes from \$100 to \$150, cantaloupes and melons from \$75 to \$100, and there is practically no limit to either variety or quantity that can be grown. Now nearly all of these fruit and truck crops are grown for consumption in the Northern states and are shipped from January to July. There is an excellent home market for much of this in the spring and a strong demand in the fall, at which time large quantities of potatoes, onions, cabbages, cauliflower, etc., are shipped southward. The Southern fall garden is now receiving more attention than formerly and much of the fall produce will be raised for home consumption. All these crops can be grown on a very small acreage, as the net profit from one acre in fruit or truck will be equal to the product of five to ten acres of any of the staple crops, such as corn, wheat, cotton, etc. The price of corn is higher in the South because no one is compelled to grow it and it is cheaper in the North because in some states it is the sole reliance of the farmer. It is corn or nothing, one crop or no crop.

Systematic effort and experiment in the Southern states have also brought out several other points. First class beef cattle which will top the Chicago market have been and can be produced in Louisiana as well as anywhere else. There is practically no limit to the production of feed stuffs for horses, mules, dairy and beef cattle, sheep, swine and poultry. The alfalfa, which freezes out in the North, may be pastured

all winter through in Louisiana. The Japan clover (*lespidiza striata*) grows luxuriously as a volunteer crop in the hill and bottom lands alike, furnishing excellent hay and fine grazing. Bermuda grass furnishes an excellent pasturage from April 1 to very late in the fall and produces the best of flesh in animals. Oats, rye and wheat may be sown from September until late in February. The earlier sowing furnishes splendid winter pasturage until the native grasses come in, when they are cut about May 15th while in the dough and yield from a ton and a half to two tons of fine hay per acre. Crimson clover grows to perfection and so do all the saccharine and nonsaccharine sorghums, which flourish from April 1 until frost. The cowpea, velvet bean, peanut vine, vetch and other legumes afford good forage and hay, in addition to which there are available the by-products of the cotton gins, cotton seed oil mills, the rice mills and cane sugar factories. Larger silage crops per acre can be grown in the Southern states than anywhere else and at less cost.

The lack of cheap and rapid transportation in the earlier years offered little inducement to raise fine grades of livestock, though the natural conditions were favorable at all times. The climate is such, that owing to the absence of long winters cattle can be kept fat on a much smaller quantity of feed stuffs than in sections where the winters are severe. The available feed stuffs are more varied in kind, the yield per acre greater and the expense of production smaller, all of which means that a larger number of livestock can be raised on a smaller acreage in the Southern states than on the same acreage in the Northern states.

Considering the rapid development of the enormous industrial resources now going on in all the Southern states, the astounding growth of the Southern cities and towns, the continued expansion of railway mileage, it must be obvious to every one that the local consumption of produce of various kinds keeps apace with this growth. The logical conclusion must be that the section of country which can support a family on the smallest acreage will be the most densely settled in the years to come. The southlands, by reason of their climatic conditions, can, as a rule, produce two money yielding crops on the same land in one season. The intrinsic value of the crop is more than double that obtainable in colder climates. One-half or one-fourth the acreage used by a Northern farmer would sustain a South-

ern farmer in comfort, and this being the case it can only be a question of a few years, say a quarter century, when the Southern states will preponderate in population and wealth. In the Northern states the lands have reached their maximum value because every available acre is occupied.

The population of the South can be multiplied by five or more before there will be such a thing as scarcity in land, as forty acres favorably situated will sustain a family, while from two to four times as much land is necessary to do the same thing further north.

Fishing for Sport on the Gulf Coast.

The sport-loving fisherman, who feels truly thankful for the opportunities afforded him, can be found any day in the year along the Gulf Coast. If he has the tackle and the bait, the most active, expert and scientific angler, as well as the laziest and most awkward, will find fish in the greatest abundance and variety to engage his undivided attention. What particular grievance mankind has against the denizens of the deep, beyond a yearning for a fish dinner, no one knows, but every mother's son of us likes to fish. It is a sedentary sport combined with a sufficiency of excitement to make it desirable. The man, or boy, who would not walk a city block to see a game of baseball, will walk ten miles to catch a string of very small bass or catfish.

Of course, there is fishing—and fishing, and there are as many kinds of fishermen as there are of prevaricators. The market fisher with his seine or trotline is not considered in the premises. The complaisant angler of less than mediocre talent, who tries conclusions with the mud cats in the rivers or bayous, is hardly classed among the elect, as a fisherman. The mud cats of the Neches, the Sabine or the Calcasieu Rivers grow big and are always hungry. The alligator gar also grows large and is blessed with an extraordinary appetite. The capture of either of these fishes is only a question of main strength. If the hook and line are strong enough, the heavier weight will pull the lighter, a point amply illustrated in a local tradition among fishermen at Port Arthur, which relates to an Afro-American, who, wrapping his line around his wrist, took a nap while waiting for a bite. A few moments later a large alligator gar yanked him overboard. When rescued by the surrounding boats and upon recovering his breath, he remarked: "Fo' de Lawd, boss, wuz dis yere nigger a-fishin', er was dat er fish a-niggerin'?" There is no sport

in landing a mud cat or gar, and whether the angler lands his fish or not, his exploit will not be on record in the annals of the local fishermen's clubs.

Sabine Lake, Sabine Pass, the jetties near Port Arthur, Lake Charles, Calcasieu Lake and Calcasieu River, present probably the finest fishing grounds on the Gulf Coast today. The great variety of fishes which may be caught, makes it difficult at times to provide suitable tackle for all of them. This applies more particularly to salt water fishing. The man who goes out for a day's sport now and then, but not frequently enough to be classed with the experts, and who thinks he will be content with a string of trout provides himself with a seven-foot "salt water rod," an ordinary reel and a hundred yards of twelve thread line. This, he is assured, is used by the experts and will also do for red fish. Thus equipped, the fisherman goes to one of the piers and under the proper conditions enjoys landing several fine trout. The sport which has run along smoothly suddenly leads to unexpected and strenuous efforts. The fisherman suddenly gets "a good strike" and away goes his line to the accompaniment of a buzzing reel. Immediately the air becomes thick with advice from companions and strangers, which no one, with the ordinary equipment of arms and hands, could follow. The fish at the end of the line gets under the pier or fouls on a barnacle covered piling and the line is broken. Occasionally one of the "big strikes" is landed and it proves to be a red fish, weighing from twenty to thirty pounds. These fish frequently follow the trout schools and accept any bait adapted to the amateur fisherman's tackle.

Trout, flounders, mullet, sheepshead, croakers, drum, cat and other fish are caught in Lake Sabine, Sabine Pass and Lake Calcasieu; perch, bass, channel cat, luffalo, etc., in the Neches, Sabine and upper Calcasieu Rivers and Lake Charles;

crabs, stingrays, gars, topsail cats and other fish are frequently caught by fishermen who are looking for other game. Calcasieu Lake has salt water trout and at the upper end where fresh water enters it, black bass are plentiful, in company with white perch, goggle eyes and channel cats. Soft and hard shell crabs are very abundant and several oyster reefs traverse the lake. Porpoises and tarpons are often caught in Lake Charles and Lake Sabine. Whenever a large school of mullet come up from the Gulf, they are invariably followed by a school of tarpon, who feed upon the mullet as long as any of them remain.

The fishes frequenting the lakes vary in size from half a pound to twenty pounds, excepting of course the porpoises, tarpons, and occasionally jew fish found there during the summer months. In Sabine Pass and along the jetties, the tarpons, jew fish, jack fish, red fish are common and further out in the Gulf, the Spanish mackerel, red fish, pompano, red snapper, tarpons, sharks, jew fish and other varieties are found in great numbers.

Shrimp is the best bait for the smaller varieties of fish. They are usually caught with dip nets along the banks of the lake and especially around revetments, half submerged logs or pilings. They are usually sold for five to ten cents per dozen. For an all day fishing trip about six dozen per man are used, as the crabs and small topsail catfish are known to be great bait thieves. The topsail catfish often reaches

a weight of fifteen pounds. Gar are great bait thieves and there is little satisfaction in hooking one, for bringing him in is like hauling in a log of wood.

For smaller fish, the ordinary tackle above mentioned is used. For larger fish, such as tarpon, jew or jack fish, the regulation tarpon outfit is the proper tackle. This consists of an eight-foot rod, a reel which sometimes costs from \$30 to \$50, several hundred yards of twenty-four thread line, an extra strong hand forged hook and a piano wire leader. A four to eight-inch mullet is used for bait, and the fisherman, seated on a camp chair in his skiff, is rowed about by his boatman, casting in every direction, and when a strike is made, the real work begins. The fisherman instructs the man at the oars and the tarpon or jew fish is gradually worn out and brought alongside the boat, or into shallow water, where a gaff hook is used and the fish is landed.

The tarpon, which is really a gigantic herring, weighs from fifty to over one hundred and fifty pounds and is often over six feet in length. The fisherman can learn much from the silver tarpon and from the jew fish. When hooked they never give up without a fight and a good one. Main strength on the part of the angler counts for nothing. The successful landing of a tarpon or a jew fish is the highest test of nerve, skill, endurance and patience on the angler's part and of strength, energy and resource on the part of the fish.

The Smith-Lever Agricultural Extension Law.

In the May issue of "Current Events" there was printed a description of the Lever Agricultural Extension Bill, then pending in the U. S. Senate. This bill has since then been passed and May 8 was approved by the President. Steps are now being taken to put this law into effect.

The Secretary of Agriculture has written to the Governors of all the States asking that they designate the college or colleges to which the funds provided by the Smith-Lever co-operative agricultural extension law are to go. This is the first step in putting into effect this Act, approved by the President May 8, which provides for the granting of Federal funds to the State Agricultural colleges to aid in diffusing among the people useful and practical information

on subjects relating to agriculture and home economics, and to encourage the application of the same.

The conditions of the Act are that each State must duplicate the money above \$10,000 a year appropriated to it by the Federal Government. The money raised by the State may come from the State, county, college, local authority, or individual contributions from within the State, for the maintenance of co-operative agricultural extension work. The Governor of each State, in the interval until the Legislature meets, is called upon to designate the Agricultural college or colleges to which the Federal funds are to be paid.

The Act provides that each State in which an Agricultural college is designated shall

receive as a basic fund from the Federal Government \$10,000 annually without additional appropriation from the State. The Act then makes the provision for additional appropriations to be distributed in the proportion which the rural population of each State bears to the total rural population of all the States, as determined by the next preceding census. To share in these additional funds, however, the State, either through State, County, college, or local funds or from individual contributions from within the State, must duplicate the additional amounts granted by the Federal Government for the maintenance of the co-operative agricultural extension work provided for in this Act.

The Federal money to which each State becomes entitled will be paid in equal semi-annual payments on the first day of July and January of each year.

The additional appropriations provided for in the Act are as follows: \$600,000 for the fiscal year following that in which the basic appropriation first becomes available. This \$600,000 will then be increased by \$500,000 for each succeeding year thereafter for seven years until the total additional sum appropriated is \$4,100,000 annually. This sum and the annual basic appropriation of \$480,000 will then be available each year thereafter.

The Act, after providing that pending the inauguration of the new work, the farm management and farmers' co-operative demonstration work shall not be discontinued, defines the uses to which the Federal moneys shall be put as follows:

"That co-operative agricultural extension work shall consist of the giving of instruction in agricultural and home economics to persons not attending or resident in said colleges in the several communities, and imparting to such persons information on said subjects through field demonstrations, publications, and otherwise; and this work shall be carried on in such manner as may be mutually agreed upon by the Secretary of Agriculture and the State Agricultural college, or colleges, receiving the benefits of this Act."

The Act provides that no appropriation of Federal money shall be applied directly or indirectly to the purchase, erection, preservation, or repair of any building, or buildings, or the purchase or rental of land, or in college-course teaching, lectures in colleges, promoting agricultural trains, or any other purpose not specified in this Act.

Not more than five per cent of each annual appropriation may be applied to the printing and distribution of publications, which means that ninety-five per cent of the appropriation must be devoted to the giving of instruction and practical demonstrations to persons not attending the colleges.

The Act also provides that where any of the Federal money so granted to a State shall be diminished or lost or be misapplied, the State, until it so replaces the money, cannot receive any further Federal appropriations.

The following table shows the schedule of appropriations under the Act:

Fiscal Year	Basic Fund \$10,000 to each State	Additional Federal Appropriation to be Distributed in Proportion to Rural Population	Total Federal Appropriation
1914-15	\$480,000		
1915-16	480,000	\$ 600,000	\$1,080,000
1916-17	480,000	1,100,000	1,580,000
1917-18	480,000	1,600,000	2,080,000
1918-19	480,000	2,100,000	2,580,000
1919-20	480,000	2,600,000	3,080,000
1920-21	480,000	3,100,000	3,580,000
1921-22	480,000	3,600,000	4,080,000
1922-23	480,000	4,100,000	4,580,000
1923 and thereafter.	480,000	4,100,000	4,580,000

As the States must provide a like amount for this co-operative agricultural extension work, it means that twice these amounts will be available for this work if each State takes up its full quota.

The Kansas City Union Station

From June Edition, Rock Island Employees' Magazine.

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The Kansas City Union Station is both a terminal and a junction, there being a dozen or more railroads that use it. Among them are the Chicago, Rock Island & Pacific; the Chicago & Alton; the Atchison, Topeka & Santa Fe; the Chicago, Milwaukee & St. Paul; the Chicago, Burlington & Quincy; the Missouri, Kansas & Texas; the Wabash; the Kansas City Southern; the Missouri Pacific; the Union Pacific; the Chicago & Great Western and several other leasing roads, the ownership being vested in those named. A glance at the census report will show that the territory fed by these roads has been increasing in population and business for the last twenty years more rapidly than any other section of the country, and the center of population is moving steadily southwest. The growth of Kansas City itself has been phenomenal, having increased since 1894 from 187,000 to 400,000. St. Louis has grown in the same time from 496,000 to 750,000, nor are these two by any means extreme cases. The whole section is growing and the largest factor in this growth is the railroads. The passenger business is of all kinds; the freight we are not concerned with in this article.

Location of Station.

The Kansas City Union Station is located a short distance from the center of the

city, and the property occupied by station and tracks is cigar shaped, being about 2,900 by 850 feet. It runs approximately east and west and is bounded by Washington street, Milwaukee avenue, Grand avenue and Twenty-third street, which had been remodeled into a plaza. In addition to this there are new streets made by the Terminal Company.

Type of Station and Details of Layout.

The station itself is of the pull through type, the tracks running straight on. As regards location in respect to the right of way it combines the head and side station schemes in a unique form, being built like an inverted T. It is unfortunate that the size of the building compelled the use of very small scale plans that will not reproduce clearly here, but a very good idea may be obtained by a study of the photographs and track layout.

The crosspiece of the T, in this case the headhouse and the wings, runs east and west and the upright, containing waiting room and midways, runs north from it, with the tracks running east and west underneath it and parallel to the headhouse. The low building seen to the extreme left in No. 3 is the Pullman department and that on the right in No. 4 for the express companies. The two main entrances are on the south of the headhouse on either side



FIG. 3—EAST VIEW OF STATION SHOWING WAITING ROOM AND MIDWAY OVER TRAIN SHEDS.



FIG. 4.—WEST VIEW OF STATION, SHOWING EXPRESS BUILDINGS, TRAIN SHEDS AND WEST EXPOSURE OF MAIN BUILDING AND WAITING ROOM.

of the center. They lead directly into the grand lobby, an idea of which may be had from No. 5. This lobby is 242 feet long, 103 feet wide, and 90 feet high. The photograph, taken looking west, shows the ticket office in the foreground to the left, in the center of the south wall. It is shaped like a horseshoe and is about 47 feet each way. On either side of this are located the telephones, telegraph offices and messenger service. The next span is occupied by the west main entrance, 34 feet wide. Along the west end are ranged the entrances to the baggage checking room, carriage concourse and men's quarters. The latter include a smoking room, boot-black, barber shop, toilets, etc. These departments occupy the first floor of the west wing of the headhouse. This wing is about 130 by 12 feet in size, of which the men's quarters take a third. The carriage concourse is situated to the west of this wing and may be seen between it and the express buildings in Figure 4. The parcel room and cigar stand are in the northwest corner of the lobby.

Continuing around the lobby we reach the entrance to the west midway, directly opposite the west main entrance. This midway is 36 feet wide and 380 feet long, and contains eight elevators and stairways which lead to the trainshed. This is the long low section directly over the trainshed in Figure 4. On the extreme right of Figure 5 is the entrance to the general

waiting room. A better idea of this may be had from Figure 7. This waiting room occupies the center of the north section of the building and is 380 feet long, 77 feet wide and 55 feet high. It is connected on both sides with low midways (the east one being similar to that on the west) and at the north end is situated the second class waiting room, lunch room and toilets. On either side of the entrance to the waiting room from the lobby are the news stand, post office and information bureau.

On the east end of the lobby the general plan is the same. The east midway corresponds to the west; in the northwest corner is the drug store, the women's quarters are opposite the men's and contain waiting and retiring rooms, bath rooms and toilets. The balance of the east wing is occupied by the restaurant, lunch room and kitchen. Returning along the south wall we come to the east main entrance and back to the ticket office. The odd corners of this floor are utilized for offices, janitors' closets, service halls and the like.

So far it will be seen that all the travel is kept in forward direction, with no doubling back. Coming in the door, the ticket office is right at hand, from there to the baggage room, or restaurant if necessary, or to either the men's or women's sections. If there is only a short wait passengers go direct to the waiting room and from there down to their trains. This scheme has the effect of a side station as

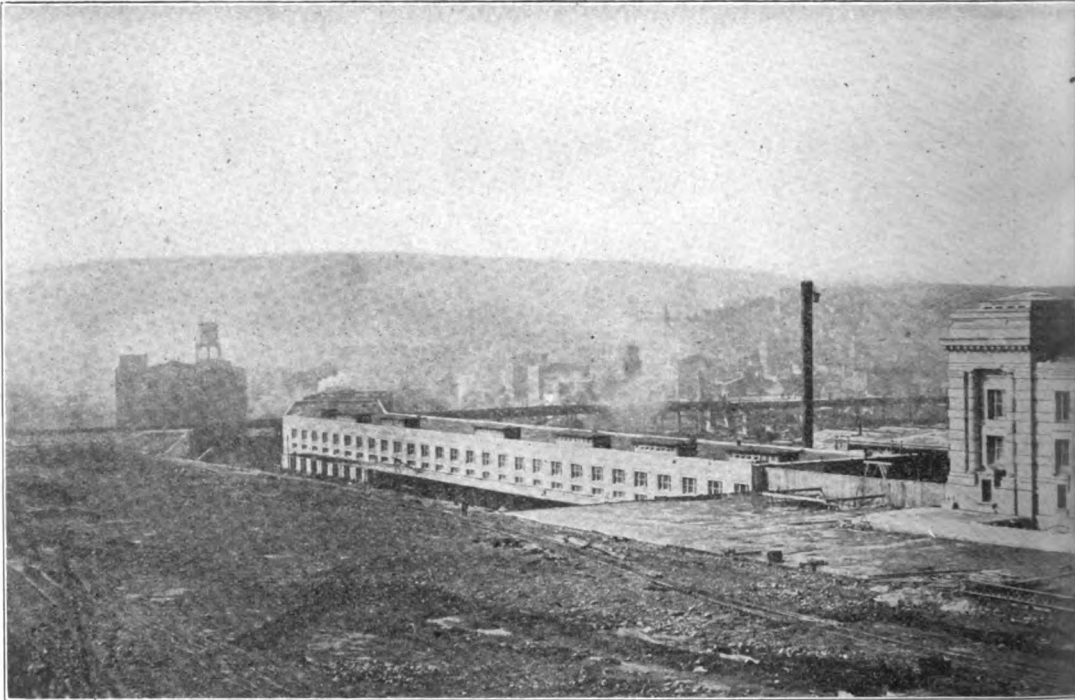


FIG. 2.—SOUTH FRONT, SHOWING DEPRESSED STREET!

there is only the width of the tracks to cross and this is done in the waiting room. Incoming passengers use the midways on either side and confusion is thus avoided. The same elevators and stairways, sixteen of each in all, serve both incoming and outgoing trains, but it should be noted that those entering the elevators come from one side, those leaving go to another.

Upstairs, the second and third stories of the wings of the headhouse are built around a court and are used for offices and the hospital. The lobby and waiting rooms are clear and there is nothing above them. Returning to the lower levels there is a basement and sub-basement under the headhouse. The sub-basement is all open and is used for an assembling room for shipments of baggage, etc. These are then conveyed to the trains through tunnels running underneath the tracks. The basement proper is the heart of the station, for here are the trainsheds, baggage, mail and express departments and the power plant.

On the basement mezzanine are rooms for the conductors and trainmen, lunch rooms, commissary department, mail clerks' quarters, emergency rooms, unclaimed baggage, etc.

The trainsheds, under the waiting room,

are 1,400 feet long and 375 feet wide. Figure 6 shows a section of them. This picture is taken looking east towards the waiting room. The track layout also gives an idea of this. There are sixteen passenger tracks and two running tracks, with provision made for extending the waiting room and taking in ten tracks more. There is sufficient length for two trains to occupy the same track simultaneously. Platforms are $31\frac{1}{2}$ feet wide, with connections at both ends with the tunnels leading to the sub-basement. At either end there are stub end tracks coming in close to the headhouse, six on the east for mail and teams, eleven on the west for express. Some of these express tracks may be seen in Figure 5. Above the east end of the trainsheds runs the Main street viaduct and beyond this the Grand avenue viaduct. Broadway crosses at the west end of the property, keeping the lines of street travel open.

The express and mail business is very well taken care of. In the low buildings to the right in Figure 4 are housed the Adams, American and Wells Fargo companies, the latter of which has absorbed the United States and Pacific Express companies that were originally allotted space. An examination of the track layout and Figure 2 will



OF EXPRESS BUILDINGS ON LEFT AND VIADUCT BEYOND .

show a depressed street running through in front of the station. On this the mail, baggage and express are transported, eliminating general teaming from the Plaza and saving a great deal of elevator work.

Power House.

The power house is situated at the extreme west beyond the express buildings and is 200 feet long, 90 feet wide and 45 feet high. It is built of brick and contains six 500 horsepower boilers, with provision for six more, turbo generators, switchboards, air compressors, water heaters, pumps, refrigeration plant, coal and ash handling machines, crane and all the machinery necessary for the operation of a modern station. It has, moreover, been designed to take care of any future expansion.

Style of Architecture.

The style of architecture employed is modern French, and the exterior is finished in Bedford stone with a granite base. Viewed across the wide Plaza the effect is very imposing. The interior style is Louis XVI. The Grand Lobby has walls of yellow Kasota stone, with architraves and seven foot base of brown Tennessee. The ceiling is in harmony with the walls, with sunbursts in bronze surrounded by red and

blue detail. The floor is pink Kasota and grey Tennessee with a black border.

The general waiting room is finished in a buff terra cotta with ceiling and floor schemes in keeping with the Grand Lobby.

The smoking and lunch rooms are finished in Vermont marble, Pavanazzo walls and Verde Antique base. The women's quarters are in Pavanazzo. The restaurant is finished in Skyros pink marble and all have decorated ceilings, many of the panels being hand-painted. The booths are finished in silverwood and walnut. The whole effect is one of beautifully blended detail.

Station to Provide for Growing Business.

A careful analysis of the Kansas City Union Station shows that it answers in every detail the terminal problem as we see it today. Just what the future will bring forth it is impossible to tell, but there is no reason to fear that the capacity of the station will be exceeded for many years as every department is designed to permit expansion. The station and power house will be in operation this August, having taken three years to build. Twenty-five thousand tons of steel were used, and the total cost will be about six million dollars.

As regards the comparative size with

other terminals, it is not the actual area covered nor the number of tracks that count, but the amount of business that can be handled. Just what this will be it is impossible to tell until the station is in use, for here the personal element, train schedules and extraneous features play an important part. The officials and staff of the Terminal Company, however, have no superiors and knowing that the station itself is unequaled we feel confident of the future.

Some Prominent Features.

The total cost of the station and terminals will be approximately \$45,000,000. Construction began August, 1911, to be completed in the fall of 1914. Built of Bedford stone with granite base. Modern French style of architecture. Station and trainsheds cover 18 acres. Entire station 1,700 feet long, or about six blocks. Main waiting room 80 feet wide by 350 feet long; the lobby, 242 feet long, 103 feet wide and 90 feet high. Trainshed has 18 tracks with provision for 10 additional. Can care for 32 trains at one time. Material used in construction, 25,000 tons of steel, 8,000,000 bricks, 175,000 barrels of cement. Architect, Jarvis Hunt, Chicago, Ill.

Terminals Costing Fifty-three Millions— Another View of the Great Enterprise.

Kansas City has a new Union passenger

station. Really and truly it has, and what is more, it is soon to be occupied and used by the railways centering in the Western metropolis, Kansas City, Missouri and Kansas City, Kansas. At least it will be used largely by the citizens of both sides of the State Line, until the matter of a Union Station for the Kansas side is settled and a station building erected. But that is altogether another story.

Those who have ever had occasion to pass through Kansas City will never forget the "Noah's Ark" which has served so long and faithfully as a Union Passenger Station, standing against storms, winds and floods, and combating much noise and bustle from millions of travellers. But this will soon be a memory and the citizens of Kansas City may be able to tell their children the stories of the station, like the legends of Sleepy Hollow, only this hollow was never, no, never sleepy.

If the 8,200,000 bricks used in the new station were laid end to end, they would reach clear across the continent from Chicago to Denver. If all the 420 carloads of building stone, were one stone, it would make a nightcap for Pike's Peak and have enough left over to build a stairway four feet wide from Manitou to the Shelter House. If all the 22,000 tons of steel used were rolled into a bar one inch square, it would reach from Chicago half way to

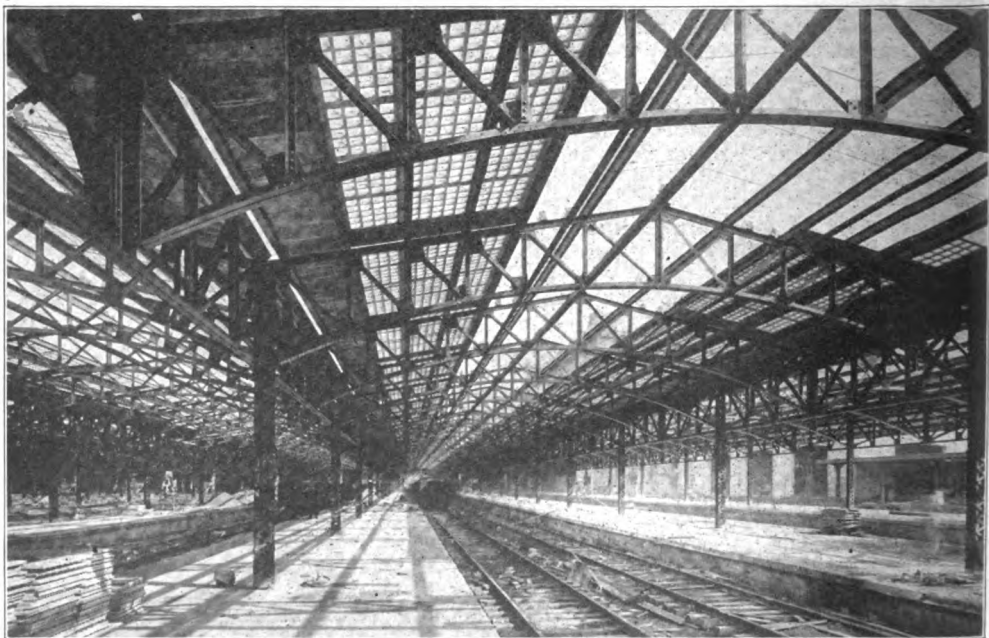


FIG. 6—SECTION OF TRAIN SHEDS.



FIG. 5—WEST END OF GRAND LOBBY. ENTRANCE TO WAITING ROOM ON EXTREME RIGHT.

Kansas City, and if it were rolled into telegraph wire it would build a line from Chicago to San Francisco. If all the men used on the job (650 per day) were one man, he could tip his hat to Zenith, shake hands with Neptune, and wave at the pretty girls on Mars. He could plant one foot on

the Kansas City Depot, and with the other kick the daylight out of a half dozen of the city's chief competitors, and of course some of the merchants wish this were possible. If the debris from excavations for the station and terminal were spread one inch thick it would cover the city of Chicago

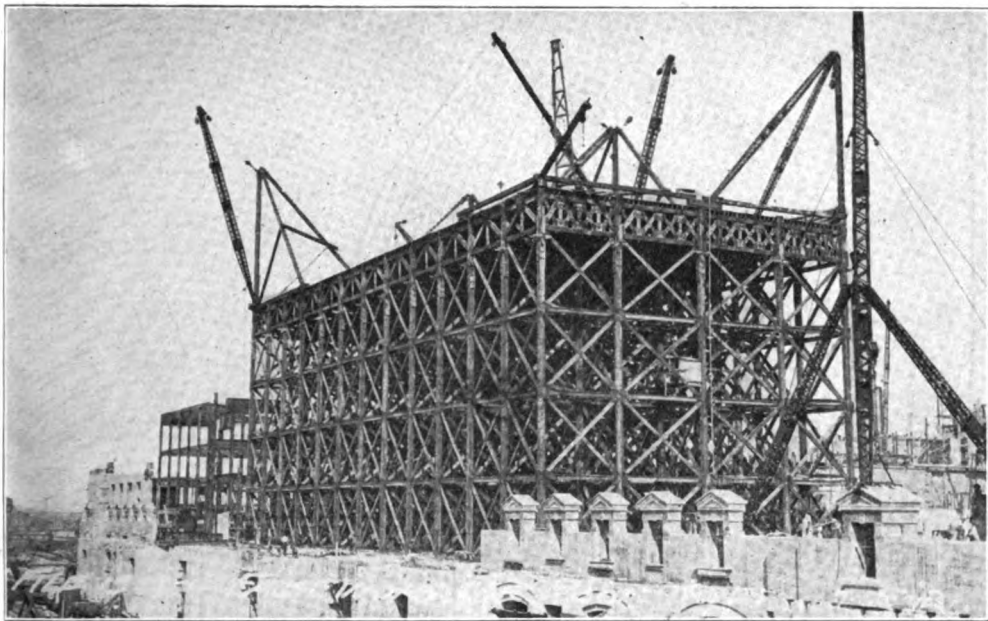


FIG. 7—ENTRANCE TO GENERAL WAITING ROOM FROM GRAND LOBBY.

and all its suburbs clear to Milwaukee. If all the 175,000 barrels of cement were one barrel, it would be a hundred miles long. If all the sand used was distributed among the back yards of Chicago, every home would have a half a yard for the enjoyment of the children. The 4,000 cars of crushed stone would ballast the Rock Island system

from Davenport to Kansas City, and all the branch lines in Iowa and Missouri. Yes the depot is some place, and it has used a bit of material.

The builders have been at work nearly three years. During that time, 20 cars of building material have been unloaded and placed in permanent position each day.



THE GIANT SCAFFOLD, KANSAS CITY UNION STATION.

Concrete mixing equipment was capable of turning out 1,000 cubic yards of concrete in a day of 8 hours, and excepting only when weather prevented, that amount was placed. There are 575,000 square feet of cement floors and platforms, requiring 150,000 cubic yards of sand and crushed stone and 175,000 barrels of cement. Some of the concrete walls in the basement are 23 feet thick. There were 45 cars of contractor's equipment received and used on the job. There is practically no salvage from contractor's equipment. Other details of material are as follows: 2,000 tons of reinforcing steel used in floor construction, 515 carloads of steel, amounting to 22,000 tons, used on the job; 420 carloads of building stone used on exterior, weighing 18,000 tons; 26 carloads of terra cotta; 100,000 cubic yards of sand, 3,000 carloads; 135,000 cubic yards of crushed stone, 4,000 carloads. One scaffold used in the main lobby was 90 feet high and contained 35 carloads of lumber, 3 carloads of bolts and nuts, 4 carloads of cast washers and 4 carloads of connection plates, the scaffold costing \$25,000 to build. It will have practically no value when taken down. The plumbing work on the job used 75 carloads of pipe and fittings.

Yes, the new depot at Kansas City is some station. The main building is 512 feet long and the main roof is 128 feet above the

plaza level. The stone used on the exterior came from Bedford, Ind., the granite from Barre, Vt., the marble from Tennessee, the terra cotta from Terra Cotta, Ill., the steel from Chicago, while much of the material used was provided locally. Yes, it is some station.

Outside of New York there is not a railway station in the world as large as that of Kansas City. The largest station in Europe, with its train sheds, covers eleven acres and there are two of that size, one in Frankfort, Germany, and the St. Lazare Station in Paris. The great Waterloo Station, London, covers, with its train sheds, only nine acres, being six acres less than the new station at Kansas City.

In square feet of area actually covered by depot buildings proper, without train sheds, the St. Louis Station covers 48,480, and the Kansas City Station 144,150, nearly three times as much. The main waiting room, of the Kansas City Station, has an area of 32,000 square feet. The St. Louis Station has two waiting rooms with a combined area of 18,000 square feet. The main waiting room, of the Grand Central Terminal in New York, contains an area of 24,000 square feet, 8,000 feet less than in the waiting room of Kansas City's new station.



THE PLAZA HOTEL, PORT ARTHUR, TEX.

Port Arthur, Texas

Port Arthur, situated on deep water and distant fourteen miles from the open Gulf of Mexico, is the youngest and safest seaport in the world. It is connected with the open sea by the Port Arthur ship canal, which was dredged through the land from the head of deep water in the Sabine Pass for a distance of seven and one-half miles, and is more than twenty-five feet deep. The first vessel came to Port Arthur in 1898, and since then its commerce has increased to between four and five hundred ships per year, carrying cargoes valued from \$30,000,000 to \$45,000,000, the same consisting in the main of lumber, oil, cotton, wheat, corn, meat, rice and merchandise.

The present population is about 15,000, and is steadily growing. The immense oil refineries of Port Arthur employ more than 3,000 men, with an annual payroll of \$2,000,000, while the marine traffic and miscellaneous manufactures employ a good many more. It has an excellent school system, high schools, manual training school, electric street cars, a complete sewerage system, a fine modern hospital, commercial college, paved streets and sidewalks, great oil refineries, rice mills, cotton seed products mills, compresses, fish oil industry, fine churches, theaters and num-

erous mercantile establishments with large stocks.

Port Arthur had been noted as a pleasure resort for a number of years when its finest hotel, "The Sabine," was destroyed by fire. The Plaza Hotel, one of the best equipped hotels on the Gulf Coast, had been barely completed and open to the public when another fire destroyed the famous Port Arthur Pleasure Pier. To rebuild the latter required much time and money and during the interim one of the principal attractions for pleasure seekers was absent.

The summer climate on the coast has its attractions—warmer, to be sure, than in the winter months, and more warm days during the year, but agreeable, nevertheless. The killing heat of the Northern cities is not there, and the nights are invariably cool. All day long the breeze moves from the land to the Gulf and toward evening the cool Gulf breeze blows inland and a blanket is generally necessary for comfort at night, even in July and August.

Lake Sabine, one of the finest sheets of water along the entire Gulf Coast, almost land locked, of moderate depth and well protected, is the principal attraction for summer visitors. It is safe for pleasure boating, racing, rowing, yachting, bathing,

fishing and aquatic sports of every description. The lake is only ten miles wide and thirty miles long, deep enough to float sail boats and other small craft, but too far away from the open sea to have great waves, though small white caps may be seen any day.

A great concrete pleasure pier, constructed at an expense of \$150,000 and projecting into the lake over half a mile, is now practically completed. It has ample facilities for entertaining large numbers of people at one time.

It will have dining rooms and ample facilities for amusement. There will be boat landings for the numerous lake craft, and excursion and pleasure boats navigating the lake, the Neches and Sabine Rivers and the adjacent bayous. Gasoline launches, sail boats, yachts, dories, etc., may be had for hire.

A party visiting the pier, and desirous of husbanding his resources, can take a bath in the lake. Twenty-five cents will usually pay for a bathing suit and the use of a dressing room and one can stay in the water as long as one pleases. The water is almost as salty as the Gulf and as refreshing as any beach. Every danger of accident is obviated, unless one chooses to stand on his head in order to drown. If he doesn't want a bath, he can procure fishing tackle and bait at a small cost, catch any sort of a fish and have it cooked to order at the

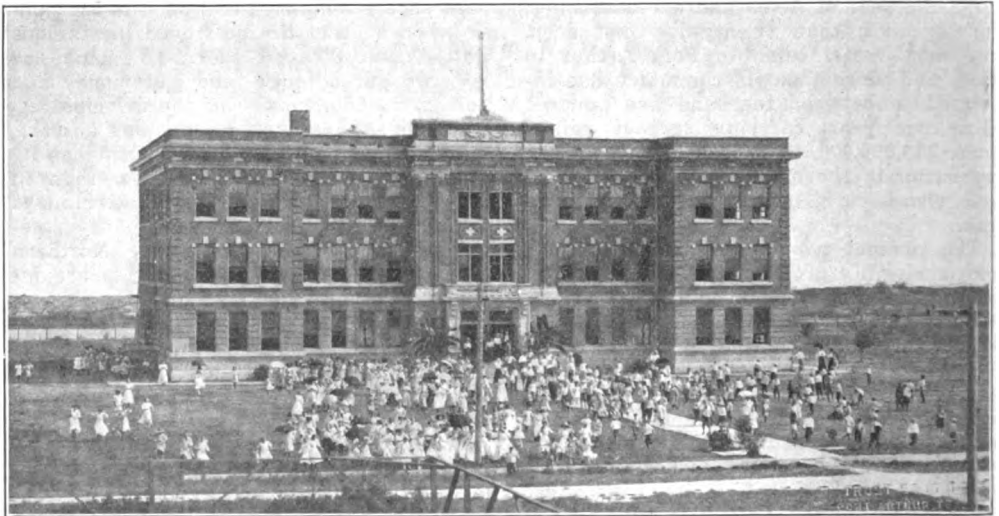
cafe. If he knows how to handle a boat, he can hire a sail boat at small cost and sail to his heart's content. If it is a large party, they can get a sail boat big enough to carry them or hire a gasoline launch and go anywhere on the water they want to go and come back when they are ready. Good fishing can be had from the pier.

Before the destruction of the old pleasure pier by fire, several thousand people visited Port Arthur annually for their outings and hundreds remained for longer periods, as every form of entertainment common to seashore resorts can be found here.

The Plaza Hotel.

This splendid hotel building, constructed of reinforced concrete, has eighty large guest rooms, several commodious parlors, a rotunda, dining room, several lobbies, lounging rooms, wide hallways, stairways, elevators, and porches or verandas surrounding it, and is equipped with every modern convenience. Belonging to the hotel is a large natatorium and swimming pool, supplied by an artesian salt-sulphur well, and is so equipped that any kind of a desired bath can be had. It is considered to be the finest hotel building for the accommodation of tourists and pleasure seekers anywhere west of Florida.

Mr. Oliver Barnes of Chicago, for several years manager of the French Lick Springs Hotel at French Lick, Ind., one of the most famous resort hotel men in the United



PUBLIC HIGH SCHOOL, PORT ARTHUR, TEX.

States, has taken a lease on the Plaza for a term of years and will conduct it on the American plan. With the restoration of the great pleasure pier and prospective increase of travel resulting from the completion of the Panama Canal, it was thought advisable to thoroughly overhaul, renovate and remodel the hotel, the improvements and betterments to cost approximately \$20,000. Work on the natatorium has already

been begun and contracts have been let for the work on the hotel proper, which includes a concrete structure in the rear of the hotel for a boiler room with a concrete stack sixty feet high. The interior and the plumbing will be entirely remodeled and repainted.

The Plaza will be open to guests August 1st, 1914.



THE MARY GATES HOSPITAL, PORT ARTHUR, TEX.

Sulphur Springs, Arkansas

And the Mountain View Hotel

Announcement has been made that the famous Kihlberg Hotel, of Sulphur Springs, Ark., has been acquired by purchase by Mr. E. A. Hutchins and associates of San Antonio, Tex. A large force of men was put to work at once to renovate, remodel and re-equip the hotel building and put it in good shape from top to bottom. Among the improvements are a new elevator, new furniture, new plumbing, electric light and water connections with the municipal plant, and work on the grounds surrounding the hotel.

Under the new ownership and management the hotel will be known as the "Mountain View Hotel," and was opened to the public on June 20, 1914.

The Mountain View Hotel is located on a beautiful site, overlooking a thirty-acre park and the town of Sulphur Springs, and the valleys beyond. It is constructed of native stone, is five stories high, contains

100 guest rooms, is modern throughout and is surrounded by a wide veranda. The building is an imposing structure, occupying an entire block, and from its observation towers a magnificent view of a very large scope of country embracing parts of Missouri, Arkansas and Oklahoma may be had.

The hotel is equipped with a complete bathing and massage establishment with the necessary apparatus for any kind of a bath that can be given elsewhere. On the second floor are the dining room, 45x50 feet, reading rooms, the library, office, lounging rooms, etc., and on the other floors the sleeping rooms. In other parts are all the accessories incident to a first-class tourist resort hotel, and pertaining to the entertainment of guests.

A hotel of this class, no matter how perfect are its accommodations, could not hold and attract its tourist guests very



THE MOUNTAIN VIEW HOTEL, SULPHUR SPRINGS, ARK.

long, if the surrounding conditions in themselves were not highly attractive. This hotel was primarily built for the purpose of turning to practical account the therapeutic properties of the springs and to enable health seekers to make intelligent use of the waters. Springs are very numerous in the vicinity of the town and the waters of several situated in the park are highly valued on account of their curative properties. The most noted of these are:

The White Sulphur Spring.

The waters of this spring and of the Black Sulphur Spring are used extensively for the relief of liver disorders, abdominal plethora, malaria, rheumatism, gout and kidney disorders.

The Chalybeate or Iron Spring.

The waters of this spring are credited with being highly beneficial in complaints peculiar to women and in cases of general debility. They should, however, not be used without the advice of a physician.

The Lithia Spring.

This water is remarkable in that it contains a very small amount of dissolved salts. This would be called a calcic carbonated and bicarbonated alkaline water according to the Government Bureau of Chemistry, Bulletin No. 91.

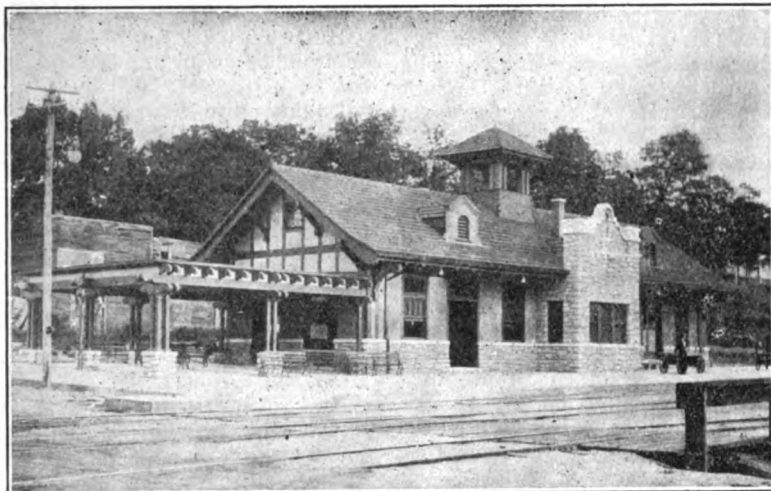
This water is used daily by nearly all visitors and residents. It is known that this water is good for stomach trouble, rheumatism and kidney disorders. This water is bottled and shipped in large quantities and is used in many of the larger cities.

The town of Sulphur Springs is situated in the northwest corner of the State of Arkansas, about two miles south of the Missouri state line, and about equally distant from the Oklahoma state line. Its altitude at the railway track is 905 feet above sea level, but part of the residence portion is from one hundred to three hundred feet higher. The permanent resident town population is about 1,000, but this is largely augmented during the summer months, when the several hotels are well filled by visitors who remain from one to three months or longer, and by several thousand people who come with excursions to remain for a few days. The town is well built and has quite a number of attractive dwellings and business buildings. The town itself consists of a beautiful park of about thirty-five acres, fronting on which are the stores, hotels, cottages, restaurants, etc. Near the center of the park are the sulphur springs, and along the eastern edge, at the foot of a great bluff, are other fine large springs and Butler Creek, a clear, sparkling mountain stream, creating a charming clear lake half a mile long and affording splendid boating, fishing and bathing. On Butler Creek above and below the lake are numerous swimming holes, which are also well stocked with game fishes.

The town of itself has attractions in plenty, but the adjacent country is exceptionally rich in a diversity of scenery, which will keep the sightseer busy for the greater part of his time. There are numerous fine drives in the vicinity. From Sulphur Springs, Ark., to Noel, Mo., a good hard gravel road follows Butler Creek, along

which are some of the highest perpendicular limestone bluffs in the state. Butler Bluff, on the Noel rock road, over 250 feet above the creek bed, a solid mass of white limestone, perfectly perpendicular, is a landmark visible for many miles. At the bottom of this bluff is the opening of an immense cave with vaulted rooms and stalactites. Another rock road leading to Gravette, Ark., also affords a splendid drive and along this road is another large cave, which has

he is alive. Excursions on horseback, by buckboard, carry-all, automobile or buggy to Noel, Gravette or Pineville, present the greatest variety of scenic attractions, and Butler's Bluff, Avery's Bluff, Cedar Bluff at and near Noel; the rapids of Elk River, a mile or so below Noel; the Palisades of Elk River, between Noel and Pineville; the bluffs and pools along Indian Creek, Sugar Creek and Spavinaw Creek are highly worthy of a visit and there is enough diver-



PASSENGER STATION, SULPHUR SPRINGS, ARK.

been cleaned out and made accessible to visitors. It is easily reached in a half hour's drive. On the western slope of the Ozark Plateau there are hundreds of such caves or caverns, but most of them are difficult of access, and when entered, very difficult of exploration.

The country surrounding Sulphur Springs is one of unusual beauty and early morning walks over the hills, through the orchards, truck gardens and berry patches, across mountain brooks, past bubbling springs, rapidly running brooks and oddly formed rock formations, will bestow on one a relish for breakfast that makes one glad

sity in the landscape to keep one interested a full month. All are within a few hours' drive, and if the visitor be armed with a fishing rod, hooks and bait, a lunch basket, a good camera and a bathing suit, he can safely promise himself a very good time and make his promise good.

The hotel accommodations of Sulphur Springs are ample for all purposes, and five hundred people could be comfortably housed and provided with meals at any time. In addition to the Mountain View Hotel, more particularly described above, there are seven other hotels, three restaurants and a railway meal station.

The Highland Orchards of Pike County, Arkansas

By E. N. HOPKINS.

From Ozark Fruit and Farms, Fort Smith, Ark.

Worn-out cotton farms transformed into a fruit ranch is the result of the far-seeing and masterful hand of Mr. Bert Johnson,

president and manager of the Arkansas Orchard Planting Co., and Bert Johnson Orchard Co., of Highland, Ark., combined

paid in capital \$275,000. Some fifteen years ago when Mr. Johnson was making an overland trip from De Queen to Nashville he crossed the west end of what is known as Center Point Ridge. This ridge consists of great rolling hills and draws extending northwest and southeast. Later on, when seeking a new location for a fruit ranch that would meet his ideal, he made a careful inspection of this ridge of Ozark hills and had a vision of a great peach orchard covering thousands of acres. At that time these hills were covered with worn-out cotton and corn farms, over half the acreage having been cleared of stumps and the soils robbed of much of their fertility through the one crop system that today threatens the future prosperity of the South. Several essential factors were found here by Mr. Johnson so necessary in the making of a great and profitable orchard. To the north he found the little Missouri river with its tributaries serving as a great basin giving these hills perfect air drainage and to the south smaller streams and valleys, which afforded drainage in that direction and insured the hills against late frosts. He was also impressed with the soil conditions, finding a coarse gravel mulch on the surface with a deep red clay sub-soil. This mulch prevented erosion or washing and conserved the soil moisture. He saw at once that the conditions were ideal for peach, berries and truck crops.

After disposing of his orchard interests at Horatio he began buying up these worn-out farms, at what is now known as Highland, Ark., paying from five to seven dollars per acre, and adding to the tract as he needed it. He paid \$32.50 an acre for the last tract, making in all about 4,500 acres, which extend west from Highland into Howard county several miles and east three miles, so that about half of this great fruit ranch is located in Howard county and half in Pike county.

Mr. Johnson found the customary log houses, barns, etc., on the farms. Numerous springs dotted the property, affording water for stock and for spraying purposes. He began by laying out the tract in blocks, building good roads, fences and comfortable homes. He selected an ideal location about three miles west of Highland Station for his own home. This has been beautified by flower gardens and other features that make up an ideal home. Near by he helped erect a church and both church and school facilities have been provided in other sections of the ranch.

He began planting his great orchard of

350,000 peach trees ten years ago, setting out several hundred trees each year. The Elberta peach predominates, but a hundred acres of Hale peaches were set out this spring. Two or three years ago Mr. Johnson decided to add pecans, setting out one to every three peaches on a large tract. He selected the Moneymaker and Watson variety of the Paper Shell family and they are growing fine. Mr. Johnson cultivates his peach orchards on the intensive plan, using the Vulcan plow and smaller implements, also the Forkner orchard harrow.

He prunes his peach trees, training the outer limbs at an angle of 45 degrees, and leaves no center. This gives the trees splendid sun and air and when the fruit is ripe the branches bend low so that all fruit is gathered without the use of the ladder. When the trees spread too far they are dehorned, and the process repeated.

Mr. Johnson uses the Thompson Chemical Co. spray material, requiring about a train load this year. He sprays four times, adding lead for the last two sprays. He has tried out several spray rigs, and bought a whole car of Bean Spray pumps and supply tanks last spring. He says they have given splendid service and nothing but a substantial rig will stand the hilly ground found on this ranch. ,

When the peaches are ripe they are brought to the various packing sheds where expert packers grade and pack in bushel baskets and six basket crates. This year Mr. Johnson will use the third bushel hamper for part of his crop. This will be for the city trade. Nothing but choice fruit is shipped, everything else going to the cannery.

Mr. Johnson heretofore has marketed his peaches himself, but this year he has turned over everything to the Ozark Fruit Growers' Association.

He finds that the job of growing fruit and truck is enough for one man and believes the marketing end should be handled by experts in that line and has thrown his strength to our central distributing agency, the O. F. G. A. This organization has opened permanent offices in Nashville and will handle the fruit and truck grown by the Johnson orchards and that of other growers in southwestern Arkansas.

Mr. Johnson will set out about 40 acres of strawberries next spring, doubling his present acreage, planting the Klondike exclusively. He has enlisted the interest of the Memphis, Dallas & Gulf R. R. and the Planters' Bank and business men of Nashville in a plan to finance the growers around Nash-



ONE OF SEVERAL PACKING SHEDS ON THE BERT JOHNSON FRUIT RANCH.

ville, Murfreesboro and other points in supplying plants for 1,000 acres of berries. This syndicate will put up the money without interest to the growers, the loan to be paid from the first crop. The M. D. & G. R. R. has arranged to bring in a berry expert who will contract for the acreage and give the growers special instruction in berry culture.

In rebuilding the soils of these farms that had been "cottoned to death," Mr. Johnson planted hundreds of acres of cow peas among the younger orchards. Part of the vines were turned under for fertilizer and the balance used for hay. Intensive cultivation following the rains has always been practiced. This takes care of the weeds and with the natural gravel much conserves the moisture.

Soon after the big cannery was added to take care of the over-ripe peaches and

the culls, Mr. Johnson turned his attention to truck crops, not only for ideal orchard crops, but to keep the cannery going and add to the profits from several angles. First tomatoes, spinach, beets, and beans were planted in large acreage, also the Nancy Hall sweet potato and the Bert Johnson brand of Nancy Hall sweet potatoes, tomatoes, spinach and mustard greens have become commercial products all over the South. The cannery has a capacity of 100,000 cans daily and is managed by A. J. Stevens, one of the best men Mr. Johnson could find. The cannery is modern in every way, consisting of two buildings about 60 by 300 feet. The equipment and arrangement and every detail was installed to make for profit, sanitation and the best goods that can be produced. The American Can Co. equipment and cans are used in this great cannery. Quality is the big factor in the Bert John-

son brands of everything he puts in cans. His brand of turnip and mustard greens is being shipped in car lots to southern markets to satisfy the demand for this southern delicacy. The first car was shipped last March to Dallas, Texas.

This year Mr. Johnson increased his truck crops in the young orchards, adding cucumbers and Irish potatoes. He started the season by planting large quantities of tomato seed in cold frames, selecting the Red Rock and Stone varieties. At the proper time the plants were set in the field, three rows between the young peach trees. He enriched the soil with 500 pounds per acre of 10-4-0 truck fertilizer. These plants have been carefully cultivated and hoed and at this writing, May 25th, are budded for bloom. Two hundred and twenty acres are planted to the Red Rock variety and 30 acres to the Stone. Joe Williams is foreman of the block of tomatoes and peach orchard.

One hundred acres of Triumph potatoes were planted on old ground, fertilized the same as tomatoes, and will be ready to dig June 5th. A whole potato was used for seed, 12 to 15 bushels per acre, Mr. Johnson stating that every crop depended on good seed.

Sweet potatoes were bedded early in the spring for this crop and 150 acres are being set out of the Nancy Hall variety. These are for the cannery, the same fertilizer being used.

The strawberry acreage will be increased to 80 acres next spring, planting the Klondyke variety. Mr. O. C. Nelson is foreman of the potato and strawberry block.

Mr. Johnson decided to add cucumbers, figuring that this crop is not raised elsewhere in Arkansas commercially, and realizing that conditions at Highland were ideal for this standard crop. Two hundred and fifty acres have been planted to the White Spine and Davis prolific varieties, three rows between the peaches. Intense cultivation with plows and hoes and 500 pounds of fertilizer per acre are making a bumper crop that will be marketed in season about June 20th. C. A. Reese is foreman of the cucumber block and of the Hale orchard of 10,000 trees. The Hale peach trees were set out in February, June buds were planted and fully 99½ per cent of the young trees are growing fine.

Four hundred acres of cantaloupes, Edom Gem variety, were planted early this spring, two and three rows between the peaches. H. C. Watson is foreman of the cantaloupe block. The vines are luxuriant, the ground

in a fine state of cultivation, and Mr. Johnson expects much from this crop. The same fertilizer was used on the cucumbers and cantaloupes as elsewhere.

The cantaloupes are planted in two blocks, one at the east end of the ranch, and this is in charge of Tom Waters, who is foreman of the east section of the orchard.

Forty acres of ideal abrupt hilly land is used for the vineyard. This section overlooks the great basin to the north and is especially well suited to grape growing. One part of the vineyard has a fall of 200 feet in air and water drainage. The Delaware variety was set out about four years ago. The vines are trained on 6 ft. 2x2 oak stakes, driven firmly in the ground. To the stakes the vines are tied and were set 5 feet each way in rows, 1,700 to the acre. The bordeaux mixture is used for spraying, but little or no trouble is being experienced from mildew or insect. Cultivation is also a feature in this part of the Highland fruit ranch and a splendid crop will be marketed this year. The vineyard is under the supervision of J. F. Watson, general foreman of the ranch.

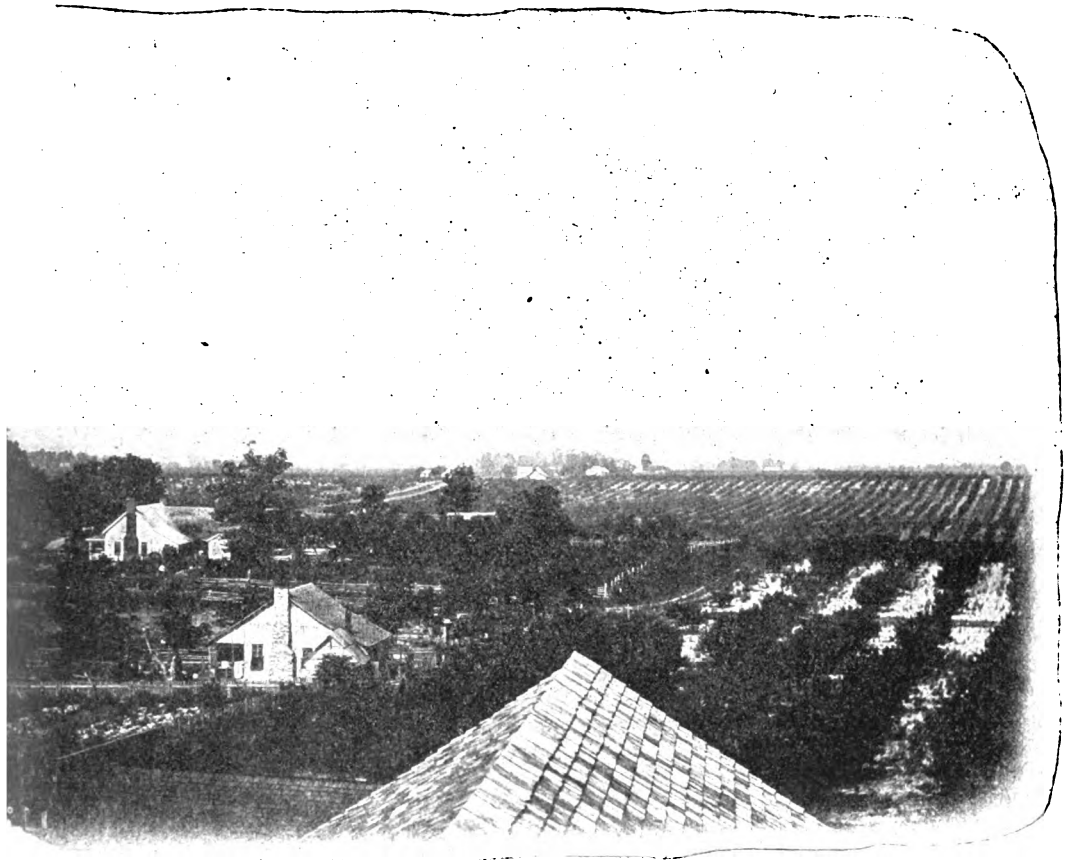
The Patterson Co. block is managed by B. J. Thompson. It consists of about 500 acres of Elbertas, all ages, and is a splendid section of the plant.

All of these foremen and the general foreman are men trained by Mr. Johnson, some of them knowing nothing of the fruit business when first employed. More efficient men could hardly be found even in the western fruit districts. Mr. L. L. Pratt is in charge of Mr. Johnson's office in Highland, handling the books and correspondence, and this man relieves Mr. Johnson of much of the details and responsibility of this mammoth enterprise.

Mr. Johnson will increase this year's truck crops with 250 acres of fall tomatoes and 250 acres in turnip and mustard greens. The same varieties of tomatoes will be planted for fall use and the "7-top" variety of turnip and "curly" mustard will furnish the greens.

Another spring Mr. Johnson contemplates blowing out every fourth tree in his oldest peach orchard and setting in summer varieties of apples. The varieties will be Summer Champion, Jonathan and Yellow Transparent.

About 150 families with good comfortable homes constitute the main part of the working force, although between two and three thousand hands are hired during the year. Thirty-five teams of horses and mules are owned by the company and many others



GENERAL VIEW OF THE BERT JOHNSON ORCHARDS OF 350,000 PEACH TREES.

are hired during the busy season. Great barns, sheds, hotels and shops are located over the ranch at convenient points. A central blacksmith shop is maintained for shoeing and repairing machinery and tools.

The feed for the animals is raised in the draws. Here we find redtop hay and oats growing luxuriantly. The orchard is practically intersected by the P. & N. W. R. R., operating between Prescott and Highland. Mr. Johnson states this line will be extended through the whole district in the next year. The orchard has its own electric lighting plant located at Highland, lighting up every section of the proposition.

Owing to the ideal location of the Bert Johnson orchards, the late frosts of April 8th and 9th did not damage the peach crop in that district. He estimates his peach crop this year at 175 cars and there will be about 25 additional cars from that district. The frosts of February 6th damaged his

crop about 65 per cent, and this frost, together with the frosts in April, harvested most of the peaches in the Ozark country, Highland escaping the April frost.

In the 13 years at Highland Mr. Johnson has never had a real crop failure.

Our readers will be interested in knowing how this great colony of people spend their social hours and Sundays. Mr. Bert Johnson, big man that he is in business, has not neglected the social and religious betterment of his community. When the week's work is over everything stops all over the ranch and on Sunday one will find Mr. Johnson as superintendent of one of the Sunday schools and a regular attendant at the church service. His wife is equally active in this line and Mrs. Johnson gives much of her time to visiting the sick and promoting the social as well as economic conditions among the homes of the Highland district. She is a leader in assist-

ing the young people in their amusements, entertainments, etc., and the Bert Johnson home is always open to the visitor and members of the colony.

What Mr. Bert Johnson is and has accomplished places him in the front rank as a builder and he is without question the greatest single asset in Arkansas or adjacent territory. We found on our trip through Highland fruit district and other sections that he enjoyed the confidence and good will of everyone and while Mr. Johnson is operating his great orchards for a profit his service to humanity is even a bigger factor. We were amazed at the enormity of the enterprise and we cannot find words to describe this great Arkansas project. It is well worth the time to anyone to see for himself.

THE OIL INDUSTRY.

The DeSoto and Caddo oil fields, in Louisiana, are now yielding about 1,000,000 barrels of oil per month. Louisiana's total production for 1913 was approximately 12,000,000 barrels, of which De Soto and Caddo Parish produced 10,605,000 barrels, worth about \$1 per barrel. During the year 541 wells were completed in Caddo and DeSoto Parishes, compared with 355 wells the preceding year. Sixty-eight wells yielded no oil, but produced 915,000,000 cubic feet of gas. The increase in oil production, for Caddo and De Soto Parishes, for 1913 was

3,428,500 barrels in excess of the production of 1912.

Some unusually large wells were brought in both in North and South Louisiana. Wells yielding 2,000 barrels per day are common. In April a well of 15,000 barrels capacity was brought in near Vinton, in Calcasieu Parish, and a week earlier one of 9,000 barrels capacity. Several 2,000 and 1,500 barrel wells were brought in during May at Sour Lake, in Southern Texas. In Sabine Parish, between Pelican and Noble, La., a 3,600 barrel well was brought in, and in the vicinity of Edgerly, in Calcasieu Parish, five more wells were brought in during May, which had a capacity of 3,000 to 12,000 barrels per day. Gas is available in such enormous quantity, in the De Soto oil field, that a company has been incorporated for the purpose of laying a pipe line to New Orleans and supplying that city with gas for fuel and light.

A. L. Womack, living four miles northwest of Noel, Mo., on the White Way fruit farm, was in town the first of the week and informed the editor that he had sold \$225 worth of strawberries off of one and a half acres of land, clearing him \$175. Mr. Womack has a 10-acre farm, on which he raises corn, oats, strawberries, other small fruits and chickens.—Southwest City Republic.

Sevier County, Arkansas

Sevier County lies almost in the southwest corner of the state and in the most western tier of counties. It borders on Oklahoma for 17 miles and extends southward to within 20 miles of Red River and the Texas line.

This county is in the southern foothills of the Ozark Mountains and its general slope is south and southeast. It is well watered and well drained. It is bounded on the east by the Saline River and on the south by the Little River. The Cossatot and Rolling Fork Rivers cross the county from north to south, emptying into Little River. Numerous tributaries, fed principally by perennial springs, flow into all four of these rivers. Sevier County embraces about 600 square miles, or 384,000 acres. Eighty per cent of its area will be tillable when the timber has been cleared away.

About half the soil in the county is red. The color is due to the presence of considerable quantities of iron, which guaran-

tees a rich color and flavor to peaches and other fruits. Some of the red land is gravelly and some is sandy. Both kinds have a subsoil of red clay. There are two kinds of black land in the county. One is a black sandy loam, found principally in the river and creek bottoms and very productive. The other is known as black lime land, found mostly in the lower Cossatot valley in the southeastern part of the county. It is especially adapted to the cultivation of alfalfa.

The climate of Sevier County is one of the best found anywhere in the United States. It is remarkably healthful and is free from extremes and sudden changes. Lying in the southern foothills of the Ozarks, Sevier County is protected by those mountains from the icy blizzards of the North. From the southern boundary of the county an almost unbroken plain slopes gently to the Gulf of Mexico, allowing the

gulf breeze to sweep inland and temper the enervating heat of summer. Even in the hottest weather the heat in the daytime is not greater than in the North Central states. The nights are always cool enough for one to get plenty of refreshing sleep.

Protected by wooded hills for many miles in every direction except southward, Sevier County has little to fear from either drouths or storms. The homeseeker from any section where climatic extremes prevail will find a pleasing change on coming to Sevier County.

General farming was for nearly sixty years the engrossing pursuit of the people of the county. The construction of the Kansas City Southern Railway made available the splendid timber resources, and for several years lumbering became the most important industry. Since then, through increase of population and development of farm lands, agriculture has resumed its former importance and is increasing in acreage and production as the land is cleared.

Cotton is grown extensively and yields from half a bale to a bale per acre. Heretofore it has been the leading cash crop in the county. The cotton output is from 10,000 to 12,000 bales each year, which at usual prices brings from \$500,000 to \$600,000.

Next in importance is the corn crop. Under the ordinary methods of cultivation the uplands yield 25 to 30 bushels per acre and the bottom lands from 40 to 50 bushels per acre. Oats and millet do well and are grown extensively; wheat, rye and kaffir corn in lesser quantity. Sugar cane is found on most farms, and yields as high as 700 gallons of very fine syrup per acre. Sorghum is grown extensively, some varieties cultivated for the molasses and others for forage.

The cowpea crop is an important one in Sevier County. It produces a fine hay and acts as a fertilizer by storing nitrogen in the soil. Similar results are obtained by the cultivation of peanuts, which yield abundantly of merchantable nuts, and provide a good hay. In hog raising this crop is particularly valuable, as the expense of harvesting is entirely eliminated, and the hogs thrive on this food.

Alfalfa produces from four to five cuttings each season on the black lime lands in the southern part of the county, and a large acreage is planted in this crop. Timothy, clover, red top, etc., are grown in limited acreage and do well wherever cultivated. Bermuda grass thrives here and is excellent for pasturage and hay. It also

prevents erosion and soil waste. As a forage, it is said to be a complete ration in itself. Among other crops grown in smaller quantities are broom corn and tobacco. The red lands of Sevier County are specially valuable for the production of this crop.

In the matter of gardening or commercial truck growing few, if any, sections of the country excel Sevier County. Two crops of Irish potatoes can be grown each year on the same land, the first crop being ready for the market by the latter part of May. The Red Triumph is the favorite and shipments are made in car lots. Tomatoes yield splendid crops and are also shipped in carload lots. The Horatio and De Queen cantaloupe crop is usually large and many carloads are sent to the Northern market.

Melons do equally well, but have not been shipped on a large scale. Lettuce, onions, spinach, radishes, cabbage, turnips, beets, carrots, okra and other kinds of garden truck are easily grown and yield abundantly.

The soil of Sevier County is especially adapted to peach culture. All varieties do well here. The Early Wheeler, the Sneed and the Elberta are the varieties most grown.

The largest commercial peach orchard in the world is in Sevier County, between De Queen and Horatio. It is owned by the Southern Orchard Planting Company and contains about 3,000 acres of bearing trees.

In a good peach year this orchard produces from 1,000 to 1,200 carloads, and in the county there are about 10,000 acres planted in peach trees.

Early varieties of apples yield good fruit and are profitable. Winter apples do better in the northern part of the county, and in the adjoining county of Polk. Plums, apricots, cherries, figs, grapes and pears are grown more or less extensively, and plums and pears are included among the county's fruit shipments. The strawberries which are grown on the uplands are of fine color and flavor, and those shipped northward find a ready market at very good prices. Blackberries, dewberries and raspberries are beginning to receive attention and yield very satisfactory results.

Pecans are indigenous in the river and creek bottoms and never fail to produce. The soft shelled varieties bear well when grafted on the native stock. The chestnut does well on the uplands and can be grown from seed or grafted into the native chinquapin. The Japanese persimmon yields abundantly and produces fine fruit.

Because this county is of comparatively

recent development, stock raising has not received very much attention. Horses, mules, cows and hogs are being raised in increasing numbers and the grade is being improved all the time. Sheep and goats thrive on the uplands. Poultry of all kinds do well and increasing attention is being given to standard breeds of poultry. Eggs are shipped and there are good openings in this county for persons wishing to produce poultry and eggs for the markets. Chickens, turkeys, geese, ducks and guineas thrive. Good honey is made from the native flowers, but not much attention has been given as yet to bee-keeping on a commercial scale.

Most of the large game has been killed or driven away, but small game is yet abundant and the streams are full of fish.

The great mineral wealth of Sevier County is as yet undeveloped. Enough prospecting has been done, however, by expert mineralogists to demonstrate the fact that this county is well supplied with minerals of various kinds.

Largedeposits of antimony have been found at several places in the northern part of the county, covering more than 27 square miles. Just south of the antimony deposits is a belt of lead and zinc, covering 50 square miles and stretching east and west clear across the county. In one 200-foot shaft several distinct levels of lead and rosin zinc have been found.

A well defined vein of quartz has been found in large quantities in a shaft about four miles north of De Queen. On being assayed this quartz was found to contain 120 ounces of silver and 210 pounds of copper to each ton, with a trace of gold. At present prices of ore this percentage of silver and copper is worth \$100 a ton.

A considerable deposit of manganese of high grade has been found about five miles south of De Queen. Iron exists in considerable quantities in the red lands of the county, giving an especially rich color and flavor to peaches and other fruit. Iron, sulphur and calcium are found in solution in the sheet of excellent artesian water that is found in abundance at a depth of from 200 to 400 feet in various parts of the county. Besides this artesian water there are numerous flowing streams fed by perennial springs, and plenty of water for domestic purposes can be had all over the county at depths ranging from 20 to 40 feet.

Chalk of the kind used in making Portland cement has been found in the south-

eastern border of the county. A half-mile belt of limestone extends east and west clear across the county.

Official reports include Sevier County in the geological area embraced in the Caddo oil and gas field. It is on a line between the oil and gas fields of Oklahoma and those of Louisiana. A test well is now being drilled in the southeastern part of the county at an expense of several thousand dollars. Both oil and gas have been found, but the supply is insufficient owing to the shallow depth of the well. It is confidently expected that oil in large quantity will be found at a greater depth. Leases have been taken on 1,200 acres near Lockesburg and on 4,000 acres a few miles west of De Queen. More test wells are to be put down soon. The famous Trenton rock crops out by upheaval at several points near De Queen. Lignite and coal indications have been found at several places in the county, and expert mineralogists say all surface indications give promise of coal, oil and gas in immense quantities.

A deposit of asphaltum has been found about twelve miles southeast of De Queen. Umber of very durable grade and of three distinct colors has been found at points ranging from four to twelve miles east of De Queen. Shale suitable for pressed brick and tile is found six miles north. Sand and gravel suitable for building purposes is widely distributed in the county. Salt is found, though probably not in such quantities as to be commercially profitable. A sparkling white brilliant, approximating the diamond in luster, though not in value, is found at many places in the county, as a result of geological upheaval. Some granite has been found, though it has not been determined whether it is here as a result of glacial action or geological upheaval.

Sevier County was heavily timbered until quite recently and still exports large quantities of lumber and other timber products, including cross-ties and telegraph poles. The timber industry in this county now ranks second, as agriculture has advanced to first place. But for many years to come there will be enough lumber in this county for local use and plenty of timber for fuel and for general farm use. Most of the timber of commercial value is yellow pine, but there are still considerable quantities of red oak, white oak, hickory, cypress, sweet gum, red cedar, sycamore, ash, elm and holly.

Except for the lumber industry, manufacturing in Sevier County is yet in its infancy. Heretofore lumbering has been one

of the leading industries of this county, second only to farming in importance. Numerous saw mills and planing mills are at work converting the forests of yellow pine into building material and the oak and hickory into stock for wagons and implements. Oak and gum cross-ties are being shipped extensively. Cypress is used for shingles and telegraph poles. The cedar brakes yield large quantities of telephone poles.

The ice factory at De Queen has a capacity of 25 tons a day, and in connection with it has a bottling works with a daily capacity of 500 dozen bottles. The company that operates the ice factory supplies the people of De Queen with electric light and power for operating small electric motors.

The canning factory at De Queen now takes care of considerable quantities of fruit and truck and is to be enlarged to meet the increasing demand. Many of the fruit growers have installed home canneries to take care of such fruit as cannot be shipped advantageously. A box factory operated in connection with one of the local planing mills supplies boxes and crates for the shippers and will be enlarged as occasion may require.

Several cotton gins and grist mills in various parts of the county, gin the cotton crop and grind part of the corn crop into meal and chops.

The possibilities in the way of industrial expansion in Sevier County are great. The natural resources have not at all been developed, yet they are present in such variety, that their exploitation in course of time may become one of the most important industries of this county. There are great possibilities in the chalk, clay, shale, asphalt, oil, lead and zinc, antimony, manganese and other indications found in so many places. Water power is abundant in the county and a good many thousand horsepower can be developed when need for same comes.

The county already has good railway facilities. The Kansas City Southern Railway crosses the county from north to south with a total mileage of 29.88 miles in the county. A direct freight and express service to Kansas City, Port Arthur and all intermediate points is regularly maintained. The De Queen and Eastern Railway has a mileage of 21.63 miles in the county and extends on eastward into Howard County. The Memphis, Paris and Gulf Railway cuts across the southern part of Sevier County with a mileage of 5 miles.

Fairly good public roads now connect all parts of the county. The more important ones are being graded and gravelled at the rate of 5 or 6 miles a year. There are now 25 miles of graveled roads in the county and more are being built each year. There are in the county about 40 bridges, of which nine are of steel and concrete construction, costing \$40,000. The wooden bridges are being replaced with steel construction as rapidly as practicable. All gravelled roads are on easy grades and culverts are being built of concrete.

There are sixty-eight school districts in the county and a school population of 6,222. In the larger towns good graded schools are maintained, with a nine-months' course. All the larger towns have local telephone exchanges and all parts of the county are reached by rural lines. The railway mail service on three lines, fourteen postoffices, five star routes and six rural free delivery routes, provide the necessary postal facilities. The financial dealings are transacted through seven banks. The various public buildings, worth about \$40,000, are new and in good condition.

The present population of Sevier County is 22,000, of whom about 4,000 reside in De Queen, the county seat, about 1,500 at Lockesburg, and from 500 to 1,000 each at Gillham, Horatio and other points.

As has been shown in the foregoing paragraphs, Sevier County has vast natural resources only partially developed. Soil, climate, mineral resources, transportation facilities, citizenship and social institutions unite to make this an ideal location in which to make a home and to rear a family.

Immigration from the older states to Sevier County has been steady, if not very large. Sevier County had no great bodies of land which could be bought by colonizers and be sold to farmers in tracts to suit. The lands are owned by hundreds of individuals and a few lumber companies and are sold by their owners at their worth. Deeded land can be bought at prices ranging from \$10 to \$50 an acre, according to quality, location and improvements made thereon, and in parts of the county farthest away from the railroads some public land can still be homesteaded. On these deeded lands, which are as cheap as lands can be had anywhere, there are most excellent opportunities for those who desire to engage in general farming, stock raising, commercial trucking, fruit growing, dairying and poultry raising.



L. G. BYERLEY

1019 Commerce Building

Owns and offers for sale in tracts

Sabine P

BALMY HIGHLANDS OF

LOCATION OF OUR LANDS.

Our lands extend in a Northeasterly direction from the town of Noble, on the Kansas City Southern Railway, to within a short distance of Sodus, a town on the Texas and Pacific Railway; while Zwolle, a town of 2,500 inhabitants on the Kansas City Southern lines is only a few miles to the Southward. These lands are gently rolling, just undulating enough to warrant perfect drainage. Here we may witness one of the most unusual conditions found in the United States, viz., in the midst of virgin forests are found large areas of denuded timber lands, carpeted with a luxuriant growth of native grasses, greatly resembling the long gentle slopes of our prairie States.

CLIMATE, RAINFALL AND HEALTH.

Public health is good throughout Sabine Parish, there being practically no local causes for diseases. The climate as a rule is pleasant. The summers are longer than in the Northern States, but the killing heat of a Northern summer is absent and the nights are generally cool. The winters usually are short and mild, and the country affords an excellent winter resort for those who wish to avoid the grim cold of a Northern winter.

The climatic conditions in Sabine Parish are particularly favorable for the growth of agricultural and horticultural products. Green forage for pasturing live stock is available every month in the year.

The average temperature for July and August for fourteen years has been 81 degrees and for December and January 47 degrees, and during the entire year there is a rainfall of from two to five inches a month.

SOIL.

The soil is black sandy loam, with a red clay sand subsoil and red limestone clay bottom (no Hard Pan) and is rich and fertile, being built up for ages by the decay of a heavy vegetable growth. The combination of the top soil and subsoil is such that bountiful crops can be raised on any part of the tract.

Farming in this section is no experiment. Successful farming has been carried on on lands adjoining our tract for the past forty years. A crop failure is unknown and in addition to having a sure crop country we have all the advantages of the North such as schools, churches, lodges, telephone lines, rural routes, railroads, etc.

Excursions to Louisiana from our office the First and Third Tuesday of each month that if you do not find conditions as above set forth that we will refund your expense.

Our References are satisfied customers, names and addresses.

L. G. BYERLEY LAND COMPANY

LAND COMPANY

:: Kansas City, Missouri

*of forty acres or over, 10,000 acres in
ish, Louisiana*

NORTHWEST LOUISIANA

CROPS.

The combined soil and climatic conditions, together with ample rain, are such that farming in this locality is carried on very successfully. In fact, Louisiana is rapidly becoming one of our big corn-producing states, and in 1912, in a corn growing contest of all the States the first prize went to a Louisiana boy, and in the Sabine Parish contests a contestant is barred who does not produce 100 bushels per acre. The following crops are all money makers: Oats, barley, rye, potatoes, cotton, sugarcane, sweet potatoes, peas (all varieties), beans (all varieties), all small crops, fruits of nearly all varieties except the tropical fruits.

TIMBER.

In an early day all of western Louisiana was under heavy timber. Now most of the soft wood is cut off, but there still remains sufficient for building purposes and fences. The hard wood, oak, hickory, ash, elm, gum beech, walnut, magnolia and other varieties still remain and some of these trees are very valuable.

LIVE STOCK.

Cattle and hogs are raised extensively and are unusually profitable, due to the fact that they get the natural forage during the entire year. There are very few of the animal diseases which are prevalent in the Northern States. Chickens and other fowls do well and produce better than they do further North owing to the longer seasons.

OIL.

Western Louisiana is developing into one of the best oil-producing districts in the United States and the Southern border of one of the largest Louisiana fields has extended to within six miles of our lands and present prospects are that it will continue on directly South through our tract.

PRICE AND TERMS.

Price \$17.50 per acre. Terms one-fourth cash. Balance in five equal payments. Interest, six per cent.

**Month. Round trip tickets, including Pullman and meals, \$35.00, and we guarantee
uses to you. We want you to see our lands and we want you to be satisfied.**

men of whom will be sent to you on request.

, 1019 Commerce Bldg., Kansas City, Mo.

Shreveport, La., and Its Resources

(Reprinted from the St. Louis Lumberman.)

The man who is seeking a place in which to enjoy substantial return for his investments and efforts could find no better location in the Southwest than Shreveport, La., whose development during the past several years has been amazing. There is probably no other city of its size that can boast of such wonderful natural resources and evidences of wholesome progress, industrially, commercially, and in all other ways that count for something in the upbuilding of a community. Its expansion has not been in spurts like a boom, but has been steady and healthy. The foundation for a great industrial center has been carefully and surely constructed. This is not guesswork nor hearsay. It is a fact, supported by records that are open to inspection.

In 1900 the government census gave Shreveport's population as 16,013. In 1910 the census gave a population of 28,015, an increase of 75 per cent during the ten years. Since then the greatest progress has been noted, the directory last year showing 34,963, not including Cedar Grove factory suburb, which has an estimated population of 1,000. This year's directory shows the population over 40,000. It is by far the second largest city in Louisiana. The assessed valuation of city property in 1902 was \$6,500,000, compared with \$16,500,000 in 1912, and approximately \$20,000,000 last year. This year's assessment rolls have not yet been finished, but judging by the gradual increase the past several years, a total of \$24,000,000 would not be surprising. This doesn't include the assessments in the parish (county) outside the city, which, due to the oil and gas fields, adds about another \$10,000,000, not counting the product, except that actually in storage the first of the year.

Transportation Advantages.

From a transportation standpoint, Shreveport enjoys a great distinction. Its facilities along this line are unusually favorable. In addition to eight railroad systems, operating eleven lines, the city is located at the head of navigation on Red river, which has caused it to have low freight rates and enables it to dominate practically every foot of trade territory. As the gateway to Texas, it occupies a very important position from the viewpoint of commerce, with connections as well as direct lines to the Gulf.

In this connection it might not be out of order to mention the splendid interest that has been manifested, actively, in regard to improved highways. Ten years ago there was not a model road leading out of Shreveport. Today the city is the hub from which emanates several spokes in a system of improved highways. In order to produce this system the property owners of the parish authorized a 5-mill tax for five years on all assessed property, which means about \$150,000 annually for building hard-surfaced roads, on which vehicular traffic is as smooth and comfortable as on the city pavements. The fourth year's tax collections will be used in 1914. After this tax is exhausted, another is expected to be voted, owing to the clamor of various outlying sections for better roads, the conviction of the people being that the money used is profitably invested, as it helps educational work as well as agricultural activities and all other things incident to country life.

In Shreveport proper similar progressiveness has been evidenced, as a ride over the city will show. There are now forty-five miles of paved streets and alleys. In addition about \$180,000 has been authorized for graveling suburban thoroughfares and many of the citizens are clamoring for more paved streets, even though eighteen miles of the improvement was built only a year or so ago.

From a financial standpoint Shreveport is one of the richest cities in the country. Its banks are loaded with money. As stated at a recent Ad Club meeting, a visiting financier from the North remarked that the only fault he had to find with Shreveport was that its banks did not want to borrow any money. That a statement of that sort seems appropriate is indicated by the large holdings in the local institutions. A compilation January 1 showed that the total deposits of the seven banks of the city amounted to \$12,403,578.03 on December 31, which was considered a handsome showing in view of the fact that the marketing of the crops was late. The exact total at present is not reported, but it is believed to be probably \$2,000,000 in excess of the showing at the close of business last year. On the first of the year the deposits, figured on a per capita basis, showed that every man, woman and child in Shreveport had wealth amounting to a little over \$413.

Building Progress.

In a building line Shreveport's record has been remarkable, as shown by the reports of City Building Inspector Strube McConnell. During the past three years permits have been issued for buildings costing \$4,034,349, not counting January and February of this year, during which months the total was \$300,000. These figures do not include the bulk of interior work on buildings, as this work is not required to be estimated in the permits. With this added, the total of construction during the three years was probably \$5,000,000. The official totals were: 1911, \$1,259,062; 1912, \$1,522,697; 1913, \$1,252,590. The total each year exceeded \$1,250,000, which proves the industrial growth has been wholesome and steady. Approximately one-half of the total expenditure has been for residences, nearly all of them being frame structures. The total during 1912 and 1913 was \$1,355,949. The 1911 total for residences was not given in the records. Judging by the magnificent showing of January and February, the year 1914 will produce even greater returns than the preceding years. The inspector is confident of unusual activity.

There have been a number of large investments during the past few years. The biggest was the erection of the Hotel Youree, a six-story brick costing close to \$1,000,000, which was opened this year. Another was the Commercial National Bank building, around \$350,000, which is a ten-story office building and the tallest in the city. The Red river wagon bridge, now in course of construction, will represent an expenditure of about \$300,000. Three fertilizer plants have recently been built, all during the past year, costing together about \$300,000. The local shops of the Kansas City Southern railway, with yards and appurtenances, cost around \$750,000. Several new churches have been built, including the First Methodist, recently finished at a cost of about \$250,000. Other big jobs were: Cumberland Telephone Company's new building and underground system, near \$500,000; government building, a three-story structure, \$200,000; Elks' Home, \$75,000; Noel Memorial Methodist Church, \$60,000; Central Christian Church, \$60,000; Masonic Temple, \$50,000; Hutchinson Bros.' six-story office building, \$100,000; Shreveport Traction Company's extensions and improvements, covered by a \$1,000,000 mortgage; Independent Ice Factory, \$125,000; Shreveport Ice and Refrigerating Plant and other improvements, now building, to cost about \$200,000—and various others of smaller cost. Several big contracts

are in sight, including the building of a six-story hotel on the site of the old Caddo Club, to cost \$150,000, agreement having been signed by the Ricou estate; and the Scottish Rite Cathedral, to cost probably \$150,000. The Hebrew Zion Church is building at a cost of about \$200,000. Two interurban electric railroads are also in sight, one to connect Shreveport on the east with Monroe, La., and on the south with Mansfield, La., and another line to operate in the Caddo and De Soto oil fields.

Great Oil and Gas Resources.

A write-up of Shreveport would be almost criminally incomplete without particular reference to some of the sources of its revenue, the principal ones being oil and gas field development, agricultural activities and manufacturing operations.

The United States government's figures and other authoritative data show that Caddo and De Soto parishes enjoyed remarkable improvement last year in oil and gas field development, causing Louisiana to take fifth place in the matter of oil production. The total output in the state in 1913 was approximately 12,000,000 barrels. Most of this was produced in the Caddo field, north of Shreveport, and the De Soto field, about forty miles south of here, their combined output being 10,605,000 barrels, worth about \$1 a barrel. As the De Soto field was only "discovered" last summer, when its first producer was drilled in by the Gulf Refining Company, about ten miles east of Mansfield, most of the above mentioned production was obtained in Caddo, where the daily output ranges between 23,000 and 30,000 barrels. However, De Soto is rapidly expanding. The first of the year its daily output was about 12,000 barrels. Today it is about 23,000 barrels, which is almost equal to that of Caddo. The De Soto wells are almost entirely on the Scales, Wemple and Nabors property near the town of Naborton, and as yet the De Soto field is practically unexplored. Its possibilities seem astoundingly great, as practically all the wells completed have proven big producers. Three have come in within a week. Two were drilled in by the Pasadena Petroleum Company, one with a daily output of 5,200 barrels, and the other making 800 barrels. The third well is the property of the Gulf Refining Company, making 3,800 barrels. All these wells are in Section 2, Township 12, Range 12. Many operators of the Caddo field have turned attention to De Soto and the next few months promise to develop numerous drilling operations. To date the De Soto production is divided between the following companies:

Standard Oil Company, 4,532 barrels; Gulf Refining Company, 5,346 barrels; Producers Oil Company, 400 barrels. Several pipe lines have already been built into the field connecting with main pipe lines from Caddo to Baton Rouge, Port Arthur, Texas, and elsewhere; also storage tanks at Mansfield, La., for rail transportation. An idea of the extensiveness of the operations in northwest Louisiana is given in the report on the year's activities, which shows there were 541 wells completed last year in Caddo and De Soto, compared with 355 in 1912. Of the 1913 total, 100 were "dry," indicating that every four out of five are productive. Sixty-eight were gas wells, their total production being 915,000,000 cubic feet. The initial production of oil wells was 157,355 barrels, compared with 83,356 the year before. Some of the producers were very large, a number having produced over 10,000 barrels a day. A daily output of 2,000 is considered common, while a production of less than 100 barrels often pays. The gas wells are used for operating in the field, also for various purposes in Shreveport, Little Rock, Ark., Marshall, Tex., Texarkana, Ark-Tex., and various other cities and towns in the United States, for which it is piped from the Caddo field. Manufacturing concerns, street cars and other business operations are carried on with the gas, as well as houses being lighted with it and stoves heated by it. It is enormously cheaper than artificial gas or other fuel. It is sold to local consumers at 4 cents per 1,000 feet. The extent of the supply is considered almost inexhaustible. Dr. David T. Day, of the United States Geological Survey, has declared that this field is the largest on record in America, and it appears to be almost in its infancy. The Caddo field was discovered in 1904, which gives an idea of its newness. It has caused millions of dollars to be in this territory, and draws thousands of new residents.

Regarding the importance of agriculture here, it might be well to emphasize the fact

that most of the people outside Shreveport farm. The parish raises more cotton than any other parish. The raising of corn, alfalfa, hay and diversified products generally is growing popular, due to the teaching of scientific methods, and as a result the farmers are prospering as never before. Many of the large plantations are being divided into smaller tracts, and immigration is being invited. Farm life generally is becoming more attractive and comfortable. The Louisiana State Fair, held annually at Shreveport is one of the powerful factors bringing this improvement about. Between \$30,000 and \$40,000 are spent to conduct the fair, but it is considered money well spent. The buildings and grounds represent expenditures of about \$250,000.

Although the oil and gas fields have brought millions to Shreveport territory and agricultural development has meant great wealth, nothing has been more important as an industrial asset than the inauguration several years ago of a factory movement. This resulted in the opening of a section known as Cedar Grove, in which sites were provided for factories, hundreds of houses being erected to accommodate the army of employes who followed the factories. There are about a dozen large factories there now, including a glass factory, carburetor and brass works, bottle factory, box factory, stave and barrel plant, silo factory, oil refinery, and others. The stave, barrel and silo plants are recent additions.

Besides the activities at Cedar Grove there are numerous manufacturing operations in the city proper. This was convincingly demonstrated the week beginning February 23, when under the auspices of the Shreveport Ad Club "Made in Shreveport" week was celebrated. It began with a gigantic street parade, in which floats were seen representing close to 100 manufacturers. In the various show windows on Main street there were attractive displays of articles made in Shreveport.

Cattle Raising in Vernon Parish, Louisiana

The Toiler has frequently referred to Vernon parish as a cattle-raising district, i. e., a section of Louisiana in which cattle thrive because the grazing is good and the season long. In fact, because Nature has peculiarly endowed this section of the state with every requisite essential to successful

beef production. In this connection we have as often pointed out the immense profit that might be derived from creameries, if managed by experienced dairymen, to say nothing of the enormous saving in fertilizers that would accrue from these two great enterprises.

We have no cattle raisers, in Vernon, in the true acceptation of the term, but numbers of cattle raise themselves. Their owners chuckle over the neat receipts from their sales and persuade themselves into the belief that they are cattle raisers when, as a matter of fact, the cattle have raised themselves.

To bear us out in our claim that ours is a country in which to raise cattle, we submit for the consideration of our readers what Mr. W. F. Ward of the United States Agricultural Department, the senior animal husbandman in beef cattle investigations, has to say on the subject under discussion:

"There is no section of the country that can produce cattle more cheaply than the South, for the lands are still cheap, the grazing good, the pasture season is long, feed can be produced at a minimum cost, and inexpensive shelter only is required for the animals during the winter months. The native cattle throughout this section are poor in quality and small in size, but they also are cheap in price. They are not worthless, however, and their cheapness is their redeeming feature, for they are good foundation stock from which may be produced an excellent herd of beef animals by judicious selection and by the continued use of pure bred beef bulls.

"Cheap lands, combined with cheap cows for foundation stock, make it possible to start in the cattle business in the South with an outlay of far less capital than in most other sections of the country. Then, too, expensive barns are unnecessary for beef cattle in the South; the only shelters needed are open sheds facing south, under which young cattle may take shelter from cold rain or wind. Mature beef cattle usually need no other protection than that af-

forded by trees, hedges, underbrush, canebrakes and other natural shelter."

Mr. W. F. Ward is the acknowledged authority in the land; but to further strengthen our proposition on the cattle question in Vernon, we will invite the attention of our readers to what Immigration Agent Wm. Nicholson, of the Kansas City Southern Railway Company, has to say on this important subject:

"We have always contended that western Louisiana, taking everything into consideration, was the best place to start into the cattle business at the present time. Keep your customers reminded of this fact, as we all KNOW that live stock is really the MOST IMPORTANT product for the substantial class of farmers.

"While the statement made as to the poor quality of native cattle is true, I also want to call attention to the fact that there are a great many ranches in western Louisiana that are stocked with the best high-grade breeds.

"I know an instance of one Missouri man who went to western Louisiana twelve years ago without any means, as he had lost his money by speculation in cattle. He continued the cattle business in the South and gradually increased his possessions until he is today the owner of a magnificent ranch of about 2,500 acres, having one solid pasture of 1,000 acres of Bermuda grass. His ranch is well stocked with Aberdeen Angus cattle, and he makes the statement that he considers western Louisiana by far the best cattle country of which he has any knowledge. In addition to that he states that he has not spent ten dollars in doctor bills since he has been there, and he considers the climate and living conditions all that could be desired."—The Toiler, Leesville, La.

The Inter-Coastal Canal and Other Canals

The Inter-coastal canal, parts of which have been under construction for several years past, has now been recognized by the Board of U. S. Army Engineers, as one entire project, extending from Choctawhatchie Bay, Florida, to the Rio Grande, the Board of Engineers gave estimates upon a canal, five feet deep and forty feet wide; seven feet deep and seventy-five feet wide, or nine feet deep and one hundred feet wide. The cost is estimated at \$6,632,000 for the five foot canal; \$15,723,-

000 for a seven foot canal, and \$23,786,000 for a nine foot canal. The engineers recommended a five foot canal for the two ends and a seven foot canal for the center section, from New Orleans to the Sabine, which would cost \$4,712,000.

Whenever rights of way are secured for a five foot canal, the right of way is to be of sufficient width to permit the future enlargement of the channel to nine feet deep and a hundred feet wide, if Congress should authorize such an enlargement. The

engineers have divided the Louisiana section into three parts for the purpose of recommendation:

The first part extends from the Mississippi river to Bayou Teche. For a channel five feet deep and forty feet wide \$826,000 is asked; seven feet deep and seventy-five feet wide, \$1,655,500, and for a channel nine feet deep and one hundred feet wide \$2,242,900 is needed. The engineers recommend a seven foot channel.

The second part, extending from the Teche to the Mermentau, for a five foot channel would cost \$477,125; seven foot, \$1,869,000, and nine foot channel, \$2,810,000. The engineers recommend the Hanson Canal route in this section, with the Centerville route as an alternative. The seven foot depth is recommended in this section.

The third part extends from the Mermentau to the Sabine river, and a five foot channel would cost \$453,000, seven foot \$1,188,000, and the nine foot channel \$2,085,000. As in the case of the other two parts the seven foot canal is recommended for this division. The engineers recommend the route lying north of Lacassine and Sweet Lakes.

The report adds.

"The chief engineer believes that, as it is impracticable to improve each of the smaller rivers of the gulf coast to the extent of allowing to each a free access to ocean steamers, it will be very advantageous eventually to all these states to connect the lower end of these streams by an inside coastal waterway which shall afford, at an early date, a five foot draft waterway connection on this route and especially to the nearest ocean port.

"Under past appropriations or provisions of Congress deep draft harbors allowing ocean boats to reach the main land and existing railroad systems now exist at St. Andrews bay, Pensacola, Mobile, Gulfport, New Orleans, Sabine Pass, Galveston, Bra-

zos and Aransas Pass. But between these deep draft harbors many rivers and small streams of Alabama, Mississippi, Louisiana and Texas empty into sounds. In view of the rapidly increasing production of all these states, especially of their increasing output of coal and petroleum and other natural resources, continuous inland waterway of even five feet draft from Florida to the Rio Grande must be of great value in the early future, not only to the development of the existing ocean ports, but also to the development of the inland export commerce of all these states."

This report is the first acknowledgement on the part of the engineers of the justice of the contention of the Texas advocates of the inter-coastal canal that it should be considered as a whole and completed entirely along the entire gulf coast instead of being built by sections as has been the method pursued in the past.

As stated above, construction of sections of this canal has been going on for several years. On May 30th the section of canal in Calcasieu Parish, Louisiana, cut through the main drainage canal of the Vinton District, placing this great oil producing town in connection with the Sabine River.

The main drainage canal of the Vinton drainage district is almost identical in size with the Inter-coastal canal, being a couple of feet deeper, however. A large tonnage, originating principally in the oil field, will pass down the drainage canal to Port Arthur and Orange.

Several barges were tied up in the drainage canal lately loaded with freight, waiting for the last dipperful of earth to be removed, so that they can swing into the Inter-coastal canal. The saving on freight on the oil produced at Vinton is expected to cover the cost of the construction of the Inter-coastal canal within a very short time.

Fruit and Truck Notes

Missouri's fruit and nut crop in a normal year is a larger item than is generally supposed to be the case, running in value from \$8,000,000 to \$12,000,000. Arkansas follows closely and in some varieties of fruit exceeds the product of Missouri. The statement applies more particularly to the apple, peach, nectarine, pear, plum, prune,

cherry, grape, strawberry and blackberry crops.

The year 1914 is one of variable production. The dry summer of 1913 inflicted more or less damage to the strawberry plants and reduced the crop of 1914 about 40 per cent. Shipments have been made from all the strawberry shipping points but

at this writing the reports from the different localities have not yet been received. Neosho, Mo., up to June 4th had shipped about 60 carloads, obtaining from \$2.25 to \$2.50 per crate. The acreage in berries this year is only about one-half of the ordinary acreage. Many new patches have been set out this spring. Decatur, Ark., has shipped about twenty carloads. If the plants had not been damaged by dry weather, the shipments would have been twice as large. Up to May 29th Anderson, Mo., had shipped thirty-one cars with about one-third of the crop picked. The price ranged from \$2.25 to \$2.50 per crate at Anderson. A considerable acreage has been replanted this spring. Springdale, Ark., shipped in all about 20 carloads. Sulphur Springs and Gravette, Ark., shipped jointly this year, handling several carloads.

Complete reports on the berry shipments will not be available until the several shippers' associations make their reports. The railroad and express companies up to June 1st have handled 756 carloads of berries coming from Arkansas. Added to this the home consumption of at least 250 carloads, will make an approximate production of 1,000 carloads. The Wells Fargo Express Co. handled 136 2-3 carloads on the St. L. I. M. & S. Ry., and 43 2-3 carloads on the K. C. S. Ry. The Kansas City Southern Ry. had handled 125 carloads from Missouri points, coming from Neosho, McElhaney, Goodman, Anderson, Mo., and Decatur, Ark., and 59 2-3 carloads from Arkansas points. The St. Louis & San Francisco shipments from Missouri points 159 carloads; from Arkansas points 173 carloads; the K. C. & M. Ry. 26 carloads; the St. Louis, Iron Mountain & Southern 302 carloads. The Ozark Fruit Growers' Association has so far handled 105 carloads of Missouri berries.

Among those realizing well for their berries this season is W. W. Kerlin of Strawberry Ridge, who shipped his output with the Gravette Union this season. Mr. Kerlin had 14 acres of strawberries and his crop brought him over \$1,500, or about \$108 per acre. Prices were good throughout the season, the first berries selling as high as \$3.25 per crate. In fact all shippers did well this season, the only regret being the shortage in acreage.

A deal in strawberries is reported from Neosho as follows: Just before the berry season began Mr. W. O. Hubbs purchased this year's picking from a nine-acre patch owned by Mr. F. A. Birch, paying \$1,000 therefor. One thousand and ten crates

were picked from the patch and as the average price was about \$2.50 per crate, they brought a little over \$2,500. Mr. Hubbs will receive net from the association, after shipping expenses are paid, \$2.42 per crate. After paying for his crates, picking, shed help, etc., he will have about \$1.80 per crate left, or about \$1,800. Take off the \$1,000 he paid Mr. Birch and \$800 remains, a fair sum for three weeks' work. These 1,010 crates of berries were practically harvested from 7½ acres of ground, as 1½ acres of the patch had a very poor stand.

The peach crop is short this year in nearly all sections where peaches are grown. In Oklahoma, most of Arkansas, the larger part of Missouri and Kansas, the crop was more severely damaged and the outlook is that not more than 25 per cent of a normal crop will be harvested. Reports of more or less damage come also from Mississippi, Alabama, Texas, Georgia, Kentucky, Idaho and North Carolina. In some parts of these states a normal crop seems more than a likelihood. The Texas crop will be a scant one this year as far as reports go. The estimates of the Ozark peach crop, Missouri and Arkansas, are given as follows: Alma, Ark., 35 cars, start July 25; Crawford county, Ark., 100 cars; Paris, Ark., 3 cars; 20 from Logan county, move about July 20; Rogers, Ark., 30 to 50 cars, move August 10; other shipping points in county, Springdale, Avoca, Garfield, Gravette, Centerton, Cane Springs, Lowell; Coal Hill, Ark., 15 cars and about 85 to 100 from Johnson county, move about July 15; Conway county, Arkansas, 8 to 10 cars; Washington county, Arkansas, 40 cars; Springdale, Ark., 10 cars, move about July 20; Imboden, Ark., 10 cars; Lawrence county, 25 cars; Yell county, Arkansas, 25 cars; Plainview, 5 cars; Nashville, Ark., 16 cars; Highland, Ark., 175 to 200 cars; Pike county, 250 cars, move about July 10; Union county, Arkansas, 15 cars. Many localities which usually ship peaches will have none at all this year.

The peach crop of De Queen, Lockesburg and Dierks in Sevier county has been contracted for by the Woldert Grocery Co. of Tyler, Tex., at the price of \$1.00 per bushel. It is estimated that about 20 carloads will be shipped from De Queen.

The apple crop of the Ozark region is reported to be in excellent condition. The bloom was exceptionally good and the fruit has set in immense quantity. The prospects for an unusually large and fine crop are reported as very good.

The cantaloupe crop in Arkansas this

year will be unusually large. They are being grown in many places. Horatio, Ark., expects to ship from 60 to 80 carloads this season. One hundred acres are planted near Pike City, two hundred near Delight, Ark., and one hundred near Antoine. Mr. B. F. Drake has forty acres in melons and cantaloupes at Pittsburg, Kas., which he estimates will yield a revenue of \$2,000, an average of \$50 per acre.

The Fort Smith potato district will furnish, according to present prospects, about five hundred carloads of potatoes, coming mainly from stations on the K. C. S., St. L. & S. F., and Mo. Pac. Ry. lines. The Muskogee potato district will supply about seven hundred carloads this season.

Onions from the Laredo district have been moving at the rate of 50 to 60 carloads per day. Up to April 24th 1,000 carloads had been shipped, and this was estimated to be about one-half of the crop.

In recent years grape culture in the Ozark country has been increasing rapidly. Grapes grow well almost anywhere in that section. Wild grapes thrive in the woods, some of the vines in Newton county measuring six inches in diameter. On the farms around Neosho last year 225 acres were planted to grapes. By next year it is predicted there will be 500 acres. Missouri is both orchard and vineyard. Tontitown, on the St. L. & S. F. Ry., will ship 20 carloads of grapes this season.

Improvements in Kansas City Southern Railway Towns and Cities in Last Three Months

Ashdown, Arkansas.

Incorporated, the Diamond Lumber Company with a capital stock of \$10,000. The local newspaper purchased a linotype machine for \$3,500. The City Council sold a bond issue of \$25,000 for water works and \$35,000 for sewer construction.

Amsterdam, Missouri.

Incorporated a Canning Company with 8,000 cans daily capacity and has plant under construction, same to cost \$3,000.

Beaumont, Texas.

Ten new companies incorporated with an aggregate capital stock of \$516,000. New construction: Eight new business buildings, costing \$87,214, thirty-four new dwellings, \$40,800; an abattoir, \$35,000; additions to buildings, \$146,500; repairs, \$1,250; total, \$310,764. Road improvement, \$5,000; canal improvements, \$705,000; new oil wells and storage tanks, \$50,000. Incorporated, a new bank, capital stock \$100,000. Bond issues of \$85,000 voted for Drainage District No. 4. Waterworks bonds, \$500,000, sold at a premium of \$3,425.

De Queen, Arkansas.

The Lake-Lindsey Building has been converted into a hotel at a cost of \$4,500. Farmers and Merchants Bank and Trust Company changed to Sevier County National Bank. Improvements on two story school building \$1,800. Woldert & Co. of Tyler Tex., have contracted for most of the peach crop grown here and at Lockesburg and Dierks at the price of \$1 per bushel. The estimated crop is twenty carloads.

De Quincy, Louisiana.

The De Quincy News is a new journalistic venture and will appear weekly.

De Ridder, Louisiana.

Incorporated, the De Ridder Grocery Company, capital stock \$10,000. New broom factory established, \$2,000.

Fort Smith, Arkansas.

New corporations: Western Wheelbarrow Mfg. Co., Tucker Duck & Rubber Co., Ward Furniture Co., Winslow Automobile Co., aggregate capital stock \$415,000. New construction, school building, \$20,200; St. L. I. M. & S. Ry. bridge repairs \$10,000.

Granniss, Arkansas.

Incorporated: Granniss Sweet Corn Assn., \$2,000, to preserve green corn for transportation. Ten thousand acres of land leased for the purpose of boring for oil.

Gravette, Arkansas.

Good Roads Association expended \$2,430 for road machinery. Luther Hunt found gas at 250 feet depth, 13 miles west from here. Company formed to prospect for gas and oil.

Horatio, Arkansas.

A new stave manufacturing company, with capital stock of \$25,000 has been organized. A franchise has been granted to the De Queen Light & Ice Co., enabling said company to carry its wires from De Queen to Horatio for lighting purposes.

Joplin, Missouri.

Ten mining companies incorporated with an aggregate capital stock of \$404,000;

Century Engineering & Construction Co., \$10,000; Bankard Machinery Co., \$5,000; C. G. Hopkins Cooperage Co., reorganized, \$150,000, capacity 2,500 barrels per day, pay roll \$1,500 per week. Construction: New concentrating ore mills and mine improvements \$421,300; new railway depot and general offices, \$1,000,000; Christian Science Congregation, new church building, \$25,000. Sales of mines and mineral lands, \$525,000.

Lake Charles, Louisiana.

New corporations chartered: Alexandria Gravel Co.; Brimstone R. R. & Canal Co., capital stock increased; Texas Land Co.; Title Guaranty & Mortgage Co.; Southland Construction Co.; Grand Chenier Oil & Mineral Company; Starks Petroleum Co.; Oberlin Oil Co.; Mutual Oil Co.; Newton Oil Co.; Edgerly Oil & Sulphur Co.; Carters Company, merchandise; Southwestern Produce Assn.; Fairchild Oil Co.; aggregate capital stock \$745,000. Construction: Lake Charles Light & Power Co., new pump house \$8,000; City Street and Parish Road construction, \$513,447; five new business buildings, \$71,000; thirty-three dwellings, \$29,560; six new school buildings in Calcasieu Parish, \$101,358; seven new oil wells, \$70,000; initiative capacity 31,000 barrels; oil leases 2,800 acres, oil land sales 10 acres, \$15,000; timber land sale 400 acres.

Mansfield, Louisiana.

New corporations chartered: The Butler Co., merchandise; Mansfield & Northeastern R. R.; J. W. Jenkins' Company, hats and shoes; Johnson Furniture Co.; De Soto Oil & Development Co.; Keatchie Oil & Gas Co.; Lindsey-Taylor Co.; Oil Field Mercantile Co.; aggregate capital stock, \$1,211,000. Construction: Six miles gravel road to oil field, \$20,000; Gulf Refining Co., two oil tanks and reservoirs, capacity 37,500 barrels each; H. J. Sheppard, contract let for thirty room hotel, \$6,000; city contract let for waterworks system, \$34,300; nine new oil wells, \$90,000; initiative capacity 32,700 barrels.

Mena, Arkansas.

Joplin Engineering & Construction Co. is now surveying a line for an electric railway from Mena, Ark., to Hot Springs, Ark. Dr. F. E. De Longy has in operation a creamery of 400 pounds butter capacity and maintains a dairy herd of sixty cows. The Goff Wholesale Grocery Company has purchased ground upon which to build a stone and brick warehouse. The Ozark Ranch plants 4,000 apple trees.

Mulberry, Missouri and Kansas.
Mulberry ice plant, 15 tons capacity, is now in operation.

Neosho, Missouri.

The Masonic Lodge has completed the construction of an addition to its hall costing \$9,000.

Nederland, Texas.

The Port Arthur Light & Power Company has extended its service to this point and has installed electric light service.

Pittsburg, Kansas.

New companies chartered: Spencer-Newland Coal Co.; Interstate Operators' Coal Co.; Broadway Theater Co.; J. J. Stevenson & Son Coal & Mining Co.; Canal Fuel Co.; aggregate capital stock, \$127,000. Construction: Addition to Forest Park School, \$22,670; Kress Company, two story brick building; L. Froelich, brick flat building, \$45,330; new stone sewer completed by city, \$34,000. Clemens Coal Company, steam shovel, \$35,000.

Port Arthur, Texas.

The Sabine Fish & Fertilizer Co. has begun operation, using four vessels, which have been acquired at a cost of \$40,200. Construction: Business buildings, \$47,895; dwelling, \$1,000; improvements on Pleasure Pier, \$12,000; improvements on Plaza Hotel \$20,995. Oil exports March and April, carried in 107 vessels, by Gulf Refining Co., 1,576,429 barrels; by the Texas Company, 1,257,276 barrels; total, 2,833,705 barrels.

Poteau, Oklahoma.

New industries: The Lapel Bottle Factory, cost of plant \$30,000; Pankerton Bakery, brick construction, \$25,000; a new gas well of large capacity, \$10,000.

Redland, Oklahoma.

Incorporated: Hines-Kobel Sand Company, capital stock \$2,400.

Siloam Springs, Arkansas.

The Fountain Oil & Gas Company of Watts, Oklahoma, has leased 2,000 acres southwest of this point, along Illinois river, and will prospect for oil.

Shreveport, Louisiana.

New corporations chartered: Bob Hughes Grocery Co.; Emmett Oil Co.; Miller-Stoddard Co., mdse.; Kidd-Russ Trunk & Baggage Co., capital stock increase; Smith Drilling Company; Mannheim-Wolff Paper Company; Louisiana Hardwood Lumber Company; Shreveport Long Leaf Lumber Co.; Trees Transfer & Trading Co.; Mutual Theater & Amusement Co.; Alabama Oil Company; 49 States Oil Co.; Hammett-Stephenson Realty Co.; Geisen Drug Com-

pany; Page Lands Oil & Gas Company; aggregate capital stock \$14,314,000. Construction: Business buildings and repairs \$168,076; dwellings, \$136,255; city street paving plant and material, \$28,438; country road extensions, \$60,352; city water reservoir site purchased, \$16,899; Parkview Baptist church completed, \$15,000; Western Silo Company's new plant in operation. The adjoining parish of Bossier has sold road bonds to the value of \$175,000. Shreveport city building permits Sept., 1913, to May, 1914, \$920,263. Caddo and De Soto Parishes during 1913 had an output of 10,608,000 barrels of oil. Number of oil wells bored in 1913 was 541, costing an average of \$10,000 each.

Stillwell, Oklahoma.

A. Young & Son have established wagon and carriage works. Cost of plant \$5,000. Bond issue of \$3,000 voted for school building.

Sugar Creek, Missouri.

The Liberal Brick & Stone Company has purchased 1,180 acres of land and will establish a brick plant.

Texarkana, Ark.-Tex.

New companies chartered: Sellman Churn Mfg. Co., Miller County Bank &

Trust Company, Texarkana Brick Company, Adjustable Tool Company, Texarkana Factory Site Co., Long Pine Lumber Co., aggregate capital stock \$596,000. Construction: Watson & Aven Ice Cream Factory, \$2,500; M. E. Church College hall building, \$50,000; Texarkana Cotton Oil Co., 150 ton fertilizer plant, \$10,000; R. P. Martin, 15 ton ice plant; Country Club building completed, \$11,500; Buhrman-Pharr Wholesale Co., 4 story business building, \$60,000; new buildings under construction in April, \$250,000. First National Bank increased capital stock from \$50,000 to \$100,000. Contract let for Orphans' Home, \$10,000; for Rose Hill Baptist church, \$15,000.

Van Buren, Arkansas.

Consolidated Citizens Bank & Trust Co., with Van Buren Trust Company, capital stock \$125,000. Incorporated: Hunt & Ayers Hardware and Furniture Company, capital stock \$25,000. Post office building \$3,000.

Vivian, Louisiana.

Bond issue of \$70,000 voted for the construction of a school building. Incorporated: Vivian Light & Power Co., \$15,000.

Westville, Oklahoma.

Creamery plant and ice cream factory established, cost \$5,800.

Miscellaneous Mention

TREASURY DEPARTMENT MAKES RULING ON NATIONAL BANKS JOINING THE NEW CURRENCY SYSTEM.

Washington, April 23.—Official announcement was made at the treasury department that national banks, members of the new currency system, may legally make loans secured by real estate provided such real estate security is improved farm land unincumbered by a prior lien.

The property must be located in the same federal reserve district as the bank making the loan; the loan must not exceed 60 per cent of the actual value of the property, and for a period not longer than five years. Another provision made is that the total of such loans by any bank must not exceed one-third of its time deposits, and must, in no case, exceed one-fourth of the capital and surplus of the bank.

UNCLE SAM'S ESTIMATE OF TEXAS CROPS.

The acreage production and farm value estimates of the principal crops of Texas have been given out by the Crop Reporting Board of the United States Department of Agriculture. They are as follows:

Cotton, 12,072,000 acres, 3,930,000 bales, value \$216,574,000.

Corn, 8,800,000 acres, 163,200,000 bushels, value \$133,824,000.

Oats, 1,000,000 acres, 32,500,000 bushels, value \$16,575,000.

Wheat, 780,000 acres, 13,650,000 bushels, \$12,831,000.

Rice, 303,000 acres, 9,696,000 bushels, value \$8,339,000.

Hay, 400,000 acres, 464,000 tons, value \$5,475,000.

Sweet potatoes, 50,000 acres, 4,000,000 bushels, \$3,800,000.

Irish potatoes, 45,000 acres, 2,340,000 bushels, \$2,621,000.

Barley, 7,000 acres, 168,000 bushels, value \$136,000.

Rye, 2,000 acres, 30,000 bushels, value \$30,000.

Tobacco, 200 acres, 120,000 pounds, value \$26,000.

Corn, wheat and oats are the only crops whose yield and value in 1913 exceeded that of the previous year. The cotton crop is a million bales short, and the value is also several million dollars under the 1912 figures.

VANDERVOORT, ARK.

Vandervoort is located in the south part of Polk County, Arkansas, on the main line of the Kansas City Southern railway, 402 miles south of Kansas City, and within two miles of the gap of the last chain of cross mountains of the Ozark range, and its population, about 600, is entirely white, no negroes. The land is rolling and broken frequently by small streams, the outlet for numerous springs. The soil is composed of sand and clay in about equal parts, with a good clay subsoil, a splendid all-purpose soil, excellently adapted to diversified farming and fruit growing.

The average annual rainfall for this section is 48 inches, well distributed throughout the year.

It would be hard to find a more picturesque or a healthier section than this. The altitude is 1,100 feet above sea level; one hour's drive to the famous Bog Springs; two hours' drive from Gillham Springs, and about the same from Baker Springs, in Howard County—all noted health resorts.

Our crops are corn, cotton, cane, milo maize, kaffir corn, oats, clover, cowpeas, sweet potatoes, Irish potatoes, peanuts. Anything in the vegetable line can be raised in abundance, in addition to berries and fruits of all kinds; in fact, Polk County is noted for the excellent quality of its apples and peaches, and the vicinity of Vandervoort is without doubt the best strawberry section of the state.

Improved farms sell from \$5.00 per acre up, depending upon the distance from town and the extent of the improvements.

Those contemplating a visit to Arkansas should keep Vandervoort in mind and be sure to make one of their stops at this thriving and progressive town. The people will be glad to see you and will treat you with true Southern hospitality. The Vandervoort Commercial Club will be glad to answer any inquiries, and also assist you in any way possible if you make us a visit.

MO.-ARK. BI-STATE MEETING OF HORTICULTURISTS.

John Bland, of Columbia, Mo., secretary of the Missouri State Board of Horticulture, and E. N. Hopkins, secretary of the Arkansas Horticultural Society and editor of the Ozark Fruit and Farms, have arranged for a bi-state meeting of fruit and truck growers to be held at Bentonville, August 18, 19 and 20. One or two sessions will benefit accordingly, as much stress will be put on packing, and other phases of handling the apple crop will be considered. Prominent speakers from both states will discuss the fruit industry from every angle. The bi-products of the orchard and garden will be covered, also orchard heating, and all subjects pertaining to the growing and marketing of fruit and vegetables. The meeting occurs just before the big apple harvest and it is expected that the growers will benefit accordingly as much stress will be given to the proper commercial pack, grading, etc. Those interested in this meeting should address E. N. Hopkins, Secy., Fort Smith, or Jno. Bland, Secretary, Columbia, Mo. Exhibits of orchard and truck machinery, with demonstrations, will be a feature of the meeting.

NEOSHO'S POULTRY AND EGG SHIPMENTS.

The editor of the Neosho Miner and Mechanic recently investigated the status of the poultry and egg business in that city, and incidentally brought out the following facts: It appears that the Neosho produce houses paid out in the first quarter of 1914 the sum of \$146,000 for poultry, eggs, furs, hides, butter and other produce, the same being purchased for shipment to Northern and Eastern markets. The purchases by the grocerymen for home consumption are not included in this total.

Messrs. M. N. Alexander & Co. stated that last year they paid out \$300,000 in Neosho for produce; for the first three months in 1914 the payments for produce amounting to \$76,000. Up to the middle of March they had shipped their nineteenth carload of live poultry. Messrs. Newton & Oliver had paid out \$15,000 for produce during January, February and March. In April last year they paid out \$30,000 for produce in Neosho. Mr. U. S. Rowe had paid \$25,000 in January, February and March, 1914, for eggs, poultry, hides, furs and butter. This makes the aggregate of \$146,000 paid in Neosho for produce in three months. This will make \$1,882 per week, a nice little item of ready cash for

those who have produce to sell. No mention is made here of the great income derived from strawberries, peaches, plums, grapes, apples, etc. The income from the strawberries alone is between \$75,000 and \$100,000, and that with only half a crop shipped.

GOOD WORDS FOR SHREVEPORT AND DE QUEEN.

Mr. F. A. Kiene, Jr., formerly of the Hays branch of the experimental station of the Kansas State Agricultural College and now Assistant Agronomist U. S. Department of Agriculture, Washington, writes of a visit to the South as follows:

"Hays, Kas., June 5, 1914.

"Mr. Wm. Nicholson,
"Kansas City, Mo.

"Dear Sir: I have your favor of June 3 and will state that I had the privilege of visiting Shreveport last December as well as several other points in the South. I continued my trip to Washington, D. C., over the Queen and Crescent, from Shreveport. As I visit the south I am more and more impressed with its agricultural possibilities. It has not as yet made more than a start toward its possibilities of production. I have been able to make some very profitable investments at DeQueen, Ark., and hope in the near future to be able to develop some farming properties there."

"Yours very truly,

"(Signed) F. A. KIENE, Jr.

"Asst Agronomist, U. S. Dept of Agr.

"Note. I expect to make another trip south this fall."

ANOTHER HOTEL NEEDED.

While Beaumont has first-class hotel accommodations in point of quality, and sufficient in quantity for most towns of its size, there is a pressing need of more accommodations of the class we have. Another hotel at least as large as the Crosby is needed to accommodate the regular run of custom and for extraordinary occasions the facilities for the entertainment of guests we now have are very inadequate.

Scarcely a day passes that the leading hotels of Beaumont are not only taxed to their full capacity but are compelled to turn away guests. This is the normal condition here. When, for some particular reason, there is more than the ordinary amount of travel to Beaumont, which not infrequently occurs, the congestion becomes acute and very embarrassing. It is noticeable that when other towns are complaining of dullness, Beaumont hotels are filled, and as the

town is constantly growing this condition becomes more and more noticeable.

The building of additional hotel accommodations here should not be a difficult matter, as the opening for another big hotel here undoubtedly exists.

ARKANSAS NATURAL FOREST.

President Wilson recently opened up for settlement 15,000 acres of land in the Arkansas Natural Forest. Since then a bill has been introduced in the House to make available for settlement between 700,000 and 800,000 acres of timberland now constituting part of the Arkansas Natural Forest.

SHREVEPORT, LA.

The new city directory count of population of Shreveport, gives that city, including suburbs and additions, a population of 37,642, showing an increase of 4,000. The past year was the most prosperous in the city's history. The growth was about twice as great as during the preceding years.

PITTSBURG, KANSAS.

The population of Pittsburg, not including suburbs, for the year 1913 was 15,635. The population for 1914 is given at 17,796, showing a growth of 2,161 for the year. The population of Crawford county was 51,177 in 1913, and is reported at 58,907 for 1914, showing an increase of 7,730 for the county.

The engravings used in "Current Events" are made by the Teachenor-Bartberger Engraving Company of Kansas City, Mo.

Fort Smith's population in twenty-three years has increased 139.90 per cent, according to the latest figures issued by the census bureau of the Government. The latest figures are estimated on the city's population up to July 1, 1913. They give Fort Smith 27,136, a gain of 3,161 in three years, or a percentage of 13.18 plus. The 1910 census gave the city a population of 23,975, a percentage gain of 106.91 over 1900, when the city's population was 11,578. The total gain since 1900 when compared with the figures just issued is 15,825.

Farmers in Marshall County are learning to apply the "cost system." Ten farmers near Waterville kept careful account last year and found that the cost per acre of raising wheat, based on an average yield of twenty bushels an acre, was \$13.71, or 68½ cents a bushel.—Kansas City Star.

K. C. S. RAILWAY Employes' Supplement Number 10

F. E. ROESLER, Editor

THE RAILROAD MAN—HIS CREED.

As a man among men I have Rights to maintain, Privileges to possess, Duties to perform, Obligations to keep.

My Rights are those of my fellowmen—no more, no less.

My Privileges are to serve my fellowmen and to be served by them.

My Duties are to myself and to the world, my duty to myself being to fit myself for my duty to the world.

My Obligations require me to shape my conduct and to use my abilities in such ways that the world may be the better for my having lived.

Hence, holding fast to these Truths, and seeking to practice them as I live and work, I hereby profess my faith in these

Seven Virtues of My Vocation:

1. I believe in Safety. Just as "a good sailor takes no chances," making no short cuts among rocks and shoals, so the Railroad Man may never disregard his warnings and signals, nor court disaster by rash venturing.

2. I believe in Fidelity. I must faithfully perform my every task. Where but one in a thousand neglects his duty—be it naught but the rapping of a wheel, the setting of a bolt, the driving of a spike—there can be no safety.

3. I believe in Sobriety. The steady nerve, the sure hand, the cool head, the sound judgment, are things indispensable in my work. The least indulgence may impair them. And without these there can be no safety.

4. I believe in Courtesy. In showing good will I gain good will. Good service depends upon good will given and good will received.

5. I believe in Economy. Wastefulness is evil. Nothing that can be of use may be wasted: not a pound of coal, not a gill of oil, not a scrap of paper. In the sum of saving lies much gain, surely profiting them that save.

6. I believe in Organization. Civilization is built only by men holding together for common good. True organization considers all: the worker, the employer, the public at large—each for all and all for each.

7. I believe in Efficiency. In seeking large yields from economized effort, we lighten our labors and increase in proportion the returns from our work. To these ends shall we strive, shaping our course with intelligent action. Thereby we accordingly prosper, each and all.—Sylvester Baxter, in M. K. & T., Employee's Magazine.

ESSENTIALS FOR SUCCESS IN THE RAILWAY WORLD.

VII—By F. D. Underwood, President Erie Railroad.

All who enter railway service should bear in mind that the most important business in the world, except that of agriculture, is transportation, and qualify for so important an undertaking.

The essentials for success in it may be classed under two headings: Physical and Mental.

One should be robust, possess good hearing and eyesight; temperamentally able to stand the "gaff"; not self-conscious, never forgetting he is a cog in a great machine. In time he may be a cog in the main wheel. On a railroad, from the directors and president down, no man is but a cog in a wheel. Keep clear of the sometimes illusion that you are too big a cog, or that the organization should be shifted or modified to meet your individual well being, or that of your fellows. A railroad organization is not good until it runs smoothly, regardless of the ingress or egress of any man in it.

Railway service is a semi-public duty. Individual or class work may be criticised unjustly. Honest criticism is a good thing. Carping criticism requires no attention.

For the reason that the conduct of a railway is a large thing, its expenditures are apt to strike the individual mind as lavish, engendering thereby in the individual a habit of extravagance with its utensils and property.

Railway operation requires real economy. Too many men practice a dual economy; one grade for themselves and one for the company. Whenever employes of every grade economize for the company, on an individual economy basis, great gains will show. It is not to be expected that so great an accomplishment can be had at once. It can well be held in view as worth striving for.

It should always be borne in mind that as the world goes, no railroad company is rich. Their plant is mortgaged about to its value. Its operation must be on such a basis as to clear dollars sufficient to pay interest on the mortgages; in addition, it should return a fair dividend to its shareholders and create also a surplus for contingencies.

Many are apt to look upon men who started low, and ended high, as knowing a process which, if imparted, might entail for them like success. I am quite sure that men classed as successful cannot blaze the path or give reliable history that would ac-

count for their success, however much they might be inclined to.

A great factor in advancement is propinquity. If in an obscure locality from which there is small chance of promotion, or in a department from which advancement is unlikely, to be near a market for talent shift before too long, even at a temporary sacrifice.

Nothing that has been said in this is new, nor can new things on success be said.

Summarized, the ruling factors are:

Good health.

Good tactful sense.

Industry.

Patience, and

An affection for the vocation.

WORLD'S LARGEST LOCOMOTIVE.

Erie Railroad's Newest Tractor Weighs Over Four Hundred Tons.

From the New York Post.

The most powerful locomotive ever constructed has been built for service on the Erie Railroad. The total weight of the monster engine, with tender, will be 410 tons, compared with 242 tons, the weight of the largest locomotive now in service. The average locomotive will appear a mere toy when compared with the new engine, which will be the 6-cylinder type articulated Mallet compound.

F. D. Underwood, president of the Erie, has named the new locomotive "Matt H. Shay," in honor of a retired engineer, who was "a faithful and loyal employee, and as trustworthy an engineer as ever guided a train."

The Matt H. Shay, which will take the place of two locomotives, will be used to pull freight trains over heavy grades such as are found on the Susquehanna & Gulf Summit division. Being a radical departure from other designs, its service will be watched with keen interest by railroad men, who are struggling to increase the average train load, and otherwise keep down train mileage.

The Matt H. Shay is unique in that it will utilize the large weight of its tender to furnish adhesion for the third set of drivers. It has been, generally, the practice to carry the dead weight of the tender without deriving any power from it.

When it is considered that a loaded tender weighs more than half as much as the engine itself, it can be seen that considerable power is required to haul the tender and that a great advantage should result from putting drivers under it; at least from

a standpoint of tractive power per total weight of engine and tender.

ENGINE DESIGNS ARE BETTER.

The Locomotives Built in 1913 Embody Many Improvements.

"The progress in locomotive designs in this country during the past year," remarked a shop foreman, "has been very largely along the lines of improvement and refinement, tending toward greater economy in operation and maintenance. The rapid and general introduction of the superheaters, the better understanding of the principles of combustion and how to apply them, the lessons learned from experiments made through tests made of locomotives recently by the mechanical department of the Kansas City Southern, the improved quality of material that can now be obtained, as well as the data on actual service of larger locomotives, all have offered designers so many opportunities and so much valuable information that the year's work has principally been that of assimilating and putting it to practical use.

"There has been little of a spectacular nature in the improvement of locomotives, but the advance has been real and marked. The locomotive tests that were made at the Altoona, Pa., works during last month, a full report of which has been sent to many of the railroad mechanical departments in the United States, showed all that I have said and more too—locomotives, now being built to haul larger trains at a higher speed, with a lower cost for fuel per mile than those built in 1912.

"Take the 550 class engines which were built in 1913 and they will demonstrate this point when tested out, and have proved it by a test of one of them as against those of the 1912 build. They are better designed, more reliable and need fewer repairs. What has actually been done and how the results have been accomplished is told by the study of the general locomotive designs seen in most of the railway mechanical journals to be found in any master mechanic's office.

SUPERHEATER TEST SUCCESS

Southern Finds New Idea Practical and Economical Proposition.

The value of superheaters as tested on the Kansas City Southern has been of a very satisfactory nature, and has demonstrated to the mechanical department beyond a

doubt that the superheater system is an innovation that has solved in part the economy necessary to be used in handling locomotives. As stated in the reports of the tests the advantage of superheating may be utilized either in coal and water saved due to a reduced water rate, or by burning the same amount of coal as would be required in the boiler when it is generating saturated steam and thus obtaining a decided increase in the power output of the locomotive. The possibilities of increased power to be obtained by the application of superheaters to existing saturated steam locomotives have up to the present time been hardly realized and in consequence have not been given the attention they would warrant. There are many locomotives, it is stated, especially of the smaller types which, by the expenditure of a comparatively small sum for reconstruction, could be made available for service which now requires the use of the heaviest types of power. Pacific type locomotives, are in every day use, in many instances on local trains, which could be satisfactorily handled by much smaller 10-wheel engines if the latter were equipped with superheaters. The possibilities in the application of superheaters, it is claimed, to existing locomotives, are worthy of much careful consideration and open another avenue towards increased power without going to extremes in weight of the locomotives.

THE HOT BOX A CRIME.

K. C. S. Official Says Such Trouble Results From Pure Carelessness.

"What is a hot box? Well, I'll tell you, presuming you know what it is ordinarily as you see it," said a Kansas City Southern official in answer to the question. "It is the result of rank carelessness on the part of the car department employees in not keeping a good vigil for the condition of the car wheels, or rather the care of the journals of the trucks under the car where the hot box is found. A hot box is a sign that Safety First rule is not practiced by some car department man.

"There is no excuse for a hot box after a car is sent out if the train is carefully looked over by the car men at each terminal. Primarily a hot box is caused by poor waste and an insufficient 'greasing' at the time it should have been done and there is no excuse for one. A hot box is liable to cause a wreck and a wreck on most

railroads costs money, much more than the price of a sufficient quantity of waste and oil and grease to protect the journals of the car wheels. The farmer who buys a new wagon or a buggy, has a pretty good idea of what a hot box means and the ways to prevent it. When he buys a new wagon he sees to it that the spindle is well greased so it will not get hot. He watches it closely and does not take any chances on the wheels running hot. Suppose he practiced the same carelessness that some of the railroad car men do. He would have trouble the same as they hand out to the train men who take a neglected car out in their train. The farmer's wheels on his new wagon, or buggy, would stick and if he persisted in driving ahead, he would soon have a bad spindle and a bad wheel. However, the results would not be so disastrous as they would be in a train of cars running at a speed of fifteen or twenty miles an hour. It's no wonder that trainmen use language unfit for a Sunday School class, when they find a hot box in their train. They know that someone has been care'less and shirking in his work, and that he is to blame. No wonder that on some roads it is almost a crime for a hot box to be allowed to proceed in a train without looking after it and stopping to cool it off."

THE ART OF TRAIN BUILDING.

A Yardmaster Tells of the Mistakes Which Frequently Cause Accidents.

There is an art in building up a train in railroad yards so as to reduce the number of switches to a minimum, and still get the train or trains out on schedule time. There is sometimes too much indiscriminate switching and use of lighter capacity equipment on the head ends of the long modern trains as they are made up at the terminals. The modern freight train consists of from 50 to 130 cars, and the safety of trains does not permit too many of the lighter capacity cars being placed on or near the head ends. This is the way an old head conductor, who was once a yardmaster, explained the art of making up trains and the handling of them after they had got out on the road.

"All steel or underframe equipment should be given the preference in the makeup of the head ends, and especially in the solid through trains that are now being made up," he said. "This can be best

brought about by giving that particular equipment the preference in loading and classification, and keeping the older and lighter cars in the rear portion of the train. It is no uncommon sight to see a heavy freight train with three or four of the lighter capacity cars on the head end. This is a wrong practice and should be discontinued. Proper train building can be easily accomplished if the yard conductor will only use a little judgment. The Southern yardmasters in Pittsburg use fine judgment in this respect and I am not alluding to them for they are both good practical men. I am alluding to yardmasters of other roads and at other terminals of the Southern.

"I have in mind the case of an 80-car double-header. This was not on the Kansas City Southern. The make up of the train was started with ten hoppers of coke, steel equipment; 20 empty box cars, steel underframe; 15 empty stock cars, 50,000 capacity; 5 hopper cars of coal, steel equipment; 20 empty refrigerators, older and lighter equipment; 10 hoppers of coal, steel equipment. There were three separations of this train while it was pulling into the terminal. Two of them occurred in the refrigerators and one in the stock cars. There is never a track so full of cars that there cannot be room enough left to place a few of the cars on the rear end. Arrangements can be made. Nearly every conductor has advance information regarding the train he is to switch and he can arrange for his work accordingly. I might say that with two extra switches that double header could have been made safer than in its original makeup."

ROUGH TALK DOESN'T PAY.

An Experienced Railroader Says Kind Words Get Results.

These few remarks are original and taken from conversation with one of the "old heads" of the roundhouse, who later became a locomotive fireman and then an engineer:

"Say, this thing of being a grouch is a frost. There is nothing to it." The remark was prompted when he heard a boss call one of the men under him to time over some work that had been done. "If a fellow keeps it up," he went on, "the first thing he knows the drawbar will come out, and then he will land in a heap—nothing but junk. I say put on the air and the soft pedal and apply the air to this rough-and-ready talk, if there is nothing meant by

it in the heart. A fellow will not get any farther with a grouch than a dead engine. I don't care what kind of business he is in. I know that some of the fellows think that it is a sign of feebleness to say 'please,' but believe me, I have found that little word good for anything from a hot axle to a 'super.' Then this thing of 'bawlin' a fellow out in the roundhouse so that everybody can hear should go to the discard. In any line of work it is bad.

"I have found a heart-to-heart talk is much better and does more than oratorical cussing. Of course, we all have our mad spells, but the other fellow can get just as mad, and then we have a talking match with considerable lurid conversation, and 'nothin' doin'.' Suppose a fellow came to you, if he wanted to cuss you, and said, 'Bill, you've got lots of good points in you, and I know that you are doing the best you can, but you are a little bit out of line on this job, and I'll see if I can help you out of it.' What does Bill do but swell up and say 'Sure.'"

CURVE ALIGNMENT ESSENTIAL.

The Kansas City Southern Has Method Devised by Its Engineers.

The uniform lining of curves is essential to smooth riding tracks and is a goal towards which all roads strive to a greater or less degree, depending upon the importance of their traffic. The means by which they attempt to maintain correct alignment vary greatly. On many roads the curves are lined by eye. The foreman of the engineering department is called upon to set the stakes, which are soon knocked out or broken off. On a few roads missing stakes are promptly reset so the track foreman may keep the track in proper shape and in line at all times. On other roads the ends of the curves, perhaps one or two intermediate points, are permanently marked by rails or other "monuments" between those governing points. Curve alignment on the Kansas City Southern is carried on by an original method which has proven to be the best method yet used. While the best method, at first glance, would seem somewhat complicated, it requires the attention of only the man who makes the computations after the deflections have once been secured, and this can be done in the office at any time that is most convenient for such work.

FREIGHT CONDUCTOR LAW.

Washington—The Texas statute providing that a person should not act as a freight railway conductor without having had two years experience as a freight brakeman, except in cases of emergency, was annulled as unconstitutional by the Supreme Court.

Justice Lamar announced the court's decision. He stated that while the public had a right to fix standards and tests for those serving in semi-public positions, yet it could not establish arbitrary rules which gave certain classes a monopoly of positions.

He declared the law gave freight brakemen a monopoly of the right to succeed freight conductors, and excluded therefrom all others of the public, including firemen, engineers, passenger conductors, and passenger brakemen.

"The law does not require a freight brakeman to be qualified, but it does shut out all others of the public who might show themselves by proper tests to be qualified," said Justice Lamar. "It does this in the face of the practice of the railroads recognizing that engineers become qualified to act as conductors." Justice Holmes dissented.

The decision was announced in the case of W. W. Smith, for years an engineer on freight trains of the Texas & Gulf Railway, convicted of violating the conductor law by acting as conductor of a freight train on one trip.

A PLEA FOR THE FILE CLERK.

The filing of correspondence in an office, especially a railroad office, where a multitude of subjects are encountered, constitutes work that is very important to the smoothness with which that office is run. Some letter writers seem to think it is an undue hardship and requires great effort when writing letters to refer to file numbers. If they would only stop to think what time would be saved and the worry that the file clerk would be relieved of if the file numbers were referred to, they would surely not overlook this slight detail. Of course, sometimes the file numbers cannot be referred to owing to there being no file on that particular subject when the letter to be answered was written; however, in that case, the first paragraph should contain a complete synopsis of the subject involved—not merely just the date of the letter referred to—which would relieve the file clerk of much anxiety.

There are many filing systems in use and many curious symbols are placed in the right hand upper corner of letters. They may read like Greek to the man who is answering the letter, but if the author would only refer to that character, time would be saved in the office of the concern to which the letter is addressed, for the file clerk would not have to refer to his index, which takes considerable time, but could go immediately and get the file.

Stenographers could also help in a measure to obviate this shortcoming—shortcoming because it is true some men never refer to file numbers at all—by watching closely the letters they are answering, and if a file number is shown, quote it, whether it was mentioned by the dictator or not. If stenographers would pay more attention to this detail, it would be to their benefit also, for if a greater portion of the letters received in an office had reference made to file numbers, the mail could be gotten to the proper person very much earlier in the day and would in all probability be answered more quickly, thus letting the stenographer receive his dictation at an earlier hour; in fact, the whole machinery of the office would be oiled, greater efficiency would be maintained, and the file clerk's troubles considerably lessened if dictators of letters, when answering correspondence, would only refer to file numbers.

Why not correct this oversight?

CULTIVATE YOUR P'S.

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

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

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

WHAT DO PASSENGERS THINK OF YOU?

Some few years ago, while I was employed in a ticket office, a Bohemian farmer called me upon the phone, asking for information about rates to San Antonio.

These people are not as easy to understand things as some others, and will enter into no transaction until they thoroughly understand it. After giving this man the rate of ticket for himself, then himself and wife, time of departure and arrival and various things too numerous to mention, he started all over again by asking some foolish question; and I lost my temper and said: "Oh, I will tell you next week," and started to hang up the receiver. He replied: "That's all right. I didn't want to go until next week, no way."

Now, this man's good nature prevented him from becoming insulted and going over some other road; but this remark of mine, no doubt, was heard by other passengers at the window who were not so well supplied with good nature. What did they think?—Sunset Central Traffic Department Bulletin.

RAILWAYS HELP FILIPINOS.

"The schools of the Philippines have done much to bring the people of the islands to a high stage of development, but in my opinion the railways that have been built in the islands also have been of great assistance in arousing among the inhabitants a keen desire to accept the white man's ways," said James Ross, general attorney for the Philippine Railway Company, just from Manila, in an interview at Washington, D. C.

"I have been in the islands for thirteen years, and without fear of contradiction I may say that railway construction has done as much in its way as soldiers and schools, because wherever we built roads the natives who had previously got little or nothing for their labor received rewards that were far in excess of anything they had ever expected. It encouraged the men to further efforts; it made the lazy natives ambitious for the first time in their lives, and brought prosperity to communities that had been nothing but collections of shacks. I have seen places where we built stations that were only clusters of thatched houses grow to towns inside of a few months. During the last three years we have built 200 miles of road on the island of Cebu, and 100 miles in Panay.

"When it is realized that the last rice crop of the islands was worth \$15,000,000, it is easily understood that business is rapidly increasing, and this is due to railway development. Our road has experts traveling along its line all the time giving instruction to the natives regarding the planting of rice, cane and other crops. I feel that

the railways have done their part in the upbuilding of the trade of the islands and the people."

\$360,000,000 PAY LOST YEARLY BY R. R. MEN.

Washington, June 6.—That 500,000 railroad men in the West are out of work and these men and their families are losing \$360,000,000 a year because of retrenchments by the roads, was the statement made here by Fred Feick.

Feick, who represents 1,000,000 Western railway employes, came to the capital to urge the Interstate Commerce Commission to grant an increase in rates to the railroads.

PASSES FOR EMPLOYEES.

H. D. Ravenscraft, agent; R. H. Miller, cashier, and S. H. Webb, ticket agent and operator, are three of the local employes of the Kansas City Southern Railway whose length of continuous service for the company entitles them to annual transportation under a recent ruling of the management of the road. Messrs. Ravenscraft and Webb have each been in continuous service for sixteen years, which entitles them to annual transportation for themselves and wives. Mr. Miller's continuous service is for fourteen years, entitling him to transportation for self only. While this ruling went into effect early in the year, the annual passes came to hand only recently. The remarkable feature about the record these men have made is that the entire term of service of two of them was here in Mena and the other in Mena and Polk County. This record is probably not duplicated on the entire line, outside of Kansas City. It is not likely that the receipt of the passes will increase the desire for travel in these men, all of them being too busy to spend much time on the road, but they appreciate this recognition of continuous service.—Mena Star.

WHO IS RUNNING THE RAILROAD?

Years ago, when a railroad was an urgent necessity anywhere, a few of the more provident citizens would organize a railroad company, survey a line, sell its stock to their neighbors, accept donations and bonuses, elect a president and board of directors and proceed to build a railroad. The general superintendent operated the road, while the president and directors hustled for money to keep things moving.

The railroad had to take its chances, like any other unit in the industrial and commercial world, but differed from these in that the cost of maintenance and improvement was an unknown quantity in the early days, and also that it could not retire from business, as could a bank or mercantile concern, or close down permanently as could a factory. The railroad, after its construction, became an absolute necessity. If it failed to earn enough to maintain itself, it simply passed into other hands, borrowed money wherever its president and directors could raise the funds, and continued to serve the public. Owing to the lack of information as to the ultimate cost of maintenance, improvement and reconstruction, the freight and passenger charges never at any time were sufficient to provide the funds needed in later years; unchecked competition kept the rates far below the safety margin and rates once lowered could not be easily brought to a safe standard. But, during these earlier years the president and directors did manage, control and operate their railroads, as wisely as the conditions permitted.

In recent years the situation has changed considerably. The stockholders of a railroad still elect the president and the directors and the latter still have to hustle to get the money wherewith to operate the railroads; beyond that they have little to say. Any other unit of commerce has the unquestioned right to determine what the price of its product shall be and to fix the compensation of those whose services are required in making the product, but this right is denied the railroads.

The American people, through their Congress and the State Legislatures, have undertaken to manage the income and expenditures of the railways, saving the railway presidents and directors this irksome duty. A railway company's management, as at present apparently constituted, consists of the president and board of directors aforesaid, to raise the money for the maintenance of the railway, and the President of the United States and his official retinue, the Interstate Commerce Commission, 48 governors, 96 senators, 435 congressmen, 150 state railway commissioners, 1,700 state senators and 5,500 state assembly men. It is an interesting fact that most of those mentioned have become really active and are responsible for railroad legislation that has caught the railroads going and coming.

VALUATION OF RAILROADS.

The valuation of the railways may cost over \$70,000,000, it is now said. Of this expense about \$20,000,000 will be borne by the government, and the roads will have to stand the remaining \$50,000,000.

This is an average of \$200 per mile on the total of 250,000 miles, which is the estimated cost of collecting the data that the government requires the railroads to furnish as the basis of the valuation. The law under which the appraisal is being made allows the railroads to appeal to the courts upon disputed questions, so that much litigation is anticipated. Probably the next generation will receive about 1950 and file unread a valuation of the railroads of the United States as of 1915.

The practical value of such a report will be about the same that would attach to a valuation of Manhattan Island in 1700. The value of any public utility is measured by its earnings, and Commissioner Prouty has frankly admitted that no aid in rate making can be had from the useless report that is to cost \$70,000,000.

Even as a basis for public ownership of railways, it would probably work great injustice to the roads or the government.—The New York Commerce and Finance.

A hundred-point man is one who is true to every trust; who keeps his word; who is loyal to the firm that employs him; who does not listen for insults nor look for slights; who carries a civil tongue in his head; who is polite to strangers, without being "fresh"; who is considerate toward servants; who is moderate in his eating and drinking; who is willing to learn; who is cautious and yet courageous.

Hundred-point men may vary much in ability, but this is always true—they are safe men to deal with, whether drivers of drays, motormen, clerks, cashiers, engineers, or presidents of railroads.—Elbert Hubbard.

If you work for a man, in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him, and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none.

Business men and all upon whom the responsibility for initiative depends have been harassed and perplexed by government interference and an excess of new legislation that has unquestionably been the main cause for the present depression in business. This policy has not only produced a discouraged state of public mind, but has made it practically impossible to make plans for the future, without incurring dangerous uncertainties. When business gets a rest from legislative meddling, courage will revive; and there is no doubt but that business will quickly respond. The political outlook is still in many respects unsatisfactory and unsettling, although the belief grows in well informed circles that radicalism will receive a decided setback through the ballot at the next election. At present our lawmakers are unconsciously doing their best to multiply empty dinner pails, instead of trying to restore prosperity. During the first four months of the current year the new incorporations in principal states of the United States aggregated only \$365,000,000, against \$888,000,000 the same time last year. This astounding shrinkage of about 60 per cent in new enterprise is largely attributable to political conditions.

The engineers pulling the train between Paris and Cherbourg receive two dollars and seven cents, in contrast to ten dollars and twenty-five cents paid the engineers handling the trains between Cincinnati and Cleveland; and the conductors one dollar and thirty-one cents, in contrast to seven dollars and twenty-three cents paid on the run in Ohio.

In other words, while the passenger fare in France is 69 per cent greater, the wages paid here to engineers and conductors are 400 per cent greater than those paid in France.

Between London and Liverpool, a distance of 200 miles, the first-class passenger fare, including 150 pounds of baggage, is seven dollars and eight cents, while from Cincinnati to Toledo, a distance of 211 miles, the fare, including a parlor car seat and 150 pounds of baggage, is only four dollars and seventy-five cents.

The engineers handling the train from London to Liverpool receive two dollars, in contrast to eight dollars and twenty cents paid engineers for the run between Cincinnati and Toledo, and the wages of conductors and firemen bear approximately the same relation.—W. C. Brown.

SOME "DON'TS" FOR OFFICIALS.

"Treat Your Subordinates Right," Is Gist of Carson's Advice.

Many railroads have sent broadcast among their employees long lists of "Don'ts" for their guidance, but here is a completed list of "don'ts" for the officers which are being scattered among the officials of the Missouri Pacific as well as a number of other railroads, which are applicable not only to railway officials but to all who happen to fall into a little bit of authority. They were compiled by C. H. Carson, superintendent of the Ft. Dodge, Des Moines & Southern road:

"Don't nag. Many a good man has been nagged into inefficiency. Don't humiliate a man by advertising his shortcomings from the housetops, but quietly point them out to him. He will lose an arm for you, if necessary. Don't treat your men as if they belonged to a kindergarten class. Chances are they are better posted than you are. Don't be afraid to compliment an employee for some commendable service. He is made of precisely the same kind of stuff you are.

"Don't forget that the subordinate has as much gray matter as you have. Don't forget that where some of your men are making mistakes that cost dollars, you, by pursuing a mistaken idea and policy, may be costing the company thousands. Don't forget that a man who is made out of the right kind of material will resent a brutal call-down, and you should not complain if he knocks you down. Don't forget that a man who will stand for a 'cussing' because of some mistake or oversight is not the man to help your administration. He should be fired. Don't forget that a whole industrial world has changed since you had your ear close to the earth and that what might have been done 25 years ago would be impossible now. Don't forget that while you are checking everybody else up it might be a good idea for the company you represent to make a careful inventory of yourself. You might be 25 years behind the times."

"DON'T JUMP," ENGINEER SAYS.

With Smashup Impending It's Safest to Stay With Her.

"What is the safest place on an engine when a smashup is impending?" repeated a veteran engineer as he gazed into space. He then turned to his questioner and answered the question with, "You won't think so much of that when you are running an engine; all you will think of is to stop;

but to the fireman who has nothing else to do but look after his own safety, I would say 'stay with 'er,' unless your speed is low—say less than twenty-five miles an hour, and you have plenty of time to get off and get away from the track. Many a man has been killed by jumping and having the cars piled on top of him.

"Again, many have been killed by being caught between the engine and tender as they started to get off; the safest place is out on the running board, hanging on to the hand rail; then if she goes to turn over you have a jump coming. Rounding a curve once, on a down-grade, and at a speed of about forty miles an hour, I saw a tree across the track; and it was impossible to stop. I called to the fireman to 'look out.' He saw the tree, and putting both legs out of the side of the window, he prepared to jump, but I was quick in those days and grabbed him by the jumper and pulled him back into the cab. He would undoubtedly have broken his neck had he jumped. We struck the log, smashed our pilot and broke the log into three pieces, but after a stop we went safely on."

WIRELESS PROVES USEFUL.

"Conductor ill," was the message flashed by wireless from the only train so equipped in the world when the man in charge of the Lackawanna Limited that left Hoboken for Buffalo, was taken ill while his train was running fifty miles an hour, thirty miles east of Scranton, Pa., Nov. 24. Originally a delay for changing conductors would have been necessary—either a stop while a telegram was sent ahead for a relief conductor, or else a wait in Scranton while the relief conductor was being obtained.

But there was no delay. When the train pulled into Scranton a little more than half an hour later, a relief conductor stepped aboard, grip in hand, ready to take charge. The other conductor stepped off and sought a physician.

"In my opinion," said Superintendent Foley, "the wireless will revolutionize railroad-ing. The time is not far distant when the wireless telegraph on trains will make the safety and convenience of railroad traveling 100 per cent greater than it is today. And for the prevention of accidents I think the wireless will prove of the greatest value."

GOVERNMENT OWNERSHIP

"The ringing chorus of 'Safety First' now has filled the ears of the American army of railroad men for the past four

or five years," said a Southern trainman, who has been with the road for eighteen years, "and now what is the meaning of Safety First to the trainman, and those in the other departments? First, it means his life, health and comfort. Second, his job. It looks as though the railroad men have realized the first meaning of the words, Safety First, but they have forgotten, or never have thought of, the second. If Safety First means anything to the railroad man, it means not only the safety of his life, of his body, his home and his comfort, but the safety of his job.

"The railroad man stands today in peril of losing the freedom of action which hitherto has been a marked characteristic of his place in the industrial scheme. The railroads today are on the brink of Government ownership, which would sweep out of the grasp of the railroad employees the broad liberties they now possess. The fact cannot be dismissed from the minds of railroad men with light unconcern. To my mind the crisis is here, and we all stand at the parting of the ways. Some railroad heads predict Government ownership within a year. All declare that it will come quickly unless the present trend of affairs is decisively headed off.

"Contrast the lot of the railway mail clerk, a Government employee, with that of the trainmen under private management. The railway mail clerk starts in at a minimum wage of \$60 a month. He is required to work long after his regular hours. He receives no pay for overtime. His hours often average twice that of trainmen. He is under Civil Service rules and has to take frequent examinations on new routings and new territory and the like. He must prepare for these examinations off duty. A foreman of railway mail clerks is said to get \$150 a month, and promotion beyond that position is very difficult, and the most of them never get any farther, for the higher positions in the service are practically all political appointments. While \$150 a month is good pay, it is only a minority of the clerks that get that much. These are only a few of the points toward which the railroad man is headed if the railroads pass into the hands of the Government."

It isn't generally known, but it is true, nevertheless, that on the northern district of the Southern Pacific Company, of which D. W. Campbell is general superintendent, there is as unique a crew of track cleaners and police as could anywhere be found.

The members are neither Americans nor foreigners. The crew is a crew of crows.

The big black birds have builded their section nests near Hornbrook, Ore., and fat and sleek, live off the generosity of passengers and dining car employees of the Southern Pacific Company. When the trains arrive at Hornbrook the crows leave their roosting places and circle above the depot. When the limiteds pull out the birds follow them for five and six miles. Scraps are thrown to them and they devour every bit, policing the tracks and acting as scavengers. The section men and other employees of the railroad realize the work the birds do and prevent them from being molested. Trains crossing the Great Salt Lake are followed by seagulls, the latter, like the crows, feasting on the scraps thrown them from the diners.

PAY " AT THE TICKET WINDOW."

"Every dollar paid in fares on the train deprives this city of just that much credit for the passenger business it gives the railway, and lessens its chances of recognition when occasion calls for improvement in its railway accommodations.

"Pay your money at the ticket office, where it will be recorded to the credit of this city and help show its proper standing as a railway station.

"Help boost our city and also assist the conductor in getting the train to your destination on time by purchasing your ticket before boarding train."

If there is a Board of Trade or a Committee of Promotion looking after the interests of your town, will you advise them what some of the other towns and cities are doing in this respect, and if well, also inform the editor of your paper thereof and doubtless enough local pride will promptly develop to take similar action. The good results obtained will be surprising.—C. & N. W. Ry. Bulletin.

Before taking up the broad question of government ownership of railroads, why should we not consider the success or failure of the management of municipalities? Are all cities well governed? The city council of Chicago passed a budget which possibly may be subjected to the scrutiny of efficiency experts. It might be suggested that before government ownership of railroads is put into effect they try municipal ownership of gas plants and street railways.

SAFETY FIRST

SAFETY FIRST RALLY AT FORT SCOTT, KANS.

During April a general rally of railway men interested in "safety first," and participated in by 800 employes of the St. Louis & San Francisco, Kansas City Southern and other lines, took place at Fort Scott, Kans. There were numerous discussions of features incidental to the subject of "safety first," the talk of the day being made by Mr. W. P. Wright, of the Kansas City Southern Ry. shops at Pittsburg, Kans.

Mr. Wright's Address.

"In life, in every phase of industrial activity, in every plot of political chicanery, in every religious or civil movement, everything has its price, and that price must be paid; whether in blood or in fortune, whether in dishonor or in persecution—that debt must be paid.

"Whether it is cheaper to pay the debt that commercial industry levies, in life and blood, in mangled limb and groan of anguish, in despair and poverty, or in the intelligent use of the minds God has given us, in the ever watchful care and use of those faculties we possess, in remembering that we are our brother's keeper and that every one is our neighbor, we look to the welfare of life and limb, we as workers and citizens must determine and act accordingly.

"In this particular line of activity that is so close to many of us on the road or in the shops, the idea of Safety First does not receive the thought it should.

"There are many, too many, who are skeptical as to the real intent of the movement and there are yet many who must be taught by argument or demonstration, the great good that lies under the caption, 'Safety First.'

"We must remember 'tis the little things that count.

"A loosened brick in a wall may mean a blow that could cause death or insanity.

"Edged tools lying about or a board with a protruding nail could easily result in the loss of a foot.

"The careless use of sledge or punch might mean the going through life with but a single eye.

"The taking for granted that a machine is in good condition may make someone wear an empty sleeve.

"A lighted match carelessly thrown into a rubbish heap may mean death to many innocent people.

"MEN! learn to kick that banana peel from the sidewalk and lay aside the piece of rubbish or tools from the path you and others must use.

"True it is we cannot correct all the wrong conditions we may meet, but we can report them to those whose duty it is to correct them.

"The man who breasted the waves of the Rubicon;

"The one who stood on the bridge at Arcola;

"The man who from the bowels of the Titanic sent the frantic call for help upon the frozen air—each one was a hero and has the hero's meed of praise.

"The man who with hand on the throttle, faces death and dares him to his worst, while those behind know naught of danger;

"The man who saves a fellow workman from death or accident;

"The person who prevents, by word or act, sorrow and distress, although unhonored and unsung is none the less a hero.

"Gentlemen, the movement for safety is a serious one.

"Until men discard their selfish creed and recognize their duty to their brothers, the wail of the broken heart and cry of the orphan will be heard.

"Until the demon of greed has been curbed and men shall use their senses will the Juggernaut of industry grind beneath its wheels, its devotees.

"Men, the movement for safety is a serious one.

"Not until the toiling millions learn to conserve life and limb, and human life was never so highly prized as now; not until corporations shall lend their aid to prevent sorrow and disaster, not until the criminally negligent and careless workman and the idling, dawdling, pleasure worshiping, rich drone shall have been taught that they are not alone in the content of God's Universe, will man work in peace and joy and safety.

"We need not be officials or have a place on the safety committee, to be efficient in the preventing of accident. The track walker should see the broken rail and the sweeper see the faulty chain more quickly than the foreman or the superintendent. What we must do is to be ever on the alert for things that may be wrong about us, remembering that our brother's welfare is our welfare; that what hurts the other man, hurts us; that what gives us pleasure,

will give others pleasure; that what saves our lives, will save the lives of others, and that in saving others we ourselves seek safety."

MEMORY LAPSES COST LIVES.

And the Reasons for Their Occurrence Are Always a Mystery.

Those who do not believe in the lapse of memory theory perhaps can explain this incident on the Frisco system a few years ago. The one who undertakes to explain, and does not believe in lapses of memory, can not call it a mental disturbance, for that produces a lapse of memory. Here is the incident that is among the unsolved wreck causes. The day operator was going to his work early one morning and found a freight train on the siding, with the conductor, engineer, fireman and two of the brakemen standing around the engine talking. "What are you waiting for?" asked the operator. "Two sections of 139," answered the conductor. The operator continued on to his office and relieved the night man, and as the relieved man left the office, he remarked, "There are two sections of 139 this morning," and said "good night," and was gone.

The first section came along and whistled past the station, as the conductor of the sidetracked train stepped into the telegraph office to get orders for his next run down the line. He was told as he stepped out on the platform that the second section would be along about fifteen minutes later. He walked up to where his train was standing, with his orders and the engineer climbed onto his engine and the fireman rang the bell; the conductor gave the highball and the train pulled out and the first thing the day operator, who had stepped out for a minute, knew of what was happening, the caboose was rushing by the depot. He could see none of the crew and could not stop them. He rushed inside and wired the next telegraph station further down to flag second section of No. 139, but the word came back that 139 had pulled out. The trains came together a few miles below and the engineer, fireman and conductor of the "wild" train were killed; the brakeman said he did not inquire about the orders and supposed they had been changed. The men who disregarded the orders were killed, and there is nothing now to do but try to explain why they pulled out right in the face of the second section of 139. But there are numerous accidents in the railway service equally unsolved that pre-

sent to the student problems in psychology well worth considering.

Another case involved a passenger conductor on the Frisco a few years ago. He left Monett on one of the evening west-bound trains, with orders to wait at a certain station for an incoming passenger train. His train stopped at the station for a minute, and the conductor went into the depot, and when he stepped out onto the platform he gave the highball with his lantern and the engineer, thinking he had received new orders, pulled out. The two trains met on a straight piece of track a few miles further on, but did not come together. The conductor explained that he had forgotten his orders, or rather explained that he was afflicted with spells of lapse of memory. He shouldered all the blame and now is running a grocery store.

TRESPASSING ON RAILROADS.

Statistics compiled by the Interstate Commerce Commission show that in the last twenty years 86,733 railroad trespassers were killed and 94,636 were injured in the United States. Of the total 25,000 were persons under 18 years of age, 32,276 were tramps and 120,102 were men and women who were killed near their homes.

All the leading railroad corporations in the country are conducting a campaign of education to put an end to such trespassing. They should be upheld by the public and by public officials. Parents, especially, should teach their children that under no circumstance must they venture upon the tracks, and punish severely every violation of the parental injunction. In this work railway employes should join. They know the danger and are brought in personal contact with the awful results more closely than any other class.

PRECAUTIONS TO BE TAKEN BY A SECTION FOREMAN.

By Swan Johnson, Section Foreman, C., St. P., M. & O. Ry., E. St. Paul, Minn.

With reference to precautions to be taken by section foremen to prevent injury to employes:

A section foreman should always try to hire good, able-bodied men for his work, men who have good eyesight and good hearing, as it is of the utmost importance that the section men be on the alert at all times to protect themselves from possible injury and accidents. A good many times section foremen in yards are taken up with work in one part of the yard with one crew and are forced to leave another crew in another

part of the yard doing other work. Therefore, it is very important that he procure good men who will watch out for themselves and their fellow workers, as there is constant danger of being run over by trains or cars which are being moved back and forth during every minute of the day and night. Foremen should instruct their men as to the proper method of loading and unloading track material, cutting and handling rail, frogs, and switches, and, if possible, to be on hand while this work is being done, to see that the men are not in a position where they are liable to be struck or pinched while said track material is being loaded or unloaded from cars. Track tools should be looked over by foremen to see that they are in good condition, so that no accident will result therefrom; they should also see that push cars, hand cars, and motor cars are in good condition at all times, so no accident can occur on account of defective parts, etc. Every foreman is troubled more or less at certain times of the year in procuring experienced men for section work, as other lines of work will often pay the men larger wages, and then a foreman has to hire inexperienced men, who will require constant attention, as it takes them some time to become accustomed to their surroundings and the importance of their position. Foremen should always be instructing their men and advising them as to the safest way a thing should be done. There is something new springing up every day which requires constant attention and care. The men should be made to realize the importance of every little thing which pertains to their safety and their fellow employees.

SAFETY FIRST.

By H. G. Rilling, Bridge Carpenter, C., St. P., M. & O. Ry., Worthington, Minn.

While the most attention in the Safety First movement has been directed towards driving out the dangerous conditions in the mechanical as well as in the transportation departments, I feel this has also been handled with great energy by supervisors of B. & B. and roadmasters, as well as superintendents with the maintenance men. There are a great number of wrong practices that require attention continuously.

Many bridge foremen and track foremen fail to see that their men place their tools properly on the hand car. The track jack is placed on the front of the car when it should be placed on the rear. I can recall one instance a few years ago when a track jack was placed on front of the car and in

some unknown manner the jack fell off across the track and derailed the car, injuring a number of men, but not seriously.

It is a common occurrence for bridge and track men to take chances in rounding curves where the view is obstructed. To cover this I feel it is the duty of the foreman in charge of the crew to see that the car is stopped at all points where the view is obstructed and send flagman ahead to insure absolute safety. In taking the hand car off and putting it on the track at an unfavorable place men are often injured.

There are a great many foremen that work their men in bunches. This is not the way to get proper results, and is also dangerous, working so close together. The men should be put at intervals along the work. Mushroom head chisels and other defective tools should not be used, and in a great many cases a man is struck in the face or eye by what is supposed to be a piece from a chisel head or hammer.

There are also bridgemen injured distributing timbers or piling from cars; many of the men are not experienced in handling such material and are liable to be injured. The foreman should be on the car and instruct the men how to handle the unloading of material without injury to men engaged in the work. The building foremen should see that all stagings are properly fastened or nailed, and if planks and boards are lying around driven full of nails, should see that they are clinched or pulled, also that other material does not project out of windows on to passenger platform, and all holes around buildings are covered so that it is absolutely safe for passengers to pass by.

Don't start a piece of important work until you have all the material on hand.

Don't size caps on pile or trestle bridges.

Don't put in frail or light cribbing around excavations.

Don't figure that you will need no protection for a small piece of work on straight track, even with no trains due; it is the unexpected that causes accidents.

Don't neglect to clean up around bridges and structures after the work has been completed; burn all scraps, so there will be no danger of fire.

My observation is that when the foremen and men have educated themselves regarding the proper manner of handling each other they have accomplished a great deal.

Safety First means simply a consistent, proper and efficient performance of our duties.

WHY SOME MEN DISREGARD "SAFETY FIRST."

It is difficult to believe that any man would risk his life and do some fool-hardy thing rather than submit to the tongue lashing from some pestiferous blatherskite who happens to be clothed with a little passing authority. Many railroad men will confess that the impulse to do dangerous things was prompted in many instances by the taunts of petty superiors or the ribald sputterings of hangers-on about the station yards, or from men in the service who were careless of their own safety and jibed others who were not.

Most conductors are sensible, level-headed men who take no risks themselves nor allow their crews to do so, but now and then some immature student gets by the examining board and is entrusted with a train. It is usually the new conductor who cultivates a sarcastic tongue and practices on his brakeman, if he thinks that he can get away with it, particularly so if it doesn't happen to be an old seasoned brakeman. The latter kind are not much inclined to allow any one to dub them "old woman," "Percy boy," and similar terms supposed to be sarcastic, simply because they do their work in the right and safe way. They generally repay in kind and usually give two for one and their repertoire is not by any means limited. Occasionally one gets the conductor's head in chancery, an operation which generally results in a reformed conductor, but the easiest and most practical way is to refuse to go out with him and when called upon the carpet state plainly what the trouble is. The proper official will usually adjust a matter of this kind promptly. No railway company wants any of its men injured or wants any of them to take any risks and no petty official in any department has a moral or any other right to taunt and harry men who are using common sense in the performance of their duties.

PRECISION IN LANGUAGE.

A man who is constantly traveling over the same railroad has become well acquainted with the porters of the sleeping cars.

On a recent trip he hailed his porter exuberantly, and said:

"Hello, Matthew! I have some good news for you. We've had a birth in our family since I saw you—twins."

Matthew grinned. "Well, sah," he said, "I wouldn't call dat no birth, sah. Dat am a section, sah."

PERSONAL

SOME OLD-TIMERS IN THE K. C. S. SERVICE.

The Kansas City Southern, although the youngest railroad running into Pittsburg, is old enough to have its veterans among the shop force, but the only one left of what was known as the "Old Guard" is Ed Brannon of the machine shop. He has been with the road for a period of twenty-four years and was first employed at Hume, Mo., when the Kansas City, Pittsburg & Gulf reached no farther south than Hume, and to hear him talk of the old days as a machinist with the road sounds like a story of the dim and distant past. In those days it required two years to overhaul an engine, where now a week or more is about all that is necessary, and sometimes two or three days are all that are required on a rush job. The Hume shops in those days were not on a very large scale and the machinery for overhauling and working on an engine was not as up to date as it is now. When an engine was overhauled then and turned out for the service it was "some engine," and the work was perfect, as told by Mr. Brannon.

In those days, too, the railroad companies never reduced the force nor shut the shops down anywhere. Instead, if business was poor, the wages of all shop men were reduced, and when business picked up again the wages were put up to where they were. When the road reached Pittsburg the Hume shops were moved here and Mr. Brannon came with them and went to work in a long frame building that was called "the shops." Several men worked with him whose names will be well remembered by the older residents of the city. Among them were Charley Ollis, Doc Decker, Tom and George Woodhouse, Henry Wyrick and Arthur Dancy. Ollis left several years ago and the last information about him was that he was working in a shop in some Wisconsin town; Doc Decker left the road about twelve years ago and went to a little farm near Philadelphia, where he engaged in the chicken business, raising poultry for the market, and he is said to have become rich in the business; Tom Woodhouse died a few years ago, and his brother, George, is in Mena, Ark., for the benefit of his health; Henry Wyrick died several years ago at his home in this city; Arthur Dancy left the shops last

March and moved to a farm in southwestern Missouri, leaving Mr. Brannon of the "Old Guard" alone. There are only two other men on the system older in the service than he; they are Josh Billings of the bridge and building department and Ed Giffin, an engineer on a passenger run on the Southern division. Each of these men has been with the road only about a year longer than Mr. Brannon. He has seen the passing of hundreds of men at the shops since he has been in the service. Some of them were mighty good men, while others were not quite so good. He has the record of doing as much and as good work in a day as any man in the shop, but he never boasts of what he can do, nor does he find fault with work turned out by any of the employees. He always has a good word for everyone with whom he is acquainted. He has been asked why he does not change and take a better job; his answer has always been, "I am contented and satisfied; what else does a man want in this world?" He could have been a foreman in the shops years ago, but he always turned away from the position with the excuse that he did not want it, and he felt better working as a journeyman machinist.

"The Southern does not have a pension system," a foreman in the machine shop said, "but if it did Ed would surely be entitled to one, but the chances are he would not accept it, for he says he will be working here for several years yet."

Engineer Peter McCabe, one of the veterans of the engine cab on the road, has been granted a thirty-day leave of absence, and with his wife left Pittsburg, Kan., for Wallace, Idaho, where they will visit with his brother, Thomas McCabe, who is sheriff of that county. Engineer McCabe was with the Kansas City Southern long before it was changed from the Kansas City, Pittsburg & Gulf, coming here with Engineer L. F. Schirk, as a fireman, from the "Splitlog road," by virtue of the Pittsburg & Gulf Company purchasing that road. As the road was expanded he became a locomotive engineer and is one of the oldest engine men on the road. In all of these years this is the first real vacation, planned "with malice aforethought," he has taken. "When a man looks forward to it," said he, "thirty days is a long time to be off, and I do not know whether I can stand it or not. It will be the longest time I have been off an engine in twenty-three years, but I am going to enjoy it, for I feel it in my bones."

After twelve years of faithful service in the shops of the Kansas City Southern at Pittsburg, C. L. Deckard, machine foreman, has resigned to engage in other business for himself. He will be located in Pittsburg, however, and will be one of a company which will add to Pittsburg's business enterprises. Mr. Deckard rose to his present position with the Southern by sheer force of character and loyalty to his employers. After graduating from the Girard city schools, he concluded to be a printer and secured a position in one of the Girard printing offices.

Always being interested in machinery, Mr. Deckard took a course in the International Correspondence Schools and during that time he secured an apprenticeship in the Kansas City Southern shops in order to learn the practical end of the trade and after graduating from the I. C. S. course, and having finished his time in the shops, he spent a year in various shops, among which were the Frisco, Missouri Pacific, Rock Island and the C. B. & Q., learning other company's ways of doing things. He then returned to Pittsburg and secured a position as a machinist in the Southern shops. He was promoted shortly after entering the shops to foreman of the repair gang and was given additional duties. He was made the supervisor of the repair gang in the machine shop, and was in charge of all the floating work, such as repairs on steam shovels, Ledgerwood, pile drivers, wreckers, etc., and was also a machine foreman. He will continue in this capacity until June 20, when his resignation is effective. John Whitesell, who has been employed in various capacities about the shops, for the past ten years, has been appointed to succeed Mr. Deckard and now is learning the ropes.

In addition to his work in the shops Mr. Deckard has always taken an interest in the city which he has always called his home. He served two years on the city council and would have been returned, but refused to again become a candidate.

W. M. (Billy) Watson, until four years ago an engineer on the Kansas City Southern, is now located permanently on his farm about four miles east of the city, having been forced to abandon railroading on account of an infirmity that has overtaken him. He was afflicted about four years ago with an ailment that has stubbornly defied the medical fraternity of not only Pittsburg, but of Kansas City and St. Louis. He recently returned from Kansas City where he had gone for treatment from specialists, but after they diagnosed the case

they told him that they could do nothing for him and he returned home, resigned to make the best of his condition. All control of his lower limbs has gone, but he has good use of the upper portion of his body. His many railroad friends are making life as pleasant as possible for him as they can, in the way of sympathy and visits to his home. He was "made" on the Southern, having commenced as a fireman about eighteen years ago.

AMORET, MO.

Mr. Ira C. Seidelman, clerk in the Auditor's office, at Kansas City, has purchased a forty acre farm, 2½ miles from town. Mr. Ira C., Mr. and Mrs. Geo. Seidelman, Arthur Weidman, M. L. Cullers, Geo. Goodwin and G. H. Barnard, all from the General office, spent Saturday and Sunday here, fishing on the river and bayou near the farm.

HEAVENER, OKLA.

Engine No. 705 has arrived at Heavener and will be assigned to the south end of the Third district and will be in charge of Engineer Rockwell.

Fireman W. H. Laswell, who suffered from blood poisoning in his left hand, has just returned from the hospital at Kansas City.

Fireman J. V. Schoolcraft, who has been confined in the hospital at Kansas City for the past month, has returned to resume his duties.

Boilermaker P. A. Duer went to Kansas City recently to make arrangements to move his family to Heavener.

HORATIO, ARK.

Horatio, Ark.—Roscoe Grady, clerk at the railway depot, has been promoted to a position as day operator at Mooringsport, La. Mr. Geo. Riley of Siloam Springs, Ark., will be his successor here.

Horatio, Ark.—The Kansas City Southern Ry. is now testing out a new gravel bed which it is expected will yield large quantities of fine track ballast. The work is being done by Foreman D. M. Ligan, who has a crew with him. A gravel washing plant will be installed if the test work results favorably.

KANSAS CITY, MO.

Mr. Howard Estes, secretary to Chief Engineer C. E. Johnston, has become a benedict. In view of the premises the office force presented the happy pair with a silver knife and fork set, with due and proper ceremony. It was observed that there was more smiling and smoking than usual in the office that day.

LEESVILLE, LA.

Car Superintendent J. D. Leach, it is reported, did, on the third of this month, persuade Miss Lillian Cavinor of this city, who has been Assistant Manager of the Cumberland Telephone Co. here, to take unto herself a husband, to-wit, himself. Both, being highly esteemed residents of Leesville, have been busy receiving the congratulations of their many friends. Mr. and Mrs. Leach will depart in a few days on a trip to the Northwest.

Mr. P. Murphy, foreman, reports that everything is moving along nicely at Leesville and that while the weather has been warm, it is relieved by a good shower every few days. Regular trains are moving on schedule time and extras are despatched without delay of any kind. Everybody is feeling good and has a smile on tap. Matters have been running so smoothly that it seemed quite a relief to find a sun-kink on the track a few miles out and repair it. Extra gang foreman, Oscar Armstrong, with his crew had everything ship-shape within thirty minutes after arrival.

PITTSBURG, KANS.

Some bachelors are lost at the shops at least three or four times a month. When found they have ceased being bachelors and for a day or two are extravagant in the matter of handing around the cigars. During the past few weeks several weddings have taken place.

Earl Kessel, of the machine shop, and Miss Zella Pryor were united in marriage.

Floyd Rogers, of the coach department, has indicated by the usual sign, passing around the cigars, that he has become a married man.

Bert Porter, of the mechanical engineer's office, and Miss Ethel Morrow were recently united in marriage and soon afterward left on a wedding trip through the East.

C. W. Williams, formerly a well known Kansas City Southern brakeman, now located at Lafayette, Ind., and Miss Edith Curtis, of this city, were married the third week in June. They will make their home in Lafayette, out of which the groom is working on the "Monon" road.

Mr. E. P. G. Hart, chief clerk in Master Mechanic McLane's office, has gone to the Atlantic Seaboard Line as chief clerk in Mr. Small's office, with headquarters at Norfolk, Va. Mr. S. T. Seabaugh succeeds Mr. Hart as chief clerk.

Will Anderson, stenographer for Superintendent O. Cornelisen, who has been in Kansas City for the past three weeks for eye treatment at the hospital, has returned to his work, and says his eyes do not bother him at all any more.

Fred Reece, who has been day engine dispatcher for several months, has been transferred to the office of the master mechanic and has been relieved by L. M. Dillman, who has been doing the night engine dispatching. Hugh Gallagher, formerly employed in the work here, will take the night shift.

Harry Williams, stenographer for George H. Hess, superintendent of machinery, who recently won the championship of the shops as the long distance runner, pole vaulter, fence climber and hat and coat grabber, has returned to work again feeling much relieved after his extra effort to gain the championship.

Bill Toff, foreman of the bridge and building department, is credited with being one of the most enthusiastic Safety First workers among the employees of the Kansas City Southern. It is stated that he will get up in the middle of the night to nail a plank in a bridge if he should happen to think where a plank was gone.

Mr. Geo. Singleton, who for several years was a locomotive engineer on the K. C. S. Ry., and is well known in this city, three years ago acquired several small lakes near Mount Logan in Colorado, and has stocked these with trout and other fish. The fish when of proper size are sold to the large hotels, and during the winter months a good ice harvest is made. Mr. Singleton's place comprises 164 acres.

John H. Whitesell, the new machine foreman at the shops, is not a stranger at the

shops. He has been employed there for the past seven years and during that time he has been employed in every department covered by a machine shop and is an able man for the new place. He has been a resident of Pittsburg for the past seventeen years and learned the trade of machinist in the Pittsburg Foundry and Machine Shop, and is a finished workman.

Floyd Drury, of the machine shop, undertook to play the good Samaritan towards a vicious cat a few days ago and as a result is laying off with a crippled hand. Tuesday morning, when he started for his work, he found a big cat hanging to a wire fence, where it had become fast, in an attempt to get through. Floyd lent his assistance, and the cat repaid him when it got loose by biting his right hand so severely that he has been unable to work since. There is some fear of blood poison.

Grant Schirk, of the machine shop, who was shot by Walter Walker a couple of weeks ago, is reported to be so far recovered as to be able to return to work.

Hostler Schuler is somewhat peeved. A few days ago his home was quarantined because his son was suffering with chicken-pox. Later it developed that the "breaking out" was caused by a "blood medicine" treatment he had been taking.

Will Van Sant, who recently came into the pipe shop from Muskogee, Okla., says he is glad to get back after an absence of eight years. He learned his trade in the Kansas City Southern shops and says that it is a good old road to work for. Since learning his trade he has worked several places over the country.

A. A. Nichols, son of M. G. Nichols, keeper of the main gate to the shop grounds, left a few days ago for Concordia, Kas., where he will be mixed up in the big wheat crop as a thresherman. He is a machinist as well as a stationary engineer and will have charge of the engines for a firm of brothers who own three or four threshing machines.

Mr. B. J. Dalton, assistant district engineer of the Interstate Commerce Commission, with headquarters at Kansas City, Mo., was formerly civil engineer with the K. C. S. Ry. and was engaged in the construction of the old Kansas City, Pittsburg & Gulf Railway. He is a graduate of the University of Kansas. He has been construction engineer on several new railroads

George Woodhouse, one of the old timers in the machine shop, has arranged to move his family back to Pittsburg and will again take a place in the shop. He and his family have been living in Mena, Ark., where Mr. Woodhouse was for the benefit of his health. They were there over three years and he has so far recovered that he says that he is in better health now than he has been for the past twenty years.

A. Baggett, of Vera Cruz, Mexico, was employed as a brakeman here during the week. Mr. Baggett was a conductor on one of the roads running between Mexico City and Vera Cruz, until about three months ago, when he, along with a lot of other American railroad men were warned out of that section of the country and he came to the states. He said that ordinarily Mexico is a country in which to railroad, but now an American had best be some place else.

SHREVEPORT, LOUISIANA

Mr. J. E. Payton, who lately purchased a 100-acre farm near Wicks, Ark., seems to be after the poultry and melon prizes for that State, as he reports his two acres of canteloupes doing fine as well as the 200 young turkeys which he has purchased

The first Southern Division Employees' Picnic was held at Forbing, La., on May 30th, on the grounds of the Christian Church. A special train for the accommodation of the employes and their friends was furnished by the company, and it is estimated at least 750 people were present. In the athletic contests, of which there were eleven, Conductor "Deacon Jones" won the 50-yard race, men under 50 years of age, while Engineer A. A. Campbell bested W. F. C. Gibson in the 100-yard race for men over 50 years. Mr. Campbell's time for the 100 yards was 17 seconds and from the start it could be seen that Gibson had no chance. Master Mechanic Sagstetter won one of the eliminating contests in the free-for-all 100 yard, but lost out in the final contest, the race being won by L. L. Polette. In the baseball contest the road men came out victorious over the shop men, the score being 6 to 4. The crowd was very orderly, everyone had a good time and all are looking forward to the second picnic.

Addresses were made by Supt. Sutherland of the Southern Division, Jas. Beattie, blacksmith foreman, Mayor Eastham, Rev. Claude Jones and Rev. W. A. Freeman of Shreveport.

SHOP NEWS

DeQUEEN, ARK.

Two handsome new locomotives arrived in DeQueen Monday from the American Locomotive Works at Schenectady, N. Y. One is for use on the D. & E. and one for the T. O. & E. While under existing conditions they are to be separated for a time, we hope they may soon be able to share each other's company by the connecting of the two roads in the near future.

HEAVENER, OKLA.

The K. C. S. is building stock pens a short distance north of the coal chute this week. Twelve pens and three chutes are being constructed, all the pens equipped with hydrants for the watering of stock and also arranged for feeding. The pens are being made sufficient to handle the loading from this point and also to take care of the feeding and watering of stock in transit.

PITTSBURG, KAN.

If there is one more department about the shops that is doing more work than another it is the electrical department. The work that is being run into the shops every day has got the department completely buried.

The car shops are turning out grain cars in large numbers every day. As fast as they are finished they are sent to Kansas City, where they are centralized preparatory for the large export wheat shipments over the Southern to Port Arthur.

A too free use of ice water and the hot weather has been the cause of a lot of sickness among the engine and train men on the Southern during the past week and the extra men are having all they can do to keep everything moving in both departments.

The car department employees are being kept busy nowadays repairing and rebuilding cars preparatory for a heavy demand for cars that will come inside of two weeks, or at least the demand is expected by the transportation department. This week two big furniture cars, seven box cars and seven outfit cars have been turned out. The average of cars that have been turned out for the past month has been five daily.

John Grimes, known as the Kansas City Southern ice man, again is back at his job, and he can be seen busy any day now, handing out ice to the train and engine crews, as well as seeing to it that the coaches are filled as they pass through on the regular trips.

The Pullman Company has attached a broiler service for the convenience of travelers on their cars attached to trains Nos. 1 and 2. Passengers now traveling on these trains, if they desire, can be served with their meals, and it is said to be a very convenient addition to the service.

The regular engineers are all working pretty steadily now. The weather of the past week has been an inducement for them to make hay while the sun shines. The extra men are also doing pretty well in the matter of time, but with the regular men working regularly they do not get out quite as lively as they would like.

There are places about the shops where the "No Smoking Allowed" is carried out to the letter. They are the paint department of the coach department, and the millroom. In the former there is danger of fire on account of the highly combustible nature of some of the paint mixtures, while in the millroom there is danger of fire from the shavings and other offal from the wood, which is dry and inflammable.

There is always something doing at the shops. During the month ending May 15th engines Nos. 552, 365, 701, 497, 488, 801, 803, 707, 705, 557, 450, 497, 551, 495, 461, 65 and 806 have been in the shops for repairs and are in service again. Baggage cars 15, 6 and 10, coaches 159, 173, 215, 203 and 217; Poteau Valley coaches Nos. 10 and 161 and a number of work train boarding cars have been in the shops and repaired.

In a short time there will be a class of fourteen apprentices go out of the machine shops prepared to work in any shop in the country. The Southern shops, it is stated, turn out among the best finished mechanics to be found anywhere, and when an apprentice just out of his time states that he is from the Kansas City Southern, it is safe to say that if there is an opening at all, he will get it. This will be the largest class ever turned out from the shop at one time.

The 163d banana train passed over the Kansas City Southern recently on its way to Kansas City. This road is enjoying a good business in the hauling of bananas. The berry season, which is practically over, has given the road a rush of business, and then the Midland Valley road is handling the Southern one train of oil a day for shipment to northern cities. These latter trains usually contain from twenty-five to thirty-five cars and generally they are run in a train by themselves.

Engines Nos. 558, 155, 705, 551, 488, 493, switch engine No. 60 have been in the shops, had sundry things done to them and have departed. All engines sent out from the shops hereafter will have larger letters and figures. Anyone of them can be seen for a distance of ten blocks and it will be difficult for them to get by anywhere at a speed so great that either the lettering or the figures cannot be recognized. Coaches No. 154, 100 and 99 baggage cars 15 and 6 have been overhauled and placed in service.

Three cases of appendicitis are reported from the offices during the week or at least the doctors said their trouble was a disarrangement of the appendix. The victims were Harry Williams, stenographer for George F. Hess, superintendent of machinery, who returned to work Friday noon; George Nelson, record clerk in Chief Clerk Shaw's office, who is back at his place, and Bert Porter, of the mechanical engineer's office, who is away on his wedding trip in the east.

With the informal opening of the Panama Canal which has already taken place, the Kansas City Southern has been benefited in a small way by a shipment of freight that passed over the road to Kansas City to be given to the Milwaukee road for shipment north. This is looked upon as a forerunner of what will happen when the canal is opened formally. By reason of the suspension of traffic on the Tehuantepec railroad, because of the revolution in Mexico, the Panama railroad has been offered more freight than it can carry and the officers in charge of the canal therefore allowed this freight to be taken through as soon as the channel at Cucharaca slide had been made passable.

VANDERVOORT, ARK.

Joe Wilson is back from Shreveport and will remain here as K. C. S. agent. Joe knows a good town, and refuses to be switched off into any slow place like Shreveport.

Sports and Amusements

HEAVENER, OKLA.

The shop men at Heavener have organized a baseball team which has been successful in several games. The team won its initial contest from the Firemen's team at this point. The score was five and one in favor of the shopmen. The prominent feature of the game was the pitching by Wm. Callahan, which appears to have been superior to the catching. It is reported that J. E. Gallagher met with a very painful accident while playing on third base in the effort to catch a ball with his eye instead of using his hands.

PITTSBURG, KAN

The machine shop baseball team had two games with the Cleveland, Mo., team May 9th and 10th and was defeated.

Charley Marshall, of the machine shop, is considering a proposition to try out with the Tulsa team in the Western Association.

The blacksmith ball team won another victory from the Christian Twilight team on the K. C. S. ball grounds by a score of 9 to 1.

The shop quartette, good singers and rosters, have accompanied the blacksmith shop team to several games in the neighboring towns.

The millroom ball team and the ball team from the roundhouse have had several games so far. The millroom team has been victorious.

The blacksmith shop team defeated the car department team by a score of 6 to 10, and a day or two later defeated the machine shop team by a score of 9 to 2.

Doug Hall, machinist, who is laying off for the summer to act as umpire in the Western Association League, was called home from Tulsa, Okla., Friday morning because of the illness of one of his children.

The shop ball team will play the second of a series of games with the Anderson team. They have played one game of fourteen innings, in which the score stood 5 to 4 in favor of the Anderson players. It was an exciting game and it is believed that the next one will be equally exciting.

The Kansas City Southern quartette, which has been making a reputation for the past year, is in demand at entertainments. The members are practicing from three to four times a week, and are more

perfect in their singing than ever before. If they so desired and could take the time they would become one of the busiest organizations in the city.

In a 7-inning game on the K. C. S. diamond, the United Brethren baseball team defeated the car department nine by a score of 9 to 0. The U. B. team tried out Bert Strobe, their new pitcher, and he performed fine, letting the opposition down with two hits. The batteries were Strobe and Musgrove for the U. B., and Murphy and Vanstill for the car department.

Since the departure of Charley Marshall to try out with the Waterloo team of the Iowa Central League, Roy Smith has been elected captain in his place. The team, it is asserted, is made up of better material than last season and already the boys have dates as far south as Heavener, Okla., and as far north as Cleveland, Mo. The team now is looking for a good first baseman in place of Marshall.

The employees are passing away their time during the noon hour with the horse shoes and they are practically out of the card games. The talk now heard by the visitor is "ringers," "leaners," and "pegger." There are some adepts about the car shops when it comes to pitching the horse shoe, and they can tell you before it leaves the hand just where it will land if it does not do too much circling around the peg after it hits the ground.

The machine shop men have among them a promising candidate for the admiration of the lovers of boxing exhibitions in the person of Len Hall, a machinist apprentice. He has made a start in the ring in the lightweight class and has won much favorable comment. He weighs 122 pounds and has been in several bouts in which he has proven himself a fast and expert boxer. His opponents in every case had their hands full and gained some experience.

The Kansas City Southern's first ball team was defeated by the Anderson, Mo., players at Anderson by a score of 4 to 5, after a fourteen-inning game. Morgan and Resor formed the battery for the shop team and did good work. Resor had the misfortune to collide with a runner at the home plate in the ninth inning and sustained a fracture of the cap of the right knee which has laid him up at home since. Marshall finished the game after the ninth inning. Morgan pitched an excellent game, allowing only six hits, and got ten strikeouts to his credit during the fourteen innings. The team will play a game with the Minden team May 17th.

Heavy drooping eyebrows are sometimes an inconvenient appendage to the wearer. At least that would be the inference taken from the story told on himself by Jake Myers, of the boiler shop. A few days ago, according to his story, he concluded to go out into the timber and shoot a mess of squirrels. He had brought down four of them, all nice young ones, and they were just enough to increase his desire for more. While he was walking through the timber, he heard a rustle in the leaves of a tree not far away and looking up he saw what he supposed was a squirrel laying on a limb about thirty feet above him. He took a shot at it, but it did not move. He loaded his gun and, looking up, the squirrel had not moved an inch. Bang went his gun again and still the squirrel did not move. The squirrel's nerve got on Jake's nerves and while he was loading his gun he made up his mind that the next shot would get the squirrel or there would have to be an explanation. The third shot was as successful as the other two. He rubbed his eyes, and when he took his hand down from his face a red wood ant was struggling in the palm and he brushed it away and looked up and the squirrel had disappeared. He believed the ant was lodged in his eyebrows and that he was shooting at it all the time.

RECOGNITION FOR SERVICE.

Several of the western railway systems have decided to grant annual transportation to employes and their families, as a recognition of meritorious service for an extended term of years. The Kansas City Southern Railway Company decided on a similar course of action and this resulted in an inquiry as to the years of service rendered by the employe. The K. C. S. is the youngest of the great trunk lines west of the Mississippi. It appears from the records that 281 persons have been in the service from 10 to 14 years; 51 persons have completed 15 years; 66 served for 16 years; 39 for 17 years; 30 for 18 years; 12 for 19 years; 5 for 20 years; 10 for 21 years; 7 for 22 years; 3 for 23 years; 4 for 24 years; 2 for 25 years; and 1 for 34 years.

The Kansas City Southern Railway Co. began business April 1, 1900. The Kansas City, Pittsburg and Gulf Railway was completed about 1898 and was succeeded by the Kansas City Southern Railway Co. Prior to 1893 several railroad companies had built local lines which were connected and formed the K. C. P. & G. Ry. These railways were known as the Kansas, Nevada and Fort Smith Railway Co., the Split-

log Railroad; the Texarkana and Northern; the Texarkana and Fort Smith Railway; the Kansas City, Shreveport and Gulf Railway Co., and the Calcasieu, Shreveport and Vernon Railway.

The oldest employe, W. M. Gordon, of Shreveport, La., was employed as fireman on the Texarkana and Northern in 1885; was brakeman when the road reached Horatio, in 1897, and was train porter on the first through train to Shreveport, in 1895, and is still in the service. P. McCabe and L. F. Schirk were in the service on the old Splitlog Railroad, and several of the old shop men came from Kansas, Nevada and Fort Smith Railway running from Kansas City to Hume, which was the terminus in 1890.

The oldest men in all branches, still in the service, are: Mr. E. Phelps, agent at Neosho, Mo., and Mr. W. T. Cothorn, car inspector, Texarkana, who have been with the Company for 20 years; Messrs. Wm. Purdy, locomotive engineer, Shreveport, La., S. O. Lucas, Supt. of Union Depot, Joplin, Mo., A. L. Anderson, D. H. Letters, H. W. Moffitt; J. W. O'Neil, James Sanford, W. Herriman, all locomotive engineers, resident in Kansas City; C. E. Hocker, fireman, Kansas City; J. G. Johnson, block clerk, Kansas City; John Cope, agent, Jaudon, Mo., E. M. Conrad, timekeeper, Pittsburg, Kans., and Geo. R. Fretwell, agent Siloam Springs, Ark., have served 21 years; W. R. Byers, Geo. Utley, locomotive engineers, Kansas City, Mo., E. E. Griffin, locomotive engineer, DeQueen, Ark., F. H. E. O'Connell, roadmaster's clerk, Spiro, Okla., A. Bickel, agent, Cleveland, Mo., have served 22 years; A. A. Campbell, locomotive engineer, Shreveport, La., W. F. Heatherman, locomotive engineer, Kansas City, Mo., P. McCabe, locomotive engineer, Pittsburg, Kas., H. Brown, section foreman, Tipton Ford, Mo., W. M. Billings, foreman bridge and building department, Pittsburg, Kas., have served 23 years; R. H. Barker, locomotive engineer, Kansas City, Mo., John Sour, section foreman, Neosho, Mo., have served 24 years; L. F. Schirk, locomotive engineer, Pittsburg, Kans., Thomas Feeney, pilot, Kansas City, Mo., have been with the company 25 years, and Wm Gordon, train porter, Shreveport, has been with the Company, or its predecessors, about 34 years. In addition to the foregoing, but not including the general offices or the representatives of the traffic departments, are 198 employes who have completed terms of service ranging from 15 years to 19 years, and 281 who have completed 10 to 14 years in the service.

Railway Economics

CARRYING THE NATION'S PARCELS.

In reducing parcel post and express rates and in extending from eleven to twenty pounds the weight of packages to be carried in the mails, the United States government is preparing to make the competition between the postal department and the express companies particularly keen. New express rates ordered by the Interstate Commerce Commission involve average reductions of about 30 per cent, or \$26,000,000, in the express companies' yearly revenue, according to the company's yearly estimates. Moreover, the new parcel post rates, which go into effect August 15, are said to average from 30 to 50 per cent lower than the new express rates. The undercutting is especially marked with respect to small packages, which constitute a large part of the parcel carrying business.

Whatever the loss may be to the express companies through the added competition and rate readjustment, it will be shared by the railroads, since, under the arrangements in force, the railroads receive substantially one-half the gross revenues of the express companies. So there may be raised a question as to the accuracy of Commissioner Marble's report to the Interstate Commerce Commission that "it is of no consequence" to the railroads "whether they furnish rail transportation for the express respondents herein or for the post-office department." Last year the government paid the railroads \$50,000,000 for carrying the mails, while the express companies paid them \$73,000,000 for transporting express packages.

Moreover, the railroads assert that Uncle Sam's treatment of them has not been exactly fair. Under the weighing system, whereby a rate for carrying the mails is fixed by districts for a term of four years, no account has been taken, they say, of the added tonnage due to the introduction of the parcel post. Virtually all this tonnage, they complain, is being carried free. This rankles, because a committee of the American Railway Association has figured that the railroads of this country are carrying the mails at an annual loss of \$16,000,000. Their sentiments toward the express companies are further strengthened by the fact that their revenues from that source have increased in the last ten years about four times as fast as those from the mails.

From official sources has lately come the prediction that eventually the express companies will pass out of existence and that their business will be handled entirely through the postoffice. It remains to be seen, in any event, how much competition the express companies can stand. They have paid exceedingly large dividends in the past. Whatever develops, the public will hardly submit to any marked deterioration in the efficiency of the country's parcel carrying service.—Chicago Daily News.

STEEL CARS TO COST RAILROADS MILLIONS.

Special Committee in Report Estimates \$614,619,100.

That it will cost the railroads \$614,619,100 to comply with the proposed federal law requiring them to replace their present wooden passenger equipment with steel cars is the statement contained in a bulletin issued by a special committee on relations of railway operation to legislation which represents all of the leading rail lines in the country.

The annual interest charge on this amount at 5 per cent, it is pointed out, would total \$30,730,955. According to the committee, the construction of wooden passenger equipment practically has ceased, and rapid strides are being made toward fully equipping railways with either steel or steel underframe cars.

Reports received by the committee from 247 companies operating 227,754 miles of track disclose that between January 1 and July 1 of the year 1913 orders were placed for 1,140 passenger equipment vehicles, including postal, mail, baggage, passenger, express, parlor, sleeping, dining and business cars. Specifications for 1,064 or 93.3 per cent of these cars provide for all steel construction, while the remaining cars will have steel underframes.

A table prepared by the committee shows that of 1,880 passenger equipment vehicles acquired in 1909 by the rail lines, 26 per cent were built of steel, 22.6 per cent had steel underframes and 51.4 per cent were constructed of wood. In 1912 the railroads purchased 2,660 cars for passenger service, and of the total 68.7 per cent were of steel and only 10.4 per cent of wood. A comparison of the number of steel passenger

equipment cars in use January 1, 1909, and January 1, 1913, shows that there was an increase in the number of these cars during that period of 1.055 per cent.

INDIRECTLY, IF NOT DIRECTLY.

There is no way of evading economic laws. As was said of an English gentleman, if the pistol misses fire you are knocked down with the butt of it. If the general public refuses through the Interstate Commerce Commission, to permit freight rate increases when they are economically demanded, the public will have to make it good in some other way.

A New York banker called attention to the working of the rule in this particular case the other day by referring to the high interest rates charged by banks, and ascribing it largely to the troubles of the railroads.

"Under the present basis of rates," he said, "railroads do not get enough for hauling traffic to permit a sufficient margin of profit to attract investors to their securities. Railroads ought to be able to sell bonds to the public, and the investing public ought in this way to furnish the railroads with the necessary capital for improvements and betterments. But the public hesitates to invest in railroad securities. Necessarily, therefore, railroads are putting out great quantities of short-time stuff which is mostly held in first or second banking hands. What, then, is the result? Bankers are carrying a load. They raise the interest rate. Merchants, shippers or manufacturers go to the bank to borrow. They find they have to pay high for their money. Why? Because they refuse to allow the railroads a fair profit on their business, which requires capital to handle, and capital which cannot be secured except from bankers at high interest rates.

"It is doubtful if the public does not pay more, through high interest rates, for its accommodations than it would if railroad rates were allowed to be advanced the nominal 5 per cent asked for by the railroads. There is no getting away from the inviolable economic law. We cannot hurt one important industry without making everybody suffer for it."—Joplin Globe.

A PLEA FOR BUSINESS.

Business activity is an accurate barometer of our nation's prosperity. When business is checked, prosperity takes wings.

And business is quite easily checked. The wheels of industry are as delicate as the works of fine watches, and while, like them, they may be slowed down or brought to a full stop without being seriously or permanently injured, the blessing of their steady operation is certain to be lost to their owners. Somebody always suffers, and temporarily it makes no difference whether the main spring of industry is actually broken or merely slipped off its pinion.

It is conceded that the new tariff and currency bills will do much toward lifting the country from the slough of business dependency into which it has fallen. But they are not enough. If to their galvanizing influence could be added favorable action by the Interstate Commerce Commission upon the application of Eastern railroads for a 5 per cent increase in freight rates, we might expect an immediate immense betterment of business conditions.

A large per cent of the slack in business today must be laid at the door of over-enthusiasm in "regulating" the railroads. State after state and the nation itself have enacted stringent laws and rules, presumably looking toward control, but actually acting as harassment of the railroads. Rates have been lowered in many cases when good business demanded that they be kept where they were, or raised. The regulation has been so persistent and continual that investors have been frightened and it is virtually impossible for roads to raise money for needed improvements.

Considering how important railroads are in our industrial world, it is not strange that hampering them should result similarly to dropping a grain of wheat into the works of a watch. When railroads quit buying steel rails, steel companies make smaller profits, lay men off, and quotations on steel stock decline in open market. Taken just by itself, the coincidental decline of two such mighty industrial stocks as railroads and steel is quite enough to "bear" the entire market, cause investors to become frightened and discouraged and sell, and thus bring about general business depression.

But the mainspring of industry is not broken; it has merely slipped its pinion. Agriculturally, the country is in better shape than ever before. If immediate official and popular recognition could be given to the fact that the well-being of the railroad industry is of tremendous importance, we would have an immediate return to full prosperity. If, for instance, the 5 per

cent increase in freight rates asked by the Eastern roads should be authorized, it would constitute a wedge that would split the hard times talk wide open. To this extent the Interstate Commerce Commission, and not Congress, holds the key to the present situation.—Joplin Globe.

FAIR TREATMENT OF RAILROADS ESSENTIAL.

Charles A. Prouty of the Interstate Commerce Commission voices an axiom when he says:

"Just as your servant can only properly discharge his duties when he is suitably fed, suitably clothed, and suitably housed, so the railroad can only properly discharge its duties when it receives proper treatment from the public."

It is indisputable that good service can be given by a railroad, or any public utility, that is making money; and the people are the chief sufferers whenever a railroad is operated at a loss.

Former President Roosevelt said in a recent interview: "Ample, safe and rapid transportation facilities are even more necessary than cheap transportation."

It has been said that "there is nothing in all the world more cowardly than one million dollars except two million dollars," and the time has come when sensational newspaper and magazine writers must cease to prejudice the public mind against corporations. Almost daily we witness irresponsible editors assailing public utilities and their franchises solely to gratify a hatred of wealth because they have been unable to possess themselves of a good portion of it; and having failed to obtain it they seek to arouse a popular demand for lower rates and the nullification of contracts, caring nothing for the great benefits which have accrued to a city that by legitimately liberal franchise rights induced capitalists to chance their investments therein.

Statistics shows that "American railroads pay out more than \$1,000,000,000 annually for wages, equivalent to 58 cents of every dollar collected." Again, that "American railroads pay each year in taxes more than \$120,000,000, a sum nearly two and one-half times as much as the total amount received by all railroads for carrying the mails."

Just as a laborer is entitled to a living wage, a farmer to a fair return upon his labor and the amount he has invested in land, a manufacturer to a reasonable profit upon the amount invested in his plant, so are those who have their money invested in

railroads (450,000 of them) entitled not only to a return sufficient to maintain the property physically, but to a fair return to themselves upon their holdings, and in addition to a reasonable surplus to be laid away to be used in meeting the future demands of our growing commerce.

If the railroads of the United States are to continue to give the service that they are now providing, and improve upon it gradually, they must be allowed to advance the price of their "merchandise," and the Herald believes that the day is not far distant when the justice of their plea will be recognized and the now much-needed relief given them.—Joplin Herald.

FAIRER TO THE RAILROADS.

The tide is changing. A new attitude is shown toward the railroads even in Texas, which has led in adverse legislation directed against the railroads and other great corporations. The Texas Business Men's Association calls attention to the fact that in those localities where the people have meted out "fair and just treatment to the Santa Fe system, treating the corporation as if it were a citizen, a good feeling has grown up between the management of the railroad and the people of that section, and that it has worked for the mutual profit and pleasure of all concerned."

Many chambers of commerce and business and industrial organizations throughout the country, including the New York Chamber, have placed themselves on record as favoring the application of the Eastern railroads for a 5 per cent increase in freight rates. Very significant of the changed feeling toward the railroads is the attitude of the National Industrial Traffic League, representing 80,000 shippers. Three years ago this league bitterly and successfully resisted the increase then sought by the railroads. In the present case the league has voted not to appear in opposition to the application of the railroads. Even more significant is the change in attitude of the Illinois Manufacturers' Association. This powerful body of producers and shippers was the most bitter opponent that the railroads had to increased rates in 1908 and 1910. Letters have been sent out by Secretary John M. Glenn to the 15,000 members asking each one to wire the President, their Senators and Representatives to use their influence to grant the railroads the increased rate.

The latest figures given out by the Interstate Commerce Commission repeat the now

familiar story of declining railroad profits. For the five-months period ending December 1st, 1913, the net operating revenue of 152 of the largest railroads in the country showed a shrinkage of \$39,000,000 compared with the corresponding five-month period of the previous year. The greater part of this—\$26,000,000—represents the loss to the sixty-one roads in the Eastern territory now applying for the increase in rates. The operating revenue of these roads showed an increase of \$4,500,000, but the operating expenses showed an increase during the same period of \$31,000,000.

Railroad rates have had practically no bearing upon the high cost of living. Mr. Geo. D. Ogden, general freight agent of the Pennsylvania, puts into a graphic paragraph what one cent will accomplish in the matter of freight. One red cent, according to Mr. Ogden, pays the freight upon enough apples for eight meals for a family of five; enough beef for one meal; enough cabbage for four meals; milk for two meals; onions for one and one-third meals; oysters for three; potatoes for two, and turnips for one and one-half. This certainly is not excessive. The increase of 5 per cent in freight rates which the railroads ask for is quite inconsiderable; it will have no appreciable effect upon the cost of living, but will be just enough to turn the deficit of \$26,000,000 during the last five months into a fair and reasonable profit and enable the railroads to spend many millions in our workshops for much needed improvements—Leslie's Illustrated Weekly.

MAKING BRICKS WITHOUT STRAW.

A sequence of events reported recently in the daily press dispatches ought to carry much food for thought to the average reader.

The Southern Pacific reported that its gross earnings for the preceding eight months were something more than four million dollars less than those of the eight months ending March 1, 1913.

The New York Central Railroad acknowledged that it had laid off 15,000 employes since January 1 for the purpose of effecting economies.

The Pennsylvania Railroad also reduced its force of employes by thousands and stated that the reductions present and contemplated would throw 25,000 men out of work. It also reduced its dividends on both common and preferred stock.

Naturally much indignation was expressed against these two railroads for their parsimony, especially in the communities

affected, and several mass meetings were held to show the railroads that the public disapproved of their conduct. But all the indignation of the universe cannot alter the fact that every dollar paid out of the treasury of a railroad must first be put in as earnings from the public services performed.

For several years the railroad men have been saying that with the big increases in operating expense caused by the higher cost of labor and everything else they buy they must have more revenue to maintain their present scale of operation, but their appeals have fallen upon deaf ears. If the wholesale price of goods increases nobody blames the retailer for raising his prices. If the wage cost of a manufactured article is raised, everyone understands that the price of the article must be made higher. It seems impossible to convince the general public that the same business law governs the railroads.

Accordingly, the big and little railroad commissions have kept on ordering the railroads to do things which cost money. The employes of the railroads, as the cost of living became higher, have demanded more wages, and struck to enforce the demand. With no possibility of decreasing wages, with no change in passenger rates possible except lower rates, the railroads have asked the Interstate Commerce Commission for permission to make a small advance in freight rates. For months the commission has been taking testimony to find out if the railroads need the money and if they intend to make a wise and prudent use of it if they get it. Recently, they announced that their decision would be deferred in order to take more testimony.

Is it hard for anyone to conceive that the two big railroads have reduced their working forces because they were obliged to reduce expenses in the only way open to them? If a merchant were confronted with a raise in the wholesale price of his goods, if the law compelled him to pay the same amount of rent, or a little more, if it prescribed that his light bill should not be reduced, wouldn't he take the only step open to him and cut down his force of clerks? The cost of what the railroads have to sell—service—has been increased all along the line. If the railroads are forbidden to increase the price of their service, what is left for them to do but diminish its quality?

Such a reduction in the number of employes of those two railroads mentioned, can only mean poorer service, fewer and slower trains, slower transportation of products.—“Lake Charles American.”

RAILROAD AND NATIONAL PROSPERITY.

F. S. HERALD, 5-21, 1914.

In his message to Congress, President Wilson said: "The prosperity of the railroads and the prosperity of the country are inseparably connected." And who will dispute him when it is known that there are 1,700,000 railroad employes in the United States; but as fully 250,000 men have been laid off owing to the shrinkage in passenger and freight business it means a serious setback to national prosperity.

That conservative authority, Newman Erb, president of the Minneapolis & St. Louis Railroad, estimates that the shrinkage in the market value of railroad securities during the past eight years has reached the staggering total of \$3,000,000,000. "No other class of investments," he says, "has sustained so large a loss in value, and the reason lies in the conviction of the investing public that the whole railroad structure fundamentally lacks stability, under a system which does not take notice of the increased cost of transportation as a factor in fixing rates."

With so many people out of work in other lines of business, it is distressing to read that 15,000 good, loyal employes have had to be laid off by a single railroad company. In a time like this, where will these 15,000 men, and the 60,000 women and children dependent upon them, get their daily bread? Why should such a vast army of workers be laid off? Who is responsible for it? These are questions which all the country is asking. It is not a political question. It transcends the sphere of politics.

The Pennsylvania Railroad Company is one of the best operated systems in the United States. Its management stands for all that is most public spirited in railroad service. During 1913 the Pennsylvania system paid in wages more than half a million dollars a day, practically 50 per cent of its operating revenue. Yet since the first of this year the Pennsylvania has been compelled to lay off 15,000 on its lines east of Pittsburg, more than 10 per cent of its working force; while 40,000 others, or nearly one-third of all the employes, have been placed on part time.

Hardly had the country recovered from the shock of this announcement made by the Pennsylvania, when President Smith of the splendidly organized New York Central Lines reports the dropping by his company of 25,000 men, 15,000 east and 10,000 west of Buffalo. The Baltimore & Ohio, in the

last few months, has had to lay off 6,000 men.

In the year ending June 30, 1913, the gross earnings of these roads were \$186,775,000 greater than in 1910, but expenses and taxes showed an increase of \$203,087,000, so the companies were \$16,312,000 poorer as the result. Or, considering the 143 leading railroads of the country, their earnings for the last seven months were \$8,995,000 less than for the same period of the previous year, while their expenses were \$48,611,000 greater.

And to offset this alarming shrinkage, and to restore prosperity to the country, the railroads have for a year been asking the Interstate Commerce Commission to grant a 5 per cent increase in freight rates.

Chambers of commerce, associations of manufacturers and shippers are sending out circular letters in favor of the increase. The Illinois Manufacturers Association with a membership of 15,000, among whom are many of the largest shippers in the West, opposed an increase in 1910. Convinced that the net revenues of the railroads have become insufficient for such service as shippers demand, the association has now sent to all members a letter with this appeal: "Wire the president, wire your senators, wire your representatives to use their influence for the 5 per cent increase of freight rates."

Business halts while the country awaits the decision upon the rate cases. As H. C. Frick, the great ironmaster, points out, should the increase be granted, all the big railroad systems will be able to see their way clear to go ahead with contemplated improvements, the purchase of rolling stock, and other equipment, which will mean much to industrial and business conditions. It will mean also full time for the 40,000 Pennsylvania employes now on part time, re-employment for the 6,000 men on the B. & O., the 15,000 on the Pennsylvania and the 25,000 on the New York Central who have been laid off, and better times in every industry, for all industry depends upon the prosperity of the railroads.

AMERICAN AND FOREIGN RAILROAD FREIGHT RATES.

Freight rates on American railroads average only about one-fourth to one-third the rates on leading European railroads. In a speech before the American Luncheon Club, at Berlin, Herr von Gwinner, a German student of American railroads, said that their freight rates ought to be raised 25, 35 or 50 per cent, instead of 3, 4 or 5 per

cent, as was proposed, and also declared that European bankers considered that prosperity of the railroads was of the first importance to insure the continuance of American industrial prosperity. Then he made a comparison of freight rates in England and Germany and France with the rates in America. The revenue per ton per mile of the Northeastern Railway of England is 2.45 cents, of the Prussian State Railway of France 1.13 cents. As the revenue per ton per mile of the Pennsylvania Railroad last year was less than three-fifths of a cent per mile (.583 cent), that of the Baltimore and Ohio being a little less (.560 cent), and that of the Chesapeake and Ohio Railway but a little more than two-fifths of a cent per mile (.412 cent), there is a striking difference between these foreign rates and those prevailing in the United States. Hence it is easy to understand why, in the eyes of a German critic, an advance such as Herr von Gwinner proposed would seem reasonable to him. For instance, if the average revenue of the Pennsylvania Railroad per ton per mile were raised 50 per cent, it would still amount to less than a cent, or .875 cent. If the rate of the Baltimore and Ohio were likewise raised, it would be but .840 cent., and if the Chesapeake and Ohio's rate were similarly advanced it would be .618 cent. Even such an advance as this would still leave the rates on these roads only one-third to one-half the rates of the European roads mentioned. Consequently, it is no wonder that this German student of railroad economics thinks that a 50 per cent raise of American freight rates would be none too much.

But the American railroads, or, rather, the Eastern lines whose case is pending before the Interstate Commerce Commission, have not requested any extraordinary raise of rates; they have asked for only 5 per cent., and preliminary to the application one of the representatives of the roads said that 10 per cent would "put them on Easy street."

HOW FREIGHT RATES HAVE RISEN ABROAD.

The raising of railroad rates, as the result of increased wages and increased cost of materials, is a world-wide phenomenon. In the "Revue Politique et Parlementaire," for August, 1913, Mons. Colson, the distinguished French economist, himself a government official, shows reason to think that the French railways will need ere long to be permitted to raise their rates, and points out that, with the exception of Germany—

in almost every other country in Europe rates have recently been increased, and in some cases very greatly increased.

On the railways of England there have been numerous increases in passenger fares, and since July 1, 1913, as the result of a special act of Parliament an increase of 4% on almost all freight rates.

The same thing has happened on the state-owned systems of the Continent.

In Italy there have been increases in passenger fares that have produced 3% additional passenger revenue, and increased terminal charges on freight adding 1% to the freight revenue.

In Switzerland the price of "system passes," a very general means of travel in that country, has been raised by from 9 to 12.5%.

Belgium has made various small increases, among them an additional charge of 10 cents per ton on short distance coal.

In Denmark a new tariff was introduced in December, 1911, implying an average advance of 9% over the old rates.

In Russia there has been some increase in passenger fares and a marked increase in the rates for a large number of manufactured articles.

In Austria some years ago the government considerably increased the charges for terminal services; in 1910 it raised both passenger fares and goods rates by an amount estimated to bring in \$2,500,000 extra revenue from the former and \$9,250,000 from the latter. But as the expected results were not realized, in 1911 and 1912 further important advances were made in the tariffs on cement, lumber, alcohol, petroleum, coal, sugar, and also on general merchandise in carloads.

In Hungary there have been large advances. In 1910 and 1911 they made considerable increases in freight rates. The results were satisfactory, but insufficient, and, accordingly, from March, 1912, there have been all-around advances of 5% and 7% on express rates and 5% on freight rates. In passenger fares there have been even more radical changes. Since July 1, 1912, a new system of fares has been introduced calculated to produce an increased revenue of about \$3,200,000, an advance of 18% over the old revenue.

THE RIGHT OF WAY.

A great passenger steamer, the Empress of Ireland, was run down in a fog, in sight of land on the St. Lawrence river, by a heavy steel collier. A thousand lives were lost. Not a hair on a human head would

have been sacrificed if the ponderous collier had anchored during the fog, but the captain of the collier claims that he had "the right of way."

A busy man, hastening along the street in Chicago a year ago, inadvertently jostled an Italian. The latter drew a stiletto, plunged it into the heart of the business man and left him dying on the sidewalk. When arraigned at the bar, his defense was that he had "the right of way."

A young girl was arrested in a New England town a month ago. She was found amid disreputable surroundings. She had a good home, an indulgent father and a loving mother, but she hungered for the glare of the white lights. Refusing to go home with her parents she was brought into court. She defied all restraint, declaring she was of age and therefore had "the right of way."

Demagogues in legislative halls are trampling on vested rights, breaking down great industrial corporations, simply because they are great, and smashing the railroads that have contributed the largest part of our national prosperity. When chambers of commerce, banking associations, manufacturers and representative citizens protest, the reply of the legislative demagogue is "I have the right of way."

Those who have perished on the cross, the guillotine, the scaffold, or at the stake have always been victims of others who have claimed "the right of way." The "right of way" is the boast of every grafter, every wrongdoer, every demagogue and every anarchist. The banker is driven out of sight as a lobbyist; the railroads are harassed to the verge of bankruptcy; the captains of industry are exiled; the pay envelope is stopped and the dinner pail emptied while "the right of way" is held by a conglomerate mob marching behind the red flag of destruction.

We are a patient people and as tolerant as we are patient, but the time will come when patience will cease to be a virtue and when those who are responsible for this tempest of disorder, disquiet, unrest and depression will be called to account. And it will come like the whirlwind.—Leslie's Weekly.

Washington, June 26.—"In its insistent efforts to reduce railway mail pay, the Post Office Department has attempted to dictate to Congress rates which, if adopted, would be confiscatory," said Jonathan Bourne, Jr., who is Chairman of the Joint Congressional Committee on Railway Mail Pay.

"House Bill 17042, introduced by Mr. Moon, Chairman of the House Committee on Post Office and Post Roads, was, I am informed, prepared by officials of the Post Office Department and introduced by Mr. Moon at the request of the Postmaster General. Under that bill the average revenue to the railroads would be less than 21.8 cents for hauling a 60-foot mail car one mile. I assert that this rate is confiscatory. I realize the responsibility of making such an assertion, but its justification lies in the Post Office Department's own figures.

"The Department spent several years in an attempted elaborate investigation of railroad expenses and car space. It pounded over 140 interrogatories to the 796 railroads carrying mail. The railroads spent over \$250,000 in securing the information asked for, and it cost the Government \$19,500 to compile, tabulate and present such information in what is known as House Document No. 105, 62d Congress, 1st Session. According to table 7 of that document the operating expenses and taxes alone amounted to 3.08 mills per mail car-foot mile, or 18.48 cents for hauling a 60-foot mail car one mile. This excludes the advertising and other traffic expenses with which the Department claimed the mail should not be burdened. The margin between this 18.48 cents and the less than 21.8 cents allowed in the Department bill, is so small that if similarly unprofitable rates were made on all railroad traffic, the roads must necessarily go into bankruptcy, because there must be sufficient allowance for capital charges. According to the Statistics of Railways in the United States for 1911 published by the Interstate Commerce Commission, operating expenses and taxes were 72.53 per cent of the operating revenues. At the same ratio, 7 cents instead of the 3.32 cents allowed under the Department rates, would have to be added to the 18.48 cents to allow for capital charges, as the 18.48 cents covers only operating expenses and taxes. In other words, 25.48 cents would have to be paid the railroads for hauling a 60-foot car one mile to yield the railroads from the mail business the average rate of profit now realized on all railroad traffic both freight and passenger taken together.

"This incident shows the danger of accepting and acting upon the recommendations of the Departments. It also illustrates the necessity for checking the present trend toward the initiation and control of legislation by officers of the administrative branch of the government."

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1,028 acre farm for sale, located 3 miles from Granby, 6 miles from Neosho, on fine gravel road to Joplin, Carthage and Webb City, about 800 acres in cultivation; part of it fine bottom land, the rest covered with timber. Also has a mineral value, as there is good mineral every direction from this land. Would make an ideal stock farm. There are several fine springs, also a nice creek; have several head of horses, 3 nice jacks and a good Percheron stallion, and all farming implements needed. Price \$60 per acre, will take half of it in good income property, balance cash, or will take it back on the land at 6 per cent interest.

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150 acres, rich dark sandy loam, Little River land, about 70 acres in cultivation; nearly all under new hog-tight wire fence; fine corn now growing on this land; from present indications will make 70 bu. per acre; also hundreds of acres of switch cane around this farm which makes native winter pasturage for stock; 3 1/4 miles from Winthrop, on easy terms.

40 acres timbered land, 1/4 mile from K. C. S. Ry.; lays level, no rocks, all tillable; \$15 per acre, \$2.50 per acre down and \$1.00 per acre per year. Six per cent interest.

Write for Sessions' Land Magazine, telling about this land where 200 people have bought; located just at the foothills of the Ozarks; good water; good health; lands lay level; grows corn, cotton, oats, alfalfa, etc.

White people only in and around Winthrop.

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We are closing out our interests in Missouri and on this account offer to sell all the land we own in any one section in McDonald County, Missouri, at the price of \$3.00 per acre, on easy terms; 25,000 acres to make your selection from.

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This company owns a large area of cutover pine land of excellent quality, suited for general farming, the production of forage and live stock, the growing of fruits and truck and all other agricultural pursuits. We will sell this land in small tracts to actual settlers. Write us for information, prices and terms.

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Is Forging Rapidly to the Front

BEAUMONT

Beaumont, Texas, is located on the southern border of the great Texas Lumber Belt, less than thirty-five miles from the Gulf of Mexico. The population now is close to thirty thousand and is increasing steadily. Five large trunk lines and eleven diverging lines supply Beaumont with 84 trains daily. Beaumont has many manufacturing industries, with an aggregate investment of over \$12,000,000.00, whose pay rolls amount to over \$4,000,000.00 annually. Thirty miles of well paved streets furnish highways for traffic as well as pleasure. Beaumont has the lowest death rate of any city in the United States whose populations are between 10,000 and 390,000.

In less than five months Beaumont will have the greatest inland port in the world for boats that carry twenty-five feet of water. Huge dredges are now at work completing the forty-three-mile channel to the Gulf. When this is finished work will begin on an immense turning basin, where sixty miles of wharves and slips are possible at a nominal cost. Thus you can readily see that Beaumont is the logical port to serve the great southwest and central states.

JEFFERSON COUNTY

Jefferson County, of which Beaumont is the county seat, contains 490,957 acres of fine, productive soil, in which rice, cotton, corn, sugar cane, strawberries and other fruits grow abundantly. Over 80,000 orange trees and 200,000 fig trees are producing bountiful crops for their owners every season. In the county there are over a hundred miles of fine shell roads and 410 miles of well graded dirt roads, which make it possible for the farmer to visit his market at any time. Being in the Gulf Coast Country the land slopes gently to the sea and is irrigated perfectly with over 200 miles of irrigation canals and laterals with average pumping capacity of 150,000 gallons per minute. The average temperature in twelve years is 68.8—ten months without frost, making several crops possible in every twelve months. The rainfall is plentiful and prevailing winds blow from the southeast nine months in the year, sweeping the country with a delightfully cool Gulf breeze both night and day. Information about Beaumont and its immediate territory will be sent to you cheerfully upon request. Learn more about the land of sunshine and flowers.

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are working
day and
night
completing
a river
channel to
the sea**

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carry 25 feet
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J. B. WATKINS, Lake Charles, La.

Mena, Polk County, Ark.

Mena, Ark., is a well built, attractive little city of 5,000 people and an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories, for slate products of all kinds; brick manufacture, cotton seed oil and fertilizer factory; fruit canning, preserving and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

In the country surrounding Mena the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

The greatest attraction of Mena and Polk County for the health seeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure, undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

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