

# CURRENT EVENTS

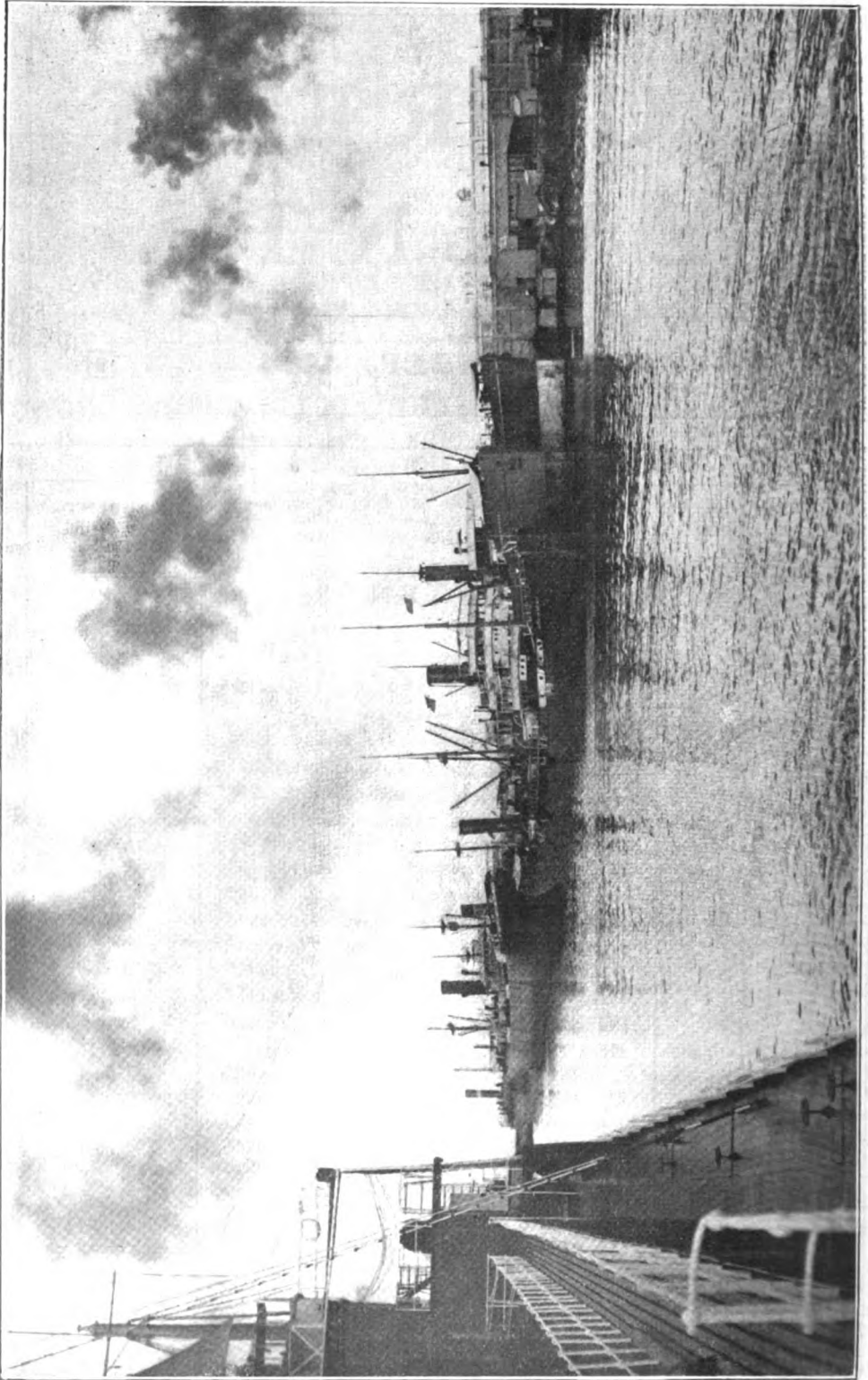
NOVEMBER, 1914

VOLUME  
THIRTEEN  
No. 6

CURRENT  
NUMBER  
FORTY-NINE

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TEXAS COMPANY OIL DOCK. PORT ARTHUR. TEX.

## Grape Growing in the Ozarks

(By Wm. P. Stark, Neosho, Mo., before the Northwest Arkansas Fruit Growers' Society.)

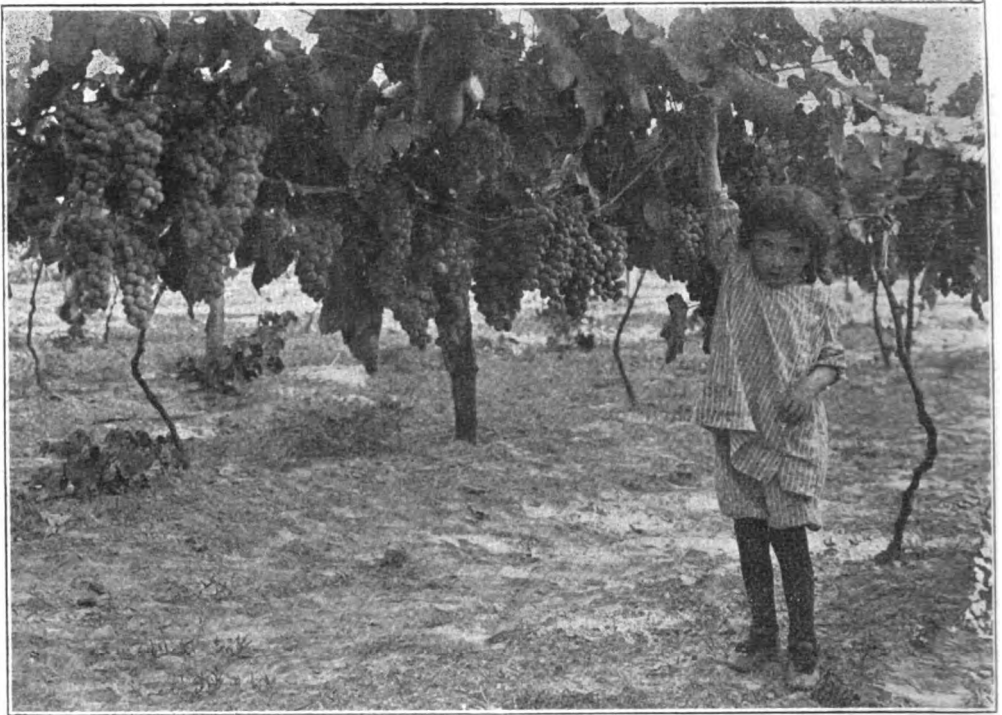
Thousands of acres of the upland hill country of Oklahoma, Southern Missouri, Northern Arkansas, Tennessee, Kentucky, Northern Georgia, Alabama, Virginia, and the Carolinas, are ideal for growing early grapes. You are at the beginning of a great development of the grape growing industry throughout this section. The majority of planters do not realize what their opportunity means. A movement of this kind is slow to start, and there are many who are afraid to follow their own judgment. They cannot see how grape planting can be any more profitable now than it was fifteen years ago. This is what everyone thought when they first began planting strawberries. The same was true before there were any large commercial peach orchards in the South. Strawberries were not largely planted until we had good refrigerator service. Now they are grown in large quantities, greatly reducing the cost, so that they can be used for many purposes never dreamed of before. For example, we put up something over ten car loads of strawberries in the form of "crushed fruit" at the nursery packing houses in Neosho last summer.

There are many old vineyards scattered throughout the country, and it is natural for the cautious man to ask why grape planting is any more promising now than it was in the past. The answer is that most of the old vineyards were wine grapes; many of them were no doubt profitable, but wine making requires special equipment and takes time and money to market the product, and it is only in very recent years that vineyards for growing table grapes to ship in refrigerator cars to distant markets have been planted. And also with improved methods of spraying we can grow more perfect and more attractive grapes. The big profits are made from the table grapes; however, people are naturally slow to take hold, not only because of the uncertainty but because the first planters have to work out the right method and determine varieties that are best suited for their own soil and location. For this reason the first planters take a greater risk of loss than they would in planting strawberries, peaches or apples where the best varieties and best methods are known. As soon as you who have planted, or are planting this year, have gotten the experience and blazed the way,

there will be thousands of others follow, and these later planters will make money, but not the large profits of those who plant first and get in on the ground floor. I have said that one of the most serious drawbacks was the necessity of learning by experience the best methods and best varieties.

However, we can benefit from what others have done in the large grape growing sections of the East, but we cannot follow their methods exactly. Our soil, our climate and our markets are different from theirs. What is best for them is not best for us. A great deal of loss has been caused to fruit growers everywhere by a man working out a method suited to his conditions and then recommending his methods as being the best for everyone. He does not mean to make trouble, but he does not realize that the other man has a different kind of soil, or a different market to supply; so in getting at our subject we must keep in mind that we are working under different conditions. Of course, we know that we can grow grapes, but the problem is to grow large quantities of good grapes at a low cost, and while we can learn from other sections we cannot follow their methods exactly.

I will take up varieties, vines, methods of planting, of pruning, training, cultivation, spraying and marketing, etc. It is hardly necessary to mention here the profits of grape growing. It is not my purpose to induce you to plant but to help those who have already decided to go ahead. However, it can be said that a great deal of our hill land answers all the requirements of grape growing. The soil is well drained and grapes will grow in places that are too stony for other fruits. They do surprisingly well in very poor dry soil where an apple tree would be a failure. Of course, if the soil holds moisture and is also well drained, it will produce larger crops of grapes. The soil should be moderately fertile for best results. Grapes ripen early, so are less apt to be injured by a summer drouth. The bloom is borne on the new growth, hence it is less apt to be caught by spring frosts. The vines bear the third or fourth year. The grapes when packed in baskets and shipped in refrigerator cars, can be sent to any part of the country, and there is a great demand for them. In other words, the prospects for planters of grape vineyards are very bright.



TWENTY-EIGHT MONTHS' OLD VINEYARD, CHAS. BRUNER, TEXARKANA, TEX.

**VARIETIES.**—There are several of the wine grapes, including Cynthiana, which very closely resemble the Norton, also Ives. These are called wine grapes because they are most generally used for that purpose. Of course, Concord and other varieties are used in large quantities for making wine and grape juice. The berries of the wine grapes are small and the bunches are very large and are borne in enormous quantities. They ripen the latter part of the season. It is a significant fact that wine was not made extensively in the East until Concord and other varieties had been very largely planted for the table grape market, and the poorer quality of the table grapes were used for wine. Of late years there have been several large plants established in the Chautauqua districts for making grape juice, including the two Welch plants and Armour's. These plants are buying the best grapes, competing in the market for the better quality fruit, but for wine purposes they cannot pay a high price and compete with the California wineries.

**NIAGARA.**—This is one of the easiest of the white grapes to grow.

**DIAMOND** is a better quality grape than Niagara, but usually costs a little more to produce; however, it must be said that the

markets do not pay as well for the green grapes as they do for the blue or black varieties.

**AGAWAM** is a very good red grape, but here again it must be said that the red grapes do not sell as well as the black varieties. There are many other good varieties of very high quality grapes, including Barry, Brighton, Delaware, Herbert, Lindley and Wilder, which are better quality than the commercial varieties, but they are most costly to produce and the market has not been educated to pay a good price for the better quality varieties. The great commercial grapes are, practically all of the blue or black varieties, of medium quality, which can be produced cheaply.

**CONCORD.**—This is too well known to need to be described here. It is suited to nearly all soils and to all conditions. It is hardy, productive and dependable, and it is one of the cheapest grapes that can be grown.

**WORDEN** resembles the Concord in many ways, but is somewhat better quality and larger. It has been called the "Glorified Concord;" ripens about ten days earlier than Concord. The early grapes are the most promising. They are less apt to be caught by dry weather, and they can be placed

upon the market very early in the season.

**CAMPBELL EARLY** is a high quality grape, a larger, better bunch and a larger and better quality than the Moore Early, but here is a point that must always be kept in mind—Campbell Early should be planted only on fairly fertile land; land that is capable of producing on the average 25 bushels of corn. It cannot be planted on the high, thin, rocky ridges where Moore Early is profitable. It will not stand neglect like the Moore Early.

**MOORE EARLY.**—This is the great favorite all through the Southern section. It might be called an early Concord. The berries are large, roundish, dark purplish black covered with a heavy bloom. The bunch is somewhat irregular, cylindrical and tapering. The vine is medium vigorous, hardy and succeeds under many different conditions. Ripens two or three weeks earlier than Concord. It is not quite as good a shipper as Concord, but is more largely planted than any of the early grapes. The Moore Early is not an ideal grape, but all things considered it is the best money maker of its class, and undoubtedly is the best grape known for the rocky, thin, upland soils.

**PLANTING SEASON.**—You can plant successfully any time in the fall, after the vines can be secured from the nurseryman, until late spring. It is advisable to get your vines as early as you can. Plant early; it pays and there is nothing to be gained by delay. Arrange to get your vines as soon as you know when you want them, and have them shipped as early as the season and weather will permit. The sooner you can get your vines in the ground the longer time they will have to become established. The vines planted late in the spring will start promptly, but they use the reserve food which they have stored up in them. Early planted vines start with this same reserve supply and also with what they are able to draw from the soil, for as soon as the early planted vine is in the ground it starts to put out small "root hairs," the little feeding rootlets which are so small you can hardly see them. These rootlets are necessary before the vine can actually begin to take up food from the soil. Some growers who plant vines in the fall rake the dirt up around them four or five inches to protect the vines during the winter. The dirt is raked away in the spring at the time the first cultivation is given. You can plant any time during the winter when the



CHARLES BRUNER'S VINEYARD, TEXARKANA, TEX.

weather is warm and the ground is dry enough to work.

**PLANTING DISTANCE.**—A good plan is to set the vines 8 feet apart in rows 10 feet wide. The rows can be made closer, but it is advisable to have them wide enough so that a wagon can be driven down the row at any time. You must keep in mind that as the vines get older they become heavier and they require a little more room.

**VINES.**—Grape vines are grown from cuttings eight or nine inches long. You can grow your own vines if you wish to; with the exception of a very few cases it will not pay you to do so, any more than it would pay you to try to grind your own flour. The vines are sold as 1 and 2-year-olds. Strongly rooted 1-year-old grape vines are preferred by those who know. They cost about a third less, come into bearing just as soon, and often make a better vine. The 2-year-old vines are usually the 1-year-olds that have been transplanted. They are grown largely for the nurseryman who sells through agents, as agents usually insist on getting big, heavy plants regardless of their quality. Possibly I am giving away a trade secret, but nevertheless it is a fact that in many nurseries 2-year vines are the small cull 1-year-old vines, or "left-overs" and transplanted in the spring.

**PRUNING AT PLANTING TIME.**—Cut back the long roots to about one-fourth or one-third of their length, leaving them about six inches long. Shorten back the shoots of the top to about two buds.

**SETTING THE PLANTS.**—Many planters dig a rectangular hole with a spade and jam the roots down into it any way. Some very good vineyards have been started in this manner, but it rests with you whether you will get a good crop the third or fourth year. If you buy good vines and plant them the best way and cultivate them you will get good crops before the others begin to bear. A good plan is to dig large holes with the bottom of the hole mounded up a little higher in the center than at the

sides. Set the vines on the center of the little mound at the bottom of the hole, the same depth that it stood in the nursery. Spread out the roots. Vines planted this way will start growing in all directions and will have more soil from which to draw. Fill in the hole with the fine rich dirt from the top of the ground.

**FERTILIZING.**—Grapes will grow, thrive and do well on thin, rocky soil and under adverse conditions, but they will respond quickly to care and fertilization. It is advisable to give the entire ground a dressing of five to ten wagon loads of barnyard manure to the acre, which is the best of all fertilizers. If you cannot secure it, then use some commercial fertilizer around the vines when they are planted, and build up the fertility of your soil by cover crops. A good commercial fertilizer is the pulverized sheep manure which sells for about \$15.00 a ton, and which should contain 2 per cent nitrogen, about 3 per cent potash and about 3 per cent phosphate. Sprinkle a pint or more of this on the ground about the vine after it is planted. Do not let it touch the vine.

Another good fertilizer is raw bone meal and dried blood from the slaughter houses. The dried blood contains a great deal of nitrogen, which is needed in all of our soils, while the raw bone meal contains some nitrogen and a great deal of phosphate which is needed in most of our soils. In our own tests we have found that the soils in our section do not seem to need potash, and where this is known to be true, it is wasteful to buy fertilizer which contains very much potash. If you use the dried blood or bone meal, or a mixture of both, about half a pint to each vine will be sufficient. This fertilizer around the vine will help it to get a good start and keep it growing, but it needs cow peas or some such crop to build up the soil.

**CULTIVATION AND PRUNING.**—(Continued in January issue.)

## See America First

The first rumors of war in Europe, brought also the news that a hundred thousand or more Americans were stranded and marooned in a dozen countries and a hundred cities and that an act of Congress and an appropriation were necessary to bring them back to where they belong. People, who expatriate themselves year after year, who go beyond the seas with-

out seeing or knowing anything about their own country, are not entitled to much sympathy, but Uncle Samuel will occasionally look after his children abroad, though he may sadly neglect those nearer home.

The American, who habitually goes to Europe, does so because it is supposed to be fashionable to do that sort of thing. To this class of travelers, the beautiful

spots of Europe, and there are many, offer few attractions if any. The social life in the inner circles they can never reach, and the only diversion left is advertising among the lackeys at the hotels and the tradesmen the magnitude of their purses. The social distinction craved for, the prime incentive for this chronic touring of Europe, is not exchangeable for bonds, stocks or dollars, though a tarnished title may sometimes be bought at a fancy price. The real joy of living, the enjoyment of beautiful scenery, the wonderful mountains, the placid lakes, the sea shore along the Mediterranean, the splendid specimens of mediaeval architecture in Europe and ancient architecture in Italy, Greece and Egypt are only passing incidents, hardly interesting to this class of travelers.

Among the thousands who crowded the ocean steamers to get back to God's country were also many who went to Europe to rest, to see and to learn and these undoubtedly derived some joy and comfort from their journey, yet few of these knew of the Rocky Mountains—the most picturesque mountains God ever made—or knew that for one beauty spot in Europe there were a thousand in America. How many have seen the Rockies in Colorado or the Cascade Mountains in Washington and Oregon, the Yellow Stone National Park, the Grand Chasm of the Colorado, the Alaskan Coast, Niagara Falls, the three little streams in Colorado, the span of a hand in width, which leagues and leagues away to the north, the south, the east and the west, find their way to the Atlantic, the Pacific Ocean and the Gulf of Mexico? How many have traveled up the St. Lawrence, passed The Thousand Isles and navigated the Great Lakes? How many have spent the winter among the palms of Florida, visited Cuba and the Islands of the Gulf, or spent a season on the Louisiana or Texas Coast or Southern California?

The desert stretches of Egypt have attracted thousands of travelers, yet our own

deserts offer equal attractions. The climate and the sunny skies of France and Italy have their counterparts in California, Colorado, New Mexico, Louisiana, Southern Texas and the Gulf States generally. A more delightful and invigorating climate than that of Colorado or New Mexico cannot be found anywhere. Where is there finer sport than hunting, boating or fishing along the lakes of Michigan, Minnesota, Wisconsin or the Northeast, ideal as summer resorts or the Gulf Coast country in winter? The hotels are equal to those of Europe. For one watering place in Europe there are a hundred in America and of health resorts there is no end, every state in the Union has them.

Touring in Europe will be out of fashion until after the close of the war. There is ample opportunity to stay in your own country for a while. Why not improve the opportunity and see your own home country? The winter you can spend in Florida, southern California, Cuba, Mississippi, Louisiana or Texas. Next summer in northern California, Oregon, Washington, Alaska, not omitting the Panama Exposition, or along the Great Lakes, St. Lawrence River or the Mountains of Colorado. There is much to learn in all of them. Social doings don't count for much in any of these localities, but for real enjoyment, there are no other places like them for they are distinctively American. The wonders of the world are on this continent and after you have seen some of them you will feel that you have performed a long neglected duty.

If the craving of the traveler is to be in the social whirl, it is not necessary to cross the Atlantic Ocean. Along the Atlantic Sea Board from New Jersey to Florida are plenty of watering places and impecunious titled foreigners may be found when ambitious mothers wish to bargain off their daughters for social distinction of dubious value.

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## Immigration to the Country Along the Kansas City Southern Railway

It is customary with some railway companies to ascertain once a year what improvements have been made along the line. This information is obtained from several sources and usually consists of the reports of the station agents, secretaries of commercial clubs, the cashiers of banks, real

estate men and others in position to furnish the desired data. The tabulation of the several hundred reports sent in from the towns along the Kansas City Southern Railway give the following results for the year ending June 30, 1914.

Increase of the population of the towns

along the line 21,195; of the country adjacent to town, within five miles of the railway track, 10,162, giving a total increase of 31,357, within a strip of country ten miles wide and extending the length of the road. The total population within the strip is 426,917 in the cities and towns and about an equal number on the farms. As nearly as can be ascertained there appear to be in cultivation, within five miles from the track 24,204 farms, comprising 1,515,943 acres, the average farm being about 63 acres in area. The number of farms purchased by new comers was 2,375, comprising 219,313 acres and valued at \$6,930,231. There were put in cultivation 1,001 new farms, comprising 57,785 acres, with improvements valued at \$987,325. The plantings in orchards and commercial truck amounted to 5,371 acres, valued at \$214,840. Purchases of land for industrial undertakings, amounted to 266,601 acres and were valued at \$2,398,988. The lands reclaimed by the construction of drainage canals, levees, etc., amounted to 56,400 acres and the cost of these improvements to \$1,115,000.

The town people built 1,939 dwellings and paid \$2,109,460 for them, likewise 158 new business buildings at a cost of \$1,441,683. In addition to the business buildings and dwellings there were erected in the town 61 schools and churches costing \$775,750; twenty public building costing \$202,400; 68 new warehouses and cold storage plants costing \$889,425; twenty-nine new hotels and improvements on existing

hotels, costing \$237,650; twenty-four water-works and electric light systems and improvements, costing \$1,401,450; the expenditures for new parks, health and pleasure resorts, amounted to \$181,837. Street, road and sewer improvements were made in seventy-one places at a cost of \$2,561,246, and telephone and telegraph systems established in eighteen towns cost \$121,000. Town improvements 2,419, value \$9,931,901.

In the industrial lines there was during the year much activity. There were established twenty-five wood working plants, involving a capital of \$5,205,000, 144 mining ventures or improvements and enlargements, with investment of \$2,281,000; 827 undertakings in the oil industry requiring a capital of \$14,533,600; twenty undertakings in railway and canal construction, costing \$5,404,508 and eighty miscellaneous enterprises which required the investment of \$3,354,312. The 1,096 undertakings required a total investment of \$30,778,520.

In the mercantile lines there were 147 establishments with a capital of \$5,694,450 and nineteen new banks, with a capital of \$732,500. The gross capital invested in the mercantile and banking establishments was \$6,426,950.

The total investments for the year were, for rural developments, \$11,646,384; for city and town improvements, \$9,931,901; for manufactures and industrial enterprises, \$30,778,520; for commercial and financial enterprises, \$6,426,950. Total, \$58,783,755.

## The Kansas City Southern Agricultural Educational Train

On October 2d the agricultural educational train of the K. C. S. Ry., in charge of J. Hollister Tull, agriculturist, left Mena, Ark., with a fine collection of agricultural and horticultural exhibits, to visit the southern part of the company's lines. The train will be on the road from October 2d to November 20th, 1914.

The purpose is to spread the gospel of better agriculture. One of the cars will be filled with exhibits, collected and shown for the purpose of pointing out the commercial value of the product, rather than extraordinary size. The other car will be arranged for a lecture room.

The growing, picking, packing and marketing of such crops as peanuts, sweet and Irish potatoes, beans, strawberries, blackberries, tomatoes and cantaloupes will be topics discussed in the lecture car. Attention will also be given to corn and forage crops.

The purpose of the trip is also to encourage farmers to co-operate, grow larger acreages and be prepared to ship in carload lots. The company, through Mr. Tull, also seeks to be helpful to farmers in marketing the crops.

The schedule of the cars contemplates the stay of an entire day at each stop, and the cars will be open from 9 a. m. until the close of the illustrated lecture at night. Beginning at Hatfield on October 2d, the train will visit the following named towns: Ogden, Ark.; Texarkana, Ark.-Tex.; Bloomburg, Tex.; Ravanna, Ark.; Rodessa, La.; So. Mansfield, La.; Benson, La.; Converse, La.; Noble, La.; Zwolle, La.; Many, La.; Florien, La.; Hornbeck, La.; Anacoco, La.; Leesville, La.; Rose Pine, La.; De Ridder, La.; Singer, La.; Lake Charles, La.; Starks, La.; Lemonville, Tex.; Beaumont, Tex., and Nederland, Tex.



## The Greatest Boys' Camp in America

By J. E. Pickett.

To take 500 boys into the wilderness, keep them there in camp for twelve days, feed them camp fare, let them sleep out, hike them over hills and through streams and bring them back safe and well—every one of them—is an achievement that amounts to a record in America. That is what the Boy Scout movement of Kansas City did with their Scoutville-in-the-Ozarks camp at Elk Springs, Mo., August 3-15.

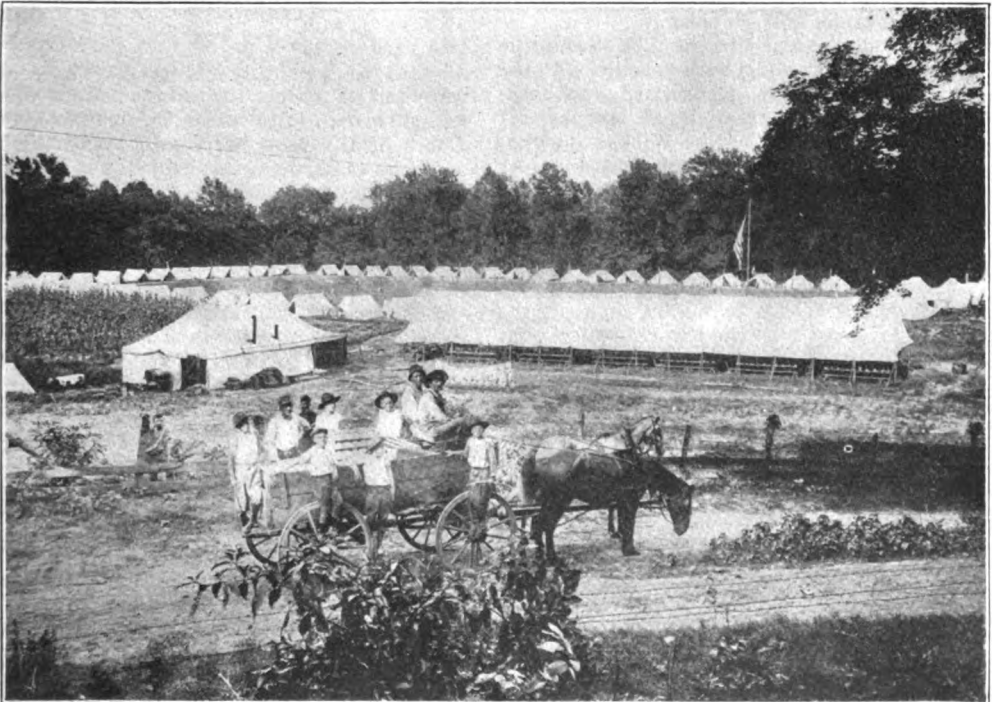
If proof of the value of the knowledge and discipline that scoutcraft teaches be required, here it is. These half thousand boys, ranging in ages from 12 to 19 years, did something that a soldier does not learn under a half year of constant training—to keep themselves well. Besides this, they put in practice the training that a Scout gets to make him self-reliant and temperate in all things.

With cameras and moving picture machines clicking and parents and friends waving good-byes, they marched through the city to the Kansas City Southern depot, where a special train of eleven coaches

bore them to one of the most charming little wild nooks in all Missouri—Elk Springs, on the Elk river, in the southwestern corner of the state.

They reached there in the late evening, marched at once to the camp ground—a fine, level pasture in a bend of the river that faces a mountain, in the side of which is Elk Spring, a perpetual source of clear, cold, pure water. With the discipline that only scoutcraft could give these city boys, tents were promptly pitched, straw was spread in the bottoms for beds, the blankets were unrolled, and a Scoutville-in-the-Ozarks had sprung into being in less than a half hour.

The cook tent and dining tent had been erected by an advance party and water had been piped from the spring into both under gravity pressure. By the time the boys had gotten their tents arranged mess call was blown—a summons which not one failed to recognize promptly—and the trip and the breath of Ozark air began to show



BOY SCOUTS' ENCAMPMENT, 1914. ELK SPRINGS, MO.

its effect in the assault on the commissary department.

Too much credit cannot be given A. J. Watson, Scout commissioner, for the splendid organization of the camp. Experience with Boy Scouts in Scotland before coming to America had given him especial training, and as father of the movement in Kansas City he has shown the organization ability that enabled him to manage the greatest boy's camp in America with so little friction.

In the dining room the boys went to a table that they had been assigned to by number before starting on the trip, and two members from each table were assigned by the scoutmaster in charge of the table to carry out the food from the cook tent. Two others stayed to wash dishes after they were through eating, and the eating utensils that each boy had brought were washed and returned to his place at the table that he knew by his number. Thus was confusion avoided and the problem of feeding systematized.

Scoutville on that first tired, but happy, night went to bed on schedule, and the last light winked out at taps at 9:30 o'clock, and the Scout guards, under Capt. Charles Edwards, took up their staffs and walked their beats, guarding the camp, while the last Scout lost count of the whippoorwill calls and trailed off to sleep.

The well-ordered program of Scoutville began in the morning with reveille. At the call 500 boys arose and hurried into bathing suits, and at the signal trooped off after Scoutmaster Charles Wickline, swimming instructor, for the morning dip. As the last bare leg twinkled out of sight around the turn in the road, Commissioner Watson looked at his watch. It was just 6 o'clock. The first day in camp had started on schedule.

Into the greatest swimming hole in the river—or was it the world—the boys plunged for the morning dip and raced back to camp, a quarter of a mile, returning rosy and fit for the pleasures that crowded both ends of the days in the camp. As soon as they had dressed they assembled for flag raising and saluted the national colors as they were hoisted up to the top of the camp flag pole. Then the camp cannon boomed the salute and the boys went through a blood-warming setting-up exercise and returned to their tents for mess call, which found them fit and hungry.

From breakfast the Scouts rushed back to their tents for camp inspection. Such a getting ready as there was. Cleanliness is one of the points of the Scout law and



SWIMMING HOLE. BOY SCOUT CAMP, ELK SPRINGS, MO.

one that is generally observed. The tents were put in order, the straw pallets were tucked in carefully under the blankets, the floors of the tents were swept with limbs of trees, and then they lined up for the visit of the commissioner. When he finally announced: "This tent gets the honor flag today for being cleanest," there was instantly joy in that tent and determination in every other one to win it tomorrow.

The remainder of the forenoon was devoted to Scout activities. There were hikes and lessons in swimming and archery and examinations in first aid, signalling, tracking, use of knife and hatchet, fire building, cooking, use of compass, nature observation, and those who had none of this could play baseball or go for an outing in the woods, provided they got a permit and went with a scoutmaster. The rule on this was strict, and the guards that patrolled the camp let no one pass without a signed permit from Mr. Watson.

The same activities were continued in the afternoon and the swimming hour came—that sixty minutes of supreme sport in the water, under the watchful eye of a corps of scoutmasters. The swimming hole



SUNDAY DINNER IN MESS TENT, ELK SPRINGS, MO., AUGUST 9, 1914.

is one of the best in the state for boys and has a magnificent gravel bottom, gradually sloping deeper for a quarter of a mile. Here, in the clear mountain stream, the boys got health and fun galore.

Next to the swimming, perhaps, the boys looked forward to the programs after supper. First was flag lowering, then police court, where Attorney Roy K. Deitrich meted out justice in a manner that kept up the amusement—but not of the culprits. The woodpile was too large for the comfort of those who were not willing to obey the reasonable rules of the camp, and so for the few who did not live up to the Scout law of obedience, punishment of the woodpile variety was meted out.

The program each evening was different. The minstrel show could hardly be excelled by amateurs anywhere. Stunt night brought many laughs. The election of Fred White as camp mayor and John Norris, camp goat, brought a night of noisy fun. Vaudeville night was very clever, and the musical night was surprisingly good. The reading of the camp paper occupied one night. The programs were under the direction of Harry S. Frazer, and they brought visitors each night from miles around.

But twelve days crowded and jammed with fun and profit as those were, cannot be described in detail here. The field day can be but mentioned and the battle of Get-His-Button given only a passing review. This game was what the name implies—get his button. The camp was divided into two sides, one with red buttons and the other with white—the object was to get the most buttons.

Capt. Edwards' Indians were sent out the night before. Scoutmaster D. S. Stophlet's Daniel Boone stockade defenders remained in camp, and all day the next day the expected "battle" impended, and enthusiasm ran high. Bugles were sounding, boys were signalling the movements from mountain to mountain with wig-wag flags. Making a feint on the camp from one side, the "Indians" swam the river at a deep place and came in home, following Rev. H. D. Sheldon and Capt. Edwards.

Along with the other charms of this little spot of nature that is unruined by civilization should be mentioned the nearby points for hikes. The entire camp was entertained one day at a big barbecue dinner at Anderson, Mo. Hikes into the forests and hills on every side were made and lots of Indian relics were found.

C. O. Williams, traveling passenger agent of the Kansas City Southern, and an ardent scoutmaster, startled the camp one day when he and a party of eight boys returned from a hike to the Cave of the Winds and carried in a well preserved buffalo head, in the skull of which was firmly sticking a flint arrow head. The head is now on exhibit by the Missouri Valley Historical Society.

Along with the fine fishing of the Elk river, the boys will long remember the Ozark cantaloupes and watermelons. The cantaloupes seem to have a distinctive flavor, as if some of the sweetness of the hills had gotten into them, and any Scout who took the trip can tell you that the Rocky Ford flavor is second in his list.

One of the charming things of the site for a camping spot is its virgin condition. As the Scout train pulled into Elk Springs the Scouts were met by the mayor, marshal, postmaster, depot agent, justice of the

peace and chief yarn spinner, who constitute the population of the city—all one man. That is the reason all the fish have not been caught out of the river, perhaps, and the reason it is still virgin camp ground.

The value of the twelve days' outing can hardly be estimated in benefits to the boys. It had cost them only \$7 for railroad fare and their share of the board. And it was their own outing, for they earned their own money to go to camp. Besides the healthy coat of tan and the steel the outing had put in their muscles, they had learned unforgetably some of the finer lessons that scoutcraft teaches. They had gotten in closer touch with nature, had been impressed with the value of discipline and cleanliness and co-operation, and from some great and good men who love boys had learned to apply the Scout motto, "Be Prepared."



DR. BAILEY'S CLASS IN FIRST AID, ELK SPRINGS, MO., CAMP.

"Our tour through Louisiana has been a revelation to me. Your state certainly has boundless agricultural possibilities.

"The wonderful fertility of the soil, the equable climate and long open seasons, enabling the farmer to labor on his farm almost all the year, raising several crops on one piece of land, offers to him opportunities that are great for diversified farming."—Dr. B. T. Fisher, *Farm Life*, Spencer, Ind.

## Sevier County, Arkansas

Sevier county lies almost in the southwest corner of the State of Arkansas and in the most western tier of counties. It borders on Oklahoma for seventeen miles and is the second county north 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 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. About 80 per cent of its surface is tillable, though some of it is still covered with timber.

About one-half of the soil in the county is red in color, due to the presence of considerable quantities of iron, which guarantee a rich color and fine flavor to peaches and other fruits. Part of this red land is gravelly and part is sandy. Both kinds have a subsoil of red clay. There are also two kinds of black lands, one 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

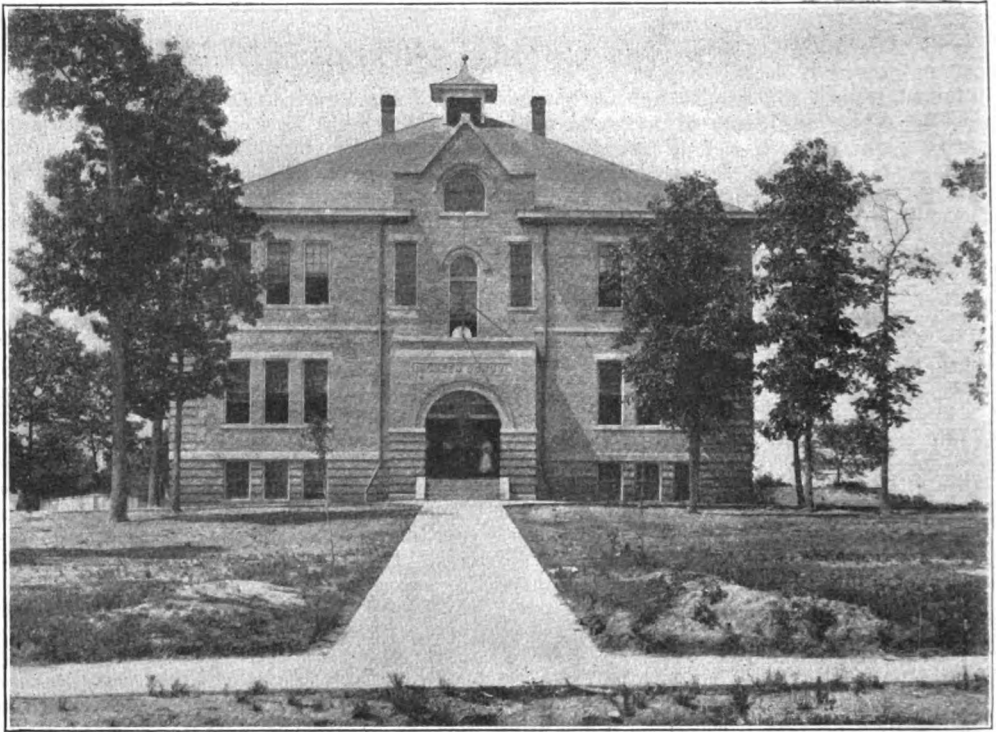
southeastern part of the county. It is good for all general field crops and particularly good for the cultivation of alfalfa.

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 on 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 heat of the summer days. Even in the hottest weather the heat in the day time is rarely as great as that 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 winter storms. The homeseeker from any section where climatic extremes prevail will find a pleasing change on coming to this section of the country.

Agriculture is the leading industry in Sevier county and is growing in magnitude as the land is cleared of timber. Cotton is grown extensively and yields from half a bale to a bale per acre. Heretofore it has



THIRD STREET, DE QUEEN, ARK.



CENTRAL SCHOOL, DE QUEEN, ARK.

been the leading cash crop, and the output is from 10,000 to 12,000 bales each year, which, at usual prices, brings into the county from \$600,000 to \$750,000.

Next in importance is the corn crop. The uplands yield about twenty-five bushels per acre and the bottom lands about forty bushels in the average. Oats and millet do well and are grown extensively. Wheat, rye and kaffir corn are grown in smaller quantity. Sugar cane yields as high as 600 gallons to the acre and is grown on many farms. Sorghum is grown extensively, both for molasses and for hay. Cow peas are grown for hay and to store nitrogen in the soil. Peanuts yield abundantly and are used for hay as well as for other purposes. Timothy, clover and red top have been grown in small quantities, and do well in most parts, and alfalfa produces from four to five crops each season on the black lime lands of the southeastern part of the county. Bermuda grass thrives here and is excellent for lawns, pasturage and hay. It prevents erosion and soil waste. Broom corn and tobacco do very well, but are grown in smaller quantity. The cultivation of the peanut is receiving much attention, and a very large acreage is devoted to this crop.

Two crops of Irish potatoes can be grown each season on the same soil, the first crop being ready for market by the latter part of May. The Early Triumph is the favorite and shipments are made in car lots. Tomatoes are grown for shipment in car lots and for canning at the local cannery. Sevier county tomatoes are noted for their size, color, flavor and shipping qualities. Many carloads of cantaloupes are shipped annually, and form a profitable crop. Melons do equally well, but are not produced in very large quantity. Lettuce, onions, spinach, radishes, cabbage, turnips, beets, beans, carrots, okra and other kinds of garden truck are easily grown and shipped in carload lots.

The soil of the county is splendidly adapted to peach culture. All varieties do well here. The Early Wheeler, the Sneed and the Elberta are the preferred varieties. In all, about 11,000 acres are devoted to peach culture, and in some years as many as 900 carloads have been shipped from the county, coming mostly from Horatio, De Queen and Lockesburg. Strawberry growing has developed into an industry of considerable magnitude in the vicinity of Horatio, this fruit being shipped in carload lots. Blackberries, dewberries and raspber-



ries are receiving considerable attention and yield satisfactory results. Early varieties of apples and pears do very well, and plums, apricots, figs, grapes, etc., while not produced commercially, are grown on many farms and yield well.

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

Stock raising has not yet received the attention this important industry is entitled to. No county in Arkansas can produce forage more abundantly and none has better natural pasturage, a more congenial climate or a finer water supply. Horses, mules, cattle, hogs and sheep are being raised in increasing numbers, and the grades are being constantly improved, but the county could carry fifty times as much livestock as it now does. Poultry of all kinds do well, and increasing attention is being given to standard breeds of poultry. Eggs are shipped in considerable quantity and there are good openings for persons wishing to produce poultry and eggs for the markets. Chickens, turkeys, geese, ducks and guineas thrive here. The bee-keeper could also profitably engage in business here.

Sevier county was heavily timbered originally and still exports large quantities of lumber and timber products, including cross ties, cooperage stock and telegraph poles. For many years to come there will be an abundance of timber for milling purposes and for local needs, for fuel and for general farm use. Most of the commercial timber is yellow pine, but there are available for many years to come large quantities of red oak, white oak, hickory, cypress, sweet gum, red cedar, sycamore, ash, elm and holly. Numerous saw mills and planing mills are converting the forests of yellow pine into building material and the oak and hickory into stock for wagons, farm implements, stave bolts and cross ties. Cypress is used for lumber, shingles and telegraph poles. Fence material and telegraph poles are also obtained from the cedar brakes.

The 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. Large deposits of antimony have been found at several places in the northern part of the county. Just south of the antimony deposits is a belt containing several large veins of lead and zinc ore, these veins running east and west across the county. A well defined vein of quartz has been found in a shaft about four miles north from De Queen. On being assayed this quartz was found to contain



PEACH ORCHARD NEAR DE QUEEN, ARK.



PINE TIMBER, SEVIER COUNTY, ARK.

120 ounces of silver and 210 pounds of copper to each ton, with a trace of gold. At the time of the assay this ore was valued to be worth \$100 per ton. A considerable deposit of manganese of high grade has been found about five miles south of De Queen. Most of the soils of the county are impregnated with iron. Chalk of the kind used in making Portland cement is found in immense quantity on the southeastern border of the county, and 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. Oil leases have been taken on several thousand acres of land in the county and test wells have been and are being bored. Lignite has been found at several places and mineralogists are of the opinion that the surface indications give promise of coal oil and gas in large quantity. Salt is found in the southeastern part of the county, and clays and shales, suitable for brick making, in many places.

The possibilities in the way of industrial expansion in Sevier county are great. The mineral resources have not at all been developed, yet they are present in such variety that their exploitation in the course of time may become one of the most important industries. There are great possibilities in the chalk, clay, shale, asphalt, oil, lead, zinc, antimony, manganese and

other indications found in so many places. Water power is abundant in the county and a good many thousand horse power can be developed when the need for the same comes.

The county already has good railroad facilities. The Kansas City Southern Railway crosses it from north to south, with a total mileage of 29.88 miles. The De Queen & Eastern Railway has a mileage of 21.63 miles in the county and extends on eastward into Howard county. It is now being extended both east and west. The Memphis, Dallas & Gulf Railway cuts across the southeastern part of Sevier county, with a mileage of five miles.

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

The county has sixty-eight school districts and a school population in excess of 7,000. 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 rail-



way service on three lines, fourteen post-offices, 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 \$50,000, are of recent construction and are in good condition.

The present population of Sevier county is about 25,000, of whom about 4,000 reside in De Queen, the county seat; about 1,500 at Lockesburg, about 1,500 at Horatio, about 500 at Gillham, and an equal number at Dierks. The county has been settled for nearly seventy years, though the farms and villages were few and far between and scattered throughout the forest area. With the completion of the K. C. S. Railway, new towns were created, new farms were opened, lumber mills were established and the population more than quadrupled. Lying between the old farms are thousands of acres originally timbered, then denuded of their merchantable timber, which have been brought under tillage, and thousands more which can be purchased at very moderate prices, ranging from, say, \$6 to \$15 for unimproved and higher prices for improved land. 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. On these 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.

There are numerous small towns and villages scattered through the county, some of them half a century old. Along the Kansas City Southern Railway are the following:

#### DE QUEEN, ARK.

De Queen was laid out as a town in 1897 and was made a city of the second-class and the county seat of Sevier county in 1904. It is a division terminus of the K. C. S. Railway, with roundhouses and shops, and is also the eastern terminus of the De Queen & Eastern Railway. The population is 4,000. The local manufacturing enterprises consist of three pine and one hardwood saw mill, steam bakery, steam laundry, ice and electric plant, with cold storage, municipal water works and a cotton gin. There are two solid banks and about thirty mercantile establishments. The town is substantially built and the residence portion is very attractive. The city has an

excellent school system and six religious congregations, with adequate buildings. The annual improvements made run in value from \$100,000 to \$200,000. De Queen would be a good location for a brick and tile plant, flour and grist mill, cannery, furniture factory, wagon works, chair factory, fruit box factory, handle factory or any manufacture in wood. The principal shipments from De Queen consist of cotton, lumber, peaches, poultry and eggs, cattle, hogs, etc.

#### LOCKESBURG, ARK.

This town, formerly the county seat, is twelve miles east of De Queen, on the De Queen & Eastern Railway. It is a good commercial town of about 1,500 inhabitants, depending on the agricultural resources of the surrounding country. It has a state bank, an excellent high school, a graded school, several handsome churches, three hotels, saw mills, three cotton gins, three grist mills, some twenty or more large mercantile stocks, valued at about \$100,000. A large business is done in the shipping of livestock and hardwood timbers in the form of railroad ties, barrel staves, fence posts, mine timbers and lumber. The cotton shipments run from 3,000 to 5,000 bales per year. A fine fruit and truck growing industry has grown up within the last three or four years, and peaches, potatoes, truck, etc., are shipped in carload lots.

#### HORATIO, ARK.

Horatio, Ark., is 441 miles south of Kansas City, Mo., and 47 miles north of Texarkana, Texas, and about eight miles from De Queen, the county seat. It has a population of approximately 1,500 and is one of the old towns in the county; in fact, it was the first town in Sevier county to be supplied with railroad facilities. It has been a trading point for a large scope of country for many years. It has two banks, ten or twelve large mercantile establishments and handles from 1,500 to 2,500 bales of cotton annually. Among its annual shipments are, in a good year, 500 to 700 carloads of peaches, twelve to fifteen carloads of strawberries, one to ten carloads of cantaloupes, 3,000 to 5,000 pounds of poultry, fifteen to thirty cars of cattle, ten carloads of hogs, 200 carloads of hardwood timbers, 300 of railroad ties and 250 carloads of pine lumber.

Horatio has been growing steadily, adding 100 to 200 people to its population yearly, opening up new lines of business and gradually replacing its older buildings with modern brick and stone structures. The soil and other conditions are similar to those at De Queen and Lockesburg, with the

difference, perhaps, that more land is available for new farms right here than at the other points. The total acreage in cultivation within five miles of Horatio is 20,000 acres, of which 4,100 acres are planted in fruits, 3,000 in corn, 1,500 in oats and small grain, 3,000 in cotton, 300 in forage and about 500 in commercial truck. Land values are very low, ranging from \$8 to \$20 for unimproved land and from \$20 to \$100 for improved land.

#### GILLHAM, ARK.

The population of Gillham is about 500. Lumbering is the principal industrial pursuit of the town population, and three saw mills, with a joint capacity of 37,000 feet per diem, are in operation. Gillham is situated in a mineral belt, which is about ten miles wide and forty miles long, extending from the Saline river, in the eastern part of Sevier county, far into Oklahoma, the general direction being from northeast to southwest. The minerals found in this region are lead, zinc, copper, antimony, iron ore and some manganese. The ore is found in five or six parallel veins from

three to twenty feet wide extending across the northern part of Sevier County. Lead, zinc and antimony have been mined in a desultory way, but there has been no continuous, systematic mining, as mining is conducted in other localities. The possibilities for the universal development of this section are promising, and it is only a question of time when this mineral country will be systematically mined.

The country in the immediate vicinity of Gillham is more or less hilly, but there is a large acreage of good tillable land, much of it now in cultivation. The annual cotton shipment runs from 900 to 1,500 bales, in addition to which there are shipments of peaches, strawberries, poultry and eggs, cattle and hogs, 200 or more car loads of lumber, 75 car loads of railroad ties and hardwood lumber. In Gillham there are three general merchandise stores with stocks aggregating \$65,000, two hotels, two churches, a public school and a state bank. Lands suitable for general farming, stock raising, fruit and truck growing are very low in price and can be had on easy terms.

## About Sugar

(Gulf States, Farmer, N. O.)

It is estimated that \$100,000,000 is invested in the sugar beet industry of the United States.

Sugar is the principal crop of Porto Rico in value, although the area planted to coffee is greater.

The annual disbursements for field and factory operations in the sugar industry of Louisiana amount to over \$25,000,000.

The retail price of sugar is now lower in the United States than in any other important country in the world.

One pound of sugar furnishes 1,752 calories of energy (units of heat). The average cost of sugar in the daily ration is less than 2 cents, and, compared with other common foods, sugar is one of the least expensive items in the dietary.

Figures for the year 1913 show that the consumption of sugar per capita in the United States increased 6.819 per cent over that for 1912, the average per capita consumption of 1913 being 85.4 pounds against 81.3 in 1912.

The first beet sugar factory in the United States was erected at Philadelphia in 1830. It did not prove a success and was dismantled. The first successful beet sugar factory was built in 1870 at Alvarado, Cal.

This factory was in operation until 1913, when it closed down.

Much has been written as to the comparative qualities of beet and cane sugar, both as a direct food and for culinary use. The United States Department of Agriculture has made extensive experiments to determine definitely whether there be any essential difference between these two sugars. The decision of the experts is that there is no difference. The claim has been made in certain parts of the country that beet sugar is not so efficient in its preservative qualities when used in the manufacture of jellies, preserves and canned fruits. The tests of the Government extended not only to these preparations, but to a wide variety of cooked foods, so that they are sufficiently representative to be accepted as conclusive.

We consider the Gulf State Farmer, published at New Orleans, by Mr. E. O. Wild, one of the most valuable publications for the Louisiana farmer and for the men from other states who are looking in that direction for a new home. It contains interesting and reliable information and we are glad to reproduce herein some of its articles.

## Successful Colonizing

One of the most important colonization movements that has occurred anywhere in recent years is that which is now well under way by the American Farm Land Company operating from Kansas City, Missouri, on the Kansas City Southern Railway in Southwest Louisiana.

The early part of last year the company mentioned obtained a tract of 21,000 acres of very choice cut-over pine land, located three miles southwest of DeRidder, Louisiana, and extending south for a number of miles just west of the Kansas City Southern, with the towns of Carson and Bon Ami practically adjoining the eastern boundary of the land, which is known as the Carson tract.

After having this tract of land resurveyed, with all section corners designated in a substantial way and with all public roads marked out along section lines, and also after making some other improvements, the company conducted its first land-selling excursion in the month of May, last year.

The land sold readily, and by the first of February, this year, the entire tract of 21,000 acres was practically sold out in subdivisions to about 200 different customers—most of them good, substantial Northern farmers, and only a very small percentage of customers of other occupations who, in

some cases, probably bought the land simply as an investment.

After selling out this first tract, the same company obtained a second tract comprising 26,000 acres only ten miles south of the first tract, this second tract being called the Lock tract.

The Kansas City Southern Railway runs through this Lock tract for a distance of eight miles, and the tract extends south to DeQuincy, which is quite an important railroad town.

The company pursued the same policy of management in connection with this second tract; first having it re-surveyed, and in this case marking not only the section corners, but the center of each section, as well as laying out all public roads on section lines; also making other improvements, including the establishment of a new town-site which is now a station called Oretta on the main line of the Kansas City Southern Railway.

The first excursion to the Lock tract was in the month of March, this year, and the company has not missed running its own special sleeping and dining cars with good sized crowds on each monthly excursion since the beginning of its operations in Louisiana, eighteen months ago.



CORNFIELD ON FARM AT CARSON, LA.



BARNYARD, MATTHEWS FARM, NEAR DE RIDDER, LA.

The successful colonization of the second tract is now quite as certain as that of the first tract.

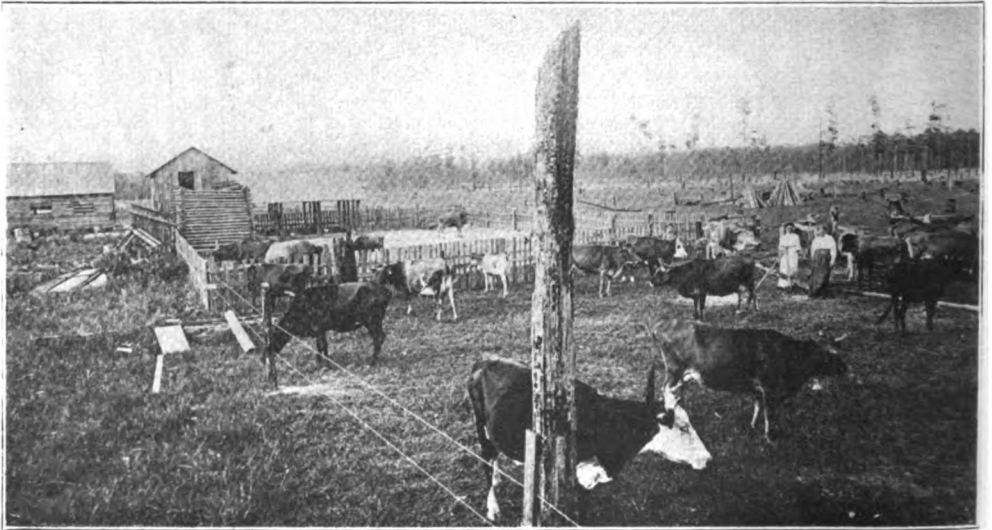
Most Northern farmers buying these lands are people who have property to dispose of in the North before they can move South.

But during the late fall and winter seasons of last year more than 45 families moved to the Carson tract to make their homes and develop farms there.

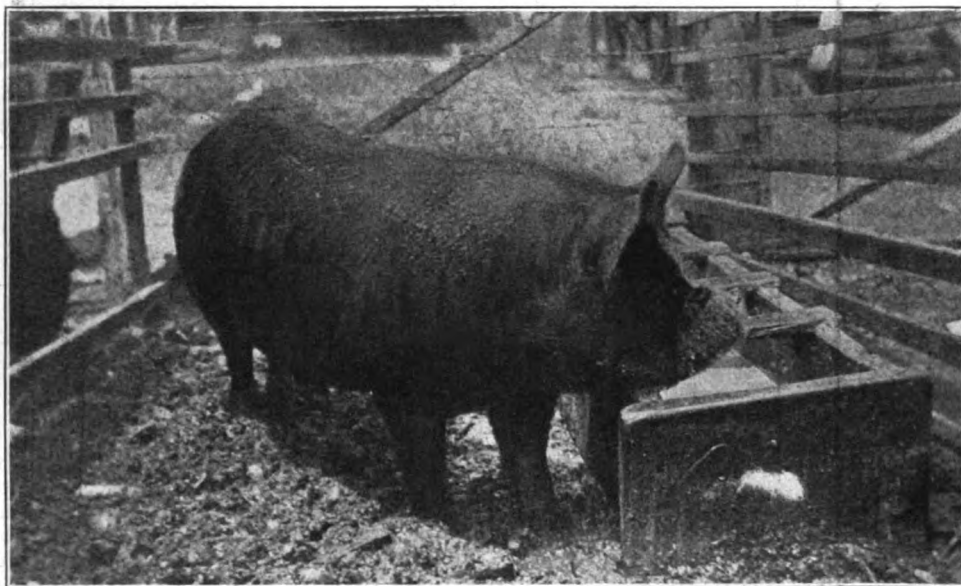
This work of development has progressed rapidly. Many farm houses and barns have been built; a great deal of fencing has been done; land has been cleared and put in cultivation. In many cases winter crops were raised last year, and during the crop season of this year a splendid showing has

been made in the production of quite a variety of crops, including Irish and sweet potatoes, corn, oats, watermelons, cantaloupes, garden truck, etc. The business of dairy farming and the raising of beef cattle, hogs, sheep and poultry is being developed rapidly. And many of the early settlers are now commencing to give attention to the planting of orchards of pecan trees, figs, oranges, grape fruit, peaches, pears, Japanese persimmons; also strawberries, raspberries and blackberries; also vineyards of a number of varieties of grapes, all of which nuts and fruits are profitably grown in this locality.

Now that the fall season is again here, many more early settlers are moving to the Carson tract and quite a number also to the



DAIRY COWS AND MILK SHEDS, NEW SETTLER'S FARM.



NINE MONTHS OLD BERKSHIRE HOG, 310 POUNDS, J. W. GOODSPEED, DE RIDDER, LA.

Lock tract, to which the company is still conducting its land-selling excursions.

The company estimates that by the first of next April probably 150 of their customers, most of them with families, will be settled on the two tracts of land.

While this is virgin land, the colonization of these two tracts is really not a pioneering proposition, because none of the land is located more than five miles from some railroad town, and one of these towns is the Parish or County Seat.

This unusual condition was brought about by the fact that the big lumber interests of this part of Louisiana brought the railroads and built the towns before the land was ready for agricultural purposes.

For the same reason, too, the public school situation is especially favorable in this locality. The school lands belonging to the State were sold at high prices to the lumber companies and in consequence the public school funds are large.

The towns have exceptionally good schools and the early settlers on the Carson tract have, during the past year, been provided with two new public schools, one of them a building with three large rooms.

The Parish (county) has also built miles of new public roads through portions of the Carson tract during the past year.

Many of us here in the North are apt to think that the South is slow, but the fact is that in the matter of public schools and public enterprises generally many districts

in the South are really more progressive than here in the North.

The land company referred to applies the term "Sunny Uplands" to the locality in Louisiana in which it is operating. And this term is correctly applied to distinguish from the low flat lands which usually extend for some distance inland from the Gulf coast.

Although located less than 100 miles from the coast, the southern boundary of the Lock tract at DeQuincy has an altitude of 85 feet and the northern boundary at Smythe Junction an altitude of 126 feet. This provides excellent natural drainage and also relieves the atmosphere of excessive humidity which sometimes occurs near the sea coast.

The climate is almost ideal. The Gulf breeze tempers the heat of summer and the cold of winter. The summers are longer but really more moderate than the summer heat of many northern latitudes. The winters are short and mild, there being so little cold weather that the ground never freezes below the mere surface. The ground can be plowed any month in the year and the natural grasses afford pasture for cattle during practically the entire year.

The water supply of this locality is of the very best. Wells 25 to 35 feet in depth afford a never-failing supply of pure, soft water.

The average rainfall is about 53 inches per annum, the United States weather



DAIRY HERD OF J. W. GOODSPEED, DE RIDDER, LA.

bureau at a point only about 25 miles from this locality showing this to be the average for a period of 10 years and also showing that this rainfall is well distributed throughout each year. It is doubtful if there is to be found anywhere a locality having a more dependable rainfall for growing crops than in Southwestern Louisiana.

The soil of cut-over pine lands in Louisiana varies somewhat, but in the particular locality referred to in this article we would say that the soil is exceptionally uniform. It is a rather dark sandy loam, of good depth, underlaid with a remarkably good porous clay subsoil.

The lands are practically free of stones and the soil is clean, easily worked and of a character that responds readily to the fertilization produced by turning under such crops as cowpeas, velvet beans and other legumes.

The climatic conditions—the seasonable rainfall and the fact that some products will grow any month in the year—these conditions give opportunity for crop rotation within each crop year which can be made to enrich rather than impoverish the soil, and all this at a profit to the farmer who adopts the right methods, as proven by the experience of expert farming in this locality.

The general health conditions of this locality could hardly be better, a fact which is evident in the healthful appearance of the people who have lived there for years; and especially the fine healthy looking children.

With all these natural advantages the rapid development of these well located cut-over pine lands will surely continue. And general farming, fruit growing and stock raising will prosper on these lands and take the place of the lumber business.



## Miscellaneous Mention

### DIAMOND MINES IN ARKANSAS.

#### Stones of Large Size and First Water Found in Pike County.

From the Popular Mechanics Magazine.

Hundreds of diamonds, a large proportion of them of good size and the first water, are being recovered from the blue clay deposits which were discovered in Pike County, Arkansas, only a few years ago. Although the existence of diamond bearing formations in this vicinity has been known by geologists, and recently by those in immediate proximity to the fields, it has never become widely known that the deposits are so large as to justify working the fields on a commercial basis.

A typical diamond bearing formation of several acres' area exists where the first stones were picked up. A second field, showing immense bodies of blue clay, yet unsurveyed, has been found a few miles beyond the first, and it is considered possible that still others may be uncovered in the district. This land is now carefully fenced and constantly guarded. Since beginning its operations, one company has removed 1,400 stones having an aggregate weight of 550 carats.

The exact yield from the other mines is not known, since the results of their operations have been kept secret. An approximate estimate, however, places the total recovery at 3,000 diamonds of unknown weight. The largest stone so far discovered and officially reported weighed eight and one-half carats. Usually the rough diamonds found have been distorted octahedrons, resembling small pieces of alum with a fiery eye in the center which glows and flashes when presented to light. While the sizes are not unusual, some of them even small, the quality is asserted to be exceptional, many of the stones being as nearly flawless as are ordinarily found.

### "EAT A POUND."

The slogan, "Buy a Bale," has worked wonders for the cotton growers. Now the Ozark people are starting the cry, "Buy a Barrel" of apples. Why not "Eat a Pound" of rice?

Rice is one of the food products that has not had a big advance in price on account of the European war. This, probably, be-

cause we sometimes import and sometimes export this product, the principal market being our own United States.

We all know that there is no more nutritious diet than rice, and when properly prepared it is a delicious dish. It can still be had at the grocers at the same old price and sells at five cents per pound or less wholesale at the Beaumont, Lake Charles and New Orleans markets.

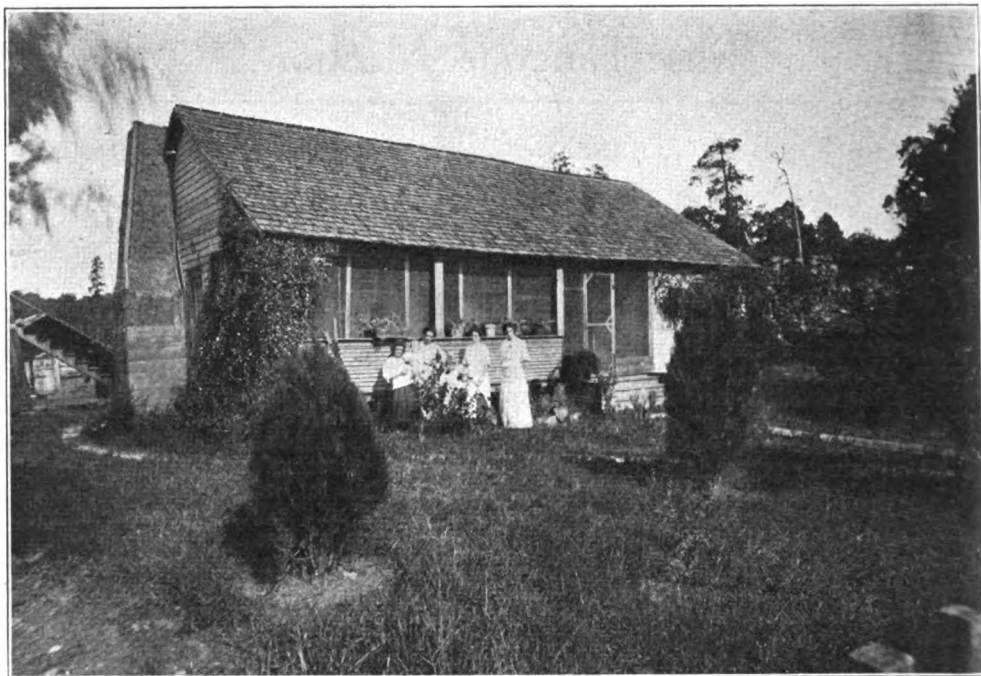
Of course all good housewives know how to cook rice, but try this: The rice should be washed in three or four changes of water to remove adhering rice-flour, dust, etc. To four cupfuls of boiling milk add a teaspoonful of salt. While boiling, add gradually, a cup of rice. With a fork, lift it once or twice, that none of the kernels stick to the bottom. Let boil about twenty minutes, or only until the grain is well softened. Don't stir. Then remove from the fire, pour off the milk and place on the back of the stove or in the oven, where it will steam and finish swelling without burning. The result will be that each snow-white grain will stand out distinct and separate from the rest. Water will do in place of milk, but there is quite a difference. Serve hot, with gravy instead of sugar and cream.

### N. Y. APPLES FROM HERE.

While packing apples at the J. A. Guenther orchard, adjoining Anderson, Harry Bangs enclosed a slip in a barrel of Jonathans asking that the purchaser notify him as to the condition of the apples and the price paid for the same. Last Saturday Mr. Bangs received a letter from Mossman & Moon, of Vinton, Iowa, saying that they had purchased the said barrel of New York apples, that they arrived in first class condition, and that they paid \$4.50 for the barrel of Jonathans.

This is but one instance where Anderson, Missouri, products have made good and some other state, with a supposed reputation, has received the credit. When our apples can get by as fine New York fruit, it is paying us a high compliment, but we think if the growers would label their goods inside the package, instead of outside, they would get some future returns for themselves and do some advertising for the old home town.—Anderson, Mo., News-Record, Oct. 16, 1914.





HOME PLACE OF J. W. GOODSPEED, DE RIDDER, LA.

**"SOME" LITTLE FARM!**

Mr. J. W. Jarnagin, editor of the Iowa Farmer, was a member of the party of editors who made a tour of Louisiana last July. In his paper of October 15th he writes about the country around Jennings, La., a town near Lake Charles. He says:

Jennings is in a great rice country and stock raising and diversified farming are prominent features. A rich oil field is near the town and extensive timber tracts are in the vicinity. S. A. Sutter, a former Iowa man, who has a number of relatives in Des Moines, showed us some of the possibilities of that country. Rice, cotton, cane, various grasses, corn, oats and vegetables in unlimited profusion with oranges, grapefruit and figs as a side line. Dr. E. A. Lee experimented with a small tract of ground and he tells the outcome as follows:

"I undertook the cultivation of a piece of ground, just three-fifths of an acre in size, and I did it systematically, intelligently, intensively and with the aim to produce just as much as I could on this three-fifths of an acre. Now these are the actual results for the space of seven months.

"Beginning with the 1st of November, 1913, and during December, January, February, March, April and May, I produced

and sold off this three-fifths of an acre as follows:

Cabbage . . . . .	\$ 80.00
Lettuce . . . . .	98.10
Strawberries . . . . .	150.70
Plants for setting out . . . . .	60.25
Peas . . . . .	33.00
Potatoes . . . . .	12.35
Parsley . . . . .	10.15
Onions . . . . .	9.15
Beans . . . . .	9.25
Radishes . . . . .	6.40
Carrots . . . . .	4.00
Beets . . . . .	3.30
Cauliflower . . . . .	18.15
Cucumbers . . . . .	27.60
Corn . . . . .	8.95
Tomatoes . . . . .	15.75
Sweet Peppers . . . . .	3.75
Egg Plants . . . . .	4.85
Okra . . . . .	1.00

Total production . . . . . \$556.70

"The result for the seven months as a whole was \$556.70. It seems almost impossible that this much money was actually produced on just a little more than one-half acre of ground, yet it is absolutely true. It made an average for the seven months of \$79.53 per month. Practically \$80.00 per month income off of a little more than one-half acre. And not an ounce of commercial fertilizer was used; simply barnyard manure and nothing else. On just one-tenth of an acre I produced eight hundred quarts of strawberries at a price of \$150.00. The varieties were Klondyke and Hoffman. This would have been eight



thousand quarts at \$1,500.00 on one acre, and had there been an acre of them, there is no reason why it would not have been exactly so.

"People came from all over the country to see my gardens; to see if they were as reported to be. Every visitor from the North came and made close inspection, and the one verdict of all was, that had they not seen it themselves they would never have believed it, but it was certainly true."

De Ridder, La., Sept. 8, 1914.

Mr. Wm. Nicholson,  
Kansas City, Mo.

Dear Sir: Yours of the 5th received. I mailed you this morning what photos I had and hope they will be of service to you. As to the cost of raising cattle in this section, it costs very little, as thousands of cattle roam the woods all the year and keep reasonably fat.

Cattle men here look after their cattle in winter, and if any get poor and weak they take them up and feed a little cotton seed hulls and meal during January and February, at a cost of \$2.00 to \$3.00 per head.

I am unable to give you much data on the cost of raising feed, as I have not tried to raise much, but last year I planted on the 10th of June one acre of corn, applied barnyard manure lightly and raised 75 bushels of corn at a cost of about \$6.00.

We can grow as good corn here as in Missouri, at about the same cost; can grow clover, lespedeza and bermuda, also all kinds of beans, peas, sorghum, kaffir corn and oats as abundantly and as cheaply as in any of the northern states.

I consider this one of the best states for dairy business. I believe I have answered all your questions and only hope this will be beneficial to you.

I came here from Kansas City seven years ago; was passenger conductor on the "Frisco."

Very truly yours,  
J. W. GOODSPEED.

Broken Bow, Okla., October 19, 1914.  
Mr. William Nicholson,  
Immigration Agent, K. C. S. Ry.,  
Kansas City, Mo.

Dear Sir—Wish to advise that this company has an experimental farm at Lockesburg, Ark., consisting of sixteen acres, which has been cultivated under the super-

vision of Mr. J. A. Wafford, governmental demonstrator in this district.

I give below the results of the sixteen acres, which is old land and been in cultivation some thirty or forty years:

1 acre of Bermuda grass, 800 lbs. phosphate fertilizer, he realized 88 bales of hay, at 60c per bale....	\$52.80
5 acres of corn, with 400 lbs. phosphate fertilizer per acre, 20 bushels and 9 lbs. per acre, at \$1.00 per bushel .....	100.45
5 acres of cotton, 400 lbs. of phosphate fertilizer per acre, on which he realized 1,250 lbs. of cotton, at 7½c per pound .....	93.75
5 acres of oats, 400 lbs. of phosphate fertilizer per acre, from which he realized 249 bales of oat hay, at 50c per bale .....	124.50

Total realized to date .....\$371.50

As soon as the five acres of corn was removed this same ground was planted with whippoorwill peas, and there is an abundant crop of these, which has not, as yet, been gathered.

As soon as the five acres of oats was removed, this same ground was planted with peanuts, on which there is a good yield and have not, as yet, been gathered.

I think that I will be safe in saying he will realize enough out of the peas and peanuts to bring the total to \$500 off the sixteen acres. I think that there is a good showing on diversified crops, owing to the fact that this is very old land.

I also wish to advise that we are encouraging growing of wheat around Lockesburg on account of the conditions of the cotton market this season. The Lockesburg Hardware Company, of Lockesburg, has purchased a carload of winter wheat, and is now disposing of it to farmers at actual cost. I am advised that the farmers are interested in the growing of wheat, and this carload mentioned has practically been disposed of.

Yours very truly,  
C. C. RAY.

The superiority of dairy farming over that of grain lies in the fact that the dairy farmer sells only the cream from the milk while the grain farmer sells the cream from the soil.

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

## Siloam Springs and Benton County, Arkansas

### SILOAM SPRINGS

Is situated in the southwest corner of Benton county, a mile and a half from the Oklahoma line. Two hundred and twenty-nine miles south of Kansas City, on two main lines, the Kansas City Southern Ry. and K. C. & Memphis Ry. It has a population of about 4,000. It is situated among the hills with abundance of native shade. It has the finest system of public parks, open to all, with plenty of seats around the ever living Springs whose basins are always cool. The city owns its electric light plant and gives 24 hour service. It owns the great water system and furnishes pure spring water cheaper than anywhere. A thorough system of sewerage is being installed all over the city. Siloam Springs has better school advantages than any city in the state. Nine months of public school. An accredited 4 year course free high school. An established growing college. A good business college. A railway training and telegraph school. All church denominations represented with fine buildings. Many valuable brick and stone business buildings and not one empty. A city of homes with mansions scattered all over the large corporation. All kinds of manufacturing plants keep hundreds employed the year around and furnish a good market for the products of the fertile farms surrounding. Two grist mills. Large flouring mills, creamery, ice cream manufacturing plant, bottling works, large cold storage plant and ice factory, largest apple cider vinegar mill in the United States, evaporators, canning factory, and many small concerns. Every line of business well represented with big and up-to-date stocks. Three fine banks. Two monthly, one weekly and one daily newspaper.

The climate and health of this community are unexcelled. The mean annual temperature is about 59.61 degrees. It is pleasant in both winter and summer.

As to scenery nature has certainly been kind to this part of the great domain. Fertile valleys traversed by clear sparkling streams, fine farms and orchards everywhere. On every hand are seen the natural wonders of creation, the wooded hills, the smooth level stretches; transformed from

the untangled wild-wood to productive orchards and modern happy homes.

### BENTON COUNTY

Is the northwest corner county of Arkansas and has an area of 892 square miles or 570,880 acres. Population of county 45,225. This county has 6,500,000 apple trees, a million more than any other county in the world. The value of the apple crop of Benton county will average two million dollars a year. Last year's peach crop brought a third million. Strawberries \$100,000. Grapes \$15,000. Cherries \$10,000. Other fruits \$50,000. Poultry does well as does all stock. Corn, wheat, oats, barley, alfalfa, clover, timothy, and all kinds of vegetables and melons.

The lands in this part of Benton county are varied. Some rough, but the most of it is rolling plateau, rich soil and will produce equal to any land in the Union. The soil ranges from a dark loam to a light sandy loam all underlaid with red clay subsoil.

The value of farm property varies with the location and improvements. It is not considered high by those who know good land. It will raise more to the acre than Iowa or Illinois land and can be bought for a third of the money. Native timber is plentiful. Different oil companies are drilling on both sides of town.

With chickens and fruit a man can make an independent living on ten acres of land.

### ARKANSAS.

This State will grow thirty-six million, two hundred thousand bushels of corn this year; a million, four hundred thousand bushels of wheat; five hundred seventy thousand bushels of oats; three hundred ninety thousand bushels of potatoes; and a like amount of sweet potatoes; over three and a half million of rice, according to the August 15th, 1914, report and crop estimates department. This is over 45 million bushels of food grains.

Arkansas is an empire within itself. Cut off from the entire world this state would produce more than a sustenance for every inhabitant, and clothing and fuel. Its products are as valuable as any state in the Union. Its resources are unlimited. Its lands fertile.—Siloam Springs Herald.

## The Orchard

A commercial orchard and one designed for family use are radically different propositions. The fruit of the commercial orchard, grown more especially for its size, attractive coloring, productiveness, its keeping qualities and ability to undergo transportation for long distances, is not necessarily the best of its kind, but it is what the fruit trade demands and what the public will pay for. In the family orchard these considerations do not obtain and the quality of the fruit should be the chief factor. There are many varieties of fruit which are exquisite in flavor, are highly productive, but will not bear transportation. In the family orchard, where they are picked as they mature and go without loss of time from the tree to the table or into the cans or preserve jars, they are unexcelled and far superior to many of the standard market varieties of fruits.

He who plants a family orchard has no tastes to consider but his own. He has a great variety of fruits to select from, and in the more southerly regions can have fruit of one kind or another from April to November. Beginning with the strawberries, the dewberries, blackberries and then in succession apples, peaches, grapes, pears, figs, etc., he can provide himself with the best of nature's blessings until frost is almost in sight. There is hardly a farm on the American continent that could not produce all the fruit needed for family use, yet for all that the country stores are well stocked with canned fruits from other localities.

The man who plants a commercial orchard has many things to consider. He is planting for revenue and to supply the needs of others. Among the matters to consider is probably first and foremost the location of the orchard with reference to transportation to the nearest shipping point, the proximity of a cold storage plant, the magnitude of the fruit growing industry in the locality under consideration, the shipping facilities and the existence of fruit growers' organizations to handle and sell the product. The value of a commercial orchard depends very much upon its location. It must be convenient to a railroad station over good country roads. It must not be isolated, but must be where there are a sufficient number of orchards to enable the fruit growers to ship in carload lots, and to make possible

the utilization of second class fruit by evaporators and canneries. Furthermore, the orchard must be so situated as to be within easy reach of the markets. The term "easy reach" is not necessarily expressed in railway mileage; it means rather the presence of ample facilities in the way of train service, good wagon roads, packing facilities and the rapid transportation of perishable commodities from one point to another; also the proper organization to handle and sell the crop, for there is a great difference in money returns from fruit crops sold on the trees, crops sold in carload lots on the track, or fruits shipped by express in small consignments to commission merchants in distant cities. These conveniences are worth a good many hard dollars to the owner of an orchard, and it is therefore quite natural that some of these values will be found in the prices asked for fruit land, where the industry has been developed to a profitable basis and a fruit market has been established. It is worth much in dollars and cents to have the buyer seek the grower at his home and pay for the goods on the barrel head. The foregoing relates to the location of an orchard with a view to its commercial possibilities. The country along the Kansas City Southern Railway, in the sections where a specialty is made of fruit and truck growing, is favored with all the desired conditions. All of it was originally covered with a wood growth, and is rich in tree and fruit producing qualities, well drained by the best underground drainage, is high and rolling with a rich, porous subsoil, has most excellent transportation service, the best of markets in the country, and is being cleared and planted by the best class of people in the land. Wherever orchards are numerous there will be found churches, high schools, graded schools and a host of quiet, law-abiding people.

Other considerations relate more particularly to the physical condition of the orchard itself.

In starting an orchard, the first aim is to grow a healthy tree with a well developed root system, a strong trunk and a well balanced head when the tree has reached the proper size and the time has arrived for it to bear regular annual crops of fruit. To accomplish this a deep, well drained soil, containing available plant food, and an

abundant supply of moisture during the year are necessary.

It is the consensus of opinion that any land in the mountain region of Arkansas and the southern slope of the mountains extending into Louisiana and Texas will grow apples and peaches; so they will in a measure, but the statement should be qualified in that the better the land selected for a specific purpose the better will be the results. Where a family supply of fruits is wanted almost any piece of land will supply the need after a fashion, but where the fruit is grown as a money crop some care must be had in the selection of a proper piece of land. The great table lands and the foot hills of the Ozark range provide many ideal locations for orchards, particularly apples, and on the southern and southwestern slopes for peaches, and almost any piece of land with sufficient depth of soil and proper drainage will produce fine trees on which the fruit will mature. There are, however, places where a layer of hard pan or the underlying rock strata too near the surface will destroy more fruit trees than any other cause. An orchard on such ground will usually be short lived. Where the country is undulating or hilly the elevations are preferable, for the reason that the colder air in a frosty night will seek the lower level, and the upland orchard will often escape injury from frost, while the lowland orchard may be thus affected. Northern, eastern and southern slopes are deemed better than western or southwestern slopes, the first the best and the last the worst. Steep hill-sides or very rocky lands will not produce the best results. They will be difficult of cultivation, without which no success can be hoped for. Loose surface stones not large enough or numerous enough to interfere with cultivation will do no material injury, but ought to be removed as soon as possible.

Fruit trees should not be planted on low, marshy land nor on any land which may become boggy in rainy weather, nor should they be set where cotton dies or sweet potatoes rot, or other crops do not do well. Very poor deep sandy land is not considered as good for the reason that the trees are liable to root diseases.

The best soil is none too good for an orchard, as the trees are expected to occupy the land for a number of years, and it requires a good soil to furnish the constant supply of plant food consumed by the trees. The trees after coming into bearing will consume in producing fruit,

leaves and wood growth more plant food than would be required by ordinary farm crops during the same period. Other things being equal, soils retain moisture in proportion to the amount of humus they contain, and the more humus the more certain the supply of moisture. Nearly all the nitrogen used by the trees comes from the humus, and an excess of nitrogen will promote wood growth. On most orchards the supply of potash is usually deficient, and where wood ashes can be obtained they are valuable in supplying this important element of plant food. Fruit trees growing on soils rich in lime show a stocky, vigorous growth and the fruit ripens well, while those on soils which contain but little lime, particularly the clays, appear to have an extended period of growth, resulting in immature wood and imperfectly ripened fruit. Broadcast applications of freshly slaked lime are in such cases beneficial. The effect on the trees is to strengthen them and to produce a firmer, sturdier growth and an earlier ripening of the fruit. Its effect on the clayey soils is to open up and make them more porous and friable, as well as to correct any acidity in the soil. Another function is to release and make available certain stores of potash and phosphoric acid through the decomposition of chemical combinations in which these substances are contained. A percentage of iron in the soil gives color, firmness and flavor to the fruit. A loamy clay soil is to be preferred to either clay or loam by itself.

As to whether old land or new land should be selected for the location of a new orchard, there is a great diversity of opinion among the prophets. A considerable number of orchard men, among them one who has planted several thousand acres in orchard himself, say: "On strictly new land, where the soil is full of roots, we have the best subsoiling already done for the trees and the plants. As the young trees grow and the old roots decay we find that the tree roots are following up the old decayed roots deep into the ground and feeding on this decayed matter to its great advantage." They say that it will not pay to take out the stumps—that the stumps and the roots are the best feeders to the tree as long as they last, and the roots help to keep the soil loose and make it easy for the growing tree roots to penetrate. A sprouting tree stump is more or less of a nuisance, but a dead stump is a good fertilizer.

Other orchard men, equally old in practical experience, advise against planting in new land, on the ground that new land is usually badly underdrained and is susceptible to root trouble, borers, etc., and is more expensive to care for.

Uniform fruit crops year after year cannot be reasonably expected even if all conditions essential to successful fruit growing have been complied with. The different varieties of trees have traits peculiar to themselves. Some are of tropical origin and others have been brought originally from colder countries, and, though they have been acclimated, are still more or less sensitive to climatic changes. Some varieties even in favorable seasons yield only abundantly every other year, and others, unless carefully thinned, are liable to overbear in one year and produce scant crops for several succeeding years. It appears that there is no section of country suitable for the production of deciduous fruits which is entirely free from damage resulting from climatic changes. A uniformly large and perfect crop for a successive number of years, even though the grower does everything he should do for the protection of his crop, is among the impossibilities. In the course of a decade there will be four or five years in which the rainfall varies in quantity from abundant to excessive, and in these years early fall frosts and late spring frosts may be anticipated. Perhaps once or twice in a quarter century an entire fruit crop may be killed, but more frequently some damage is done. With apples, some of the fruit is small in size compared with normal yields, and there

is more or less damage from fungus growths and excessive moisture in the soil. With peaches, plums, apricots, cherries, etc., the fruit in some years lacks color and flavor and usually contains too much sap to keep well, and must be speedily marketed. Where the air and water drainage are good and the orchard is on high ground a fairly good crop is obtained even under adverse conditions. At such times the grain, hay, corn and ordinary field crops are at their best and unusually large yields of most excellent quality are obtained. This period of rainy years usually is followed by four or five years in which the rainfall varies from scant to barely sufficient. In this period the yield and quality of fruits is generally excellent, there being little if any, damage from late frosts. Tree fruits in point of quality, size, form, color and flavor are better than the average yield, though there may be one season in which the crop may be injured by drouth. Early berries yield a fine crop, but the late berries are sometimes damaged by dry weather. Plants are sometimes injured in July and August, making it necessary to replant in the fall. The ordinary field crops due to mature in fall sometimes yield below the average.

A complete failure of the fruit, berry and truck crops is not on record. A money crop of one kind or another has always been produced and the grower rarely, if ever, fails to make ends meet. There are years in which the fruit is of extra fine quality and very abundant, and again there are lean years, but, considered as a whole, the business of growing fruit is profitable.

## THE KANSAS CITY SOUTHERN RAILWAY COMPANY.

### GENERAL PASSENGER DEPARTMENT.

Kansas City, Mo., October 1, 1914.

#### To Connecting Lines:

Effective November 1, 1914, all passenger trains of

The Kansas City Southern Railway will use the

New Union Station, Kansas City.

No transfer coupon will be required on or after November 1st, and we respectfully request that your ticket stock be revised to conform.

Would very much appreciate the favor if you will cover this information to your agents by circular.

S. G. WARNER,  
General Passenger Agent.

November 1st, 1914, is definitely announced as the date set for the opening of the new Kansas City Union Station. On and after that date travelers passing through Kansas City will enjoy the conveniences of the third largest station in the United States.

This magnificent station has been constructed at a cost of \$7,000,000, and the cost including the terminals approximately \$53,000,000. The Kansas City Southern Railway will use this splendid structure as its northern terminal, in conjunction with thirteen other great trunk lines which enter the city. Therefore, transfers will no longer be necessary at Kansas City, as connection with all other trains will be made at the Union Depot.

## Sulphur Springs

### The Beautiful

If your bones ache and your soul is tired, and you wonder what its all about anyway, then drop your plow lines and hike down to Sulphur Springs, Arkansas, for a few days' real rest and I guarantee you will step lively and act like you had just started somewhere. What first impresses you as a thing different from the rest of the world is the breakfast you get at the railroad eating house. You usually expect dried food, but here, as you draw up your chair, you find waiting for you a delicious cantaloupe and a dish of breakfast food. No one asks you what you want, but it is there "right now." Then the dainty white-aproned waitress places before you some appetizing fresh fish and cornbread, to be followed in a moment by some savory bacon and eggs and nice warm rolls. Your coffee cup is filled and refilled, without so much as the slightest indication of the need. A small bit of fried chicken is then slipped on your plate when you are not looking, and in order to be a good fellow with the other passengers you dispose of it, with no regrets, however. But, horrors! here she is again with a platter of juicy tenderloin steaks, and you are about to ask for mercy when you notice the others apparently have been looking for it, and, in order not to be a piker, you say "yes," and are glad you do, for it tastes like it cost \$1.00 a pound. Then the hot cakes and maple syrup finish up a meal that would have cost \$2.00 at any first class hotel. "Too much," you say, but you got away with it and it put you in fine shape for the day. And the whole thing was only 75c.

This was the way the "Immigration Agent" felt as he walked across the tracks and into the fine depot of the K. C. S. and shook hands with the Station Agent, Mr. C. E. Wells, who is also the Honorable Mayor of the town. We had been invited to visit the town fair, on a September day, that proved to be a perfect one and we are glad we did so. "I am afraid our fair won't be as big as I had hoped," said Mr. Wells. "We did not commence advertising it soon enough and all the farmers didn't hear about it." But before the day was over Mr. Wells had to admit that there were a good many that did hear of it and gave a good account of themselves.

Leaving Mr. Wells to his numerous duties, I wended my way up street towards

the big hotel, and was again surprised, this time at the extreme cleanliness of the streets and town in general. Meeting Mr. Storm Whaley, the cashier of the town bank, I remarked on that feature and he said it was their pride to keep it so, and that for their own satisfaction it was worth far more than the trouble and expense.

On reaching the hotel, which is called the "Mountain View," we found Mrs. Kihlberg working among her flowers and it was owing to her vigilant care that the lawn was kept so beautiful. Reaching the wide veranda and turning for a backward look, it would take more urgent business than the ordinary man has to continue into the hotel, beautiful as it is. You are simply compelled to look and look again and finally you drop into a comfortable chair and continue to gaze at the beautiful panorama, which seems to be continually changing before your eyes can get used to any one particular picture. "Here is rest," say I, "and I don't want to talk to anyone, nor do I want anyone to talk to me, for a little while." I have seen the Grand Canyon, the most sublime sight in the world. It is terrifying. This is restful, this is within human comprehension and I don't think I would ever tire of it.

The morning's sun was still young and the crisp air was invigorating and clear as crystal. Across the valley lay some of the Ozarks. Some, because there are hundreds of miles of them, some possibly more beautiful than those before me. They do not look dreadful, nor vicious, nor terrifying, but simply beautiful, kind, friendly, restful. Restful, yes, that's it, restful. Foliage of brilliant green, not yet touched by the frost that will soon turn the leaves to yellow and gold; still, yet moving just enough to make you wonder if they were. Smiling, yes, actually smiling and beckoning you to come climb and wander in their midst.

In the narrow valley between snuggled the little town, clean and cozy. If there were nothing else to recommend it, its neatness would be enough. We will soon go down the hillside and among the people gathering for the fair, but first we want to look over the beautiful hotel, which surely provides every comfort for the most fastidious. We will not attempt to describe it, as our literature tells all about it.

We are more interested in the fair, where we will see samples of products raised by the farmers roundabout.

On the way to the display buildings and grounds we go through "Edson Park," named after the worthy President of our railroad. It is a beauty spot, in the midst of which are the Sulphur Springs, from which the town gets its name. They are also described in our literature, all of which can be had by writing to the Immigration Department, Room 406, K. C. S. Bldg., Kansas City, Mo.

I never saw so many old people in my life. "They just can't die here," said Mr. Whaley. "The climate and water keep them well and hearty."

Faithful workers had put the exhibition buildings in good shape and they were tastily decorated. Among the farm products there were fine samples of corn, kaffir, feterita, winter oats, wheat, sweet and Irish potatoes, pumpkins and sorghum, and a great variety of other things. Shallu, a species of sorghum, 16 feet tall. Velvet beans, two vines of which covered the entire end of the building. These beans and the vines make a very heavy tonnage and are excellent for silage. A great variety of apples proved that Benton county was the greatest apple county in the U. S. But here I should state this was not a county fair, simply a community display.

The live stock show was good and there were numerous "best" colts and mule colts and dairy cows and heifers and hogs and little pigs and sheep and chickens. They all looked good and a great deal of interest was awakened in the matter of improving the grade of all these animals.

There was a department for women, where were displayed free hand drawing, maps, and various articles, showing the handiwork of the girls, and rugs, quilts, spreads, laces, paintings, and needle work by the women. This display was crowded all the time with people interested in the really beautiful work. There was a baby show that was the center of attraction while it lasted. There were pony races, foot races for boys and for girls and a fast game of baseball, all of which helped pass a very profitable day. We held conversation with many farmers and without exception they were prosperous and contented. Mr. J. G. Eberle is a very successful fruit grower, making a specialty of strawberries and canteloupes. Mr. J. R. Clark makes the dairy business his hobby and is laying away money—milk money. All laid particular stress on the fact that this was the best country they ever heard of, to live in, and they thought that was worth a whole lot, and they couldn't see but what they could make as much money as they could "up North" where they came from.

## More from the Editors About Louisiana

### THE EDITORS AT DE RIDDER.

From the New Orleans Picayune.

De Ridder, La., July 3.—"The possibilities of the whole world are right here in Louisiana," said J. W. Jarnagin, of Des Moines, in response to De Ridder's welcome. "There is a wonderful development in store if you go after it. Up North we work hard to get one crop, down here you don't have to work as hard to raise three or four, and don't worry about your climate, although I understand it is a record and unusual June. I suffered more going between Des Moines and Chicago early this month than I have during this whole trip. You have a delightful State and a wonderful people."

The De Ridder brass band awakened the national farm editorial party by a serenade and the reception committee waited with a long line of automobiles.

As a prelude, hosts and editors gathered at the courthouse for introductions. The latter is a pretentious structure nearing completion, and on the same long campus

are the castle-towered jail and a model school structure.

Judge Cox introduced L. D. McCollister, superintendent of education for Beauregard parish, who said the people were proud to welcome such intelligent investigators. The farms flourishing around them would show what the pine hill lands were capable of when properly built up. They were raising all crops, fine stock and chickens. The citizenship is progressive and interested in going forward. The editors could encourage them by encouraging others to join them in work and industry.

E. O. Wild introduced Dr. Fisher, of Spencer, Ind., to respond, and he returned the visitors' thanks for Louisiana's hospitality. The editors, he stated, had been invited to view the country; they had come and seen, and are soon going home to tell 3,000,000 readers about the people, climate and crops they found in Louisiana.

The autos then made a tour of the section and care was taken not to induce fatigue,

just enough being shown to convince the editors of the wonderful possibilities of the healthful uplands where land is still cheap. J. W. Goodspeed's dairy illustrated one development. The herd is headed by full-bred Jersey bulls. On William Green's farm there are 600 head of cattle with Hereford bulls. He raises his own feed, securing sixty bushels to the acre without special cultivation, and plants his corn in ridges. W. K. Ford, who left the store four years ago for the farm, raises level corn and averages eighty bushels to the acre.

The trip led to Bon Ami, where the King Ryder lumber mills flourished, and where there is a Y. M. C. A. building which would do credit to any city. It has broad rooms and balconies, billiard and bowling rooms, bath, gymnasium, reading and other departments, besides a deer park, and is a free gift to the employees. The women have Friday as their day.

T. S. Granberry, the experienced farm superintendent, showed the visitors around. He displayed a vineyard where there are 15 acres of ten varieties of grapes. Four have been discarded, but six will make this a grape country. The grapes are set out in the order of ripening and the harvest lasts from June to October.

Figs have so far proved the most profitable crop for this section. There are large orchards of the Magnolia variety, the trees being leveled to the ground after each harvest, yielding more the following year. They give no trouble and have no diseases. The demand is greater than the supply.

A large steam preserving plant is operated with immense copper kettles, preparing the fruit by simple processes. There are more orders for this fruit than can be grown on many acres. The figs are charged against the plant at 3 cents a pound. The citrus fruits require no protection, have stood temperatures of 12 degrees above zero, and are grafted on hardy stock. The grapefruit obtained is of the finest, 183 trees being planted to the acre and 11,000 more trees were put on this year. Farmers in the vicinity have met with such success in sugar cane that the Long Bell farm will try this culture with sugar on the estate, and with so many varieties of fruit grown the canning and preserving industry may expand.

The pine land section also displays other possibilities. There are already 1,000 head of sheep grazing in the parish on cut-over land. Corn, cotton, potatoes, clover and oats are already big crops. The cattle industry is deemed the most profitable of all and is spreading fast. High-grade cattle and hogs are being introduced and poultry is being

improved. Poultry and garden clubs have been formed among the school children.

A horse breeding association has been formed for the importation of blooded stock. A silo campaign tour will start.

The soil is well suited for roads and nature has been depended upon so far with fair results. Beauregard, however, is determined to be about the best, and a government expert is now making surveys so as to submit recommendations and estimates as soon as his report is in. The parish will tax itself and issue bonds. Oil has been tried on a stretch of dirt road and found to give excellent results.

Superintendent F. M. Hamilton gave an idea of what Calcasieu is doing for education. He described the consolidated school system and praised Lake Charles schools; good roads had made development possible and \$150,000 had been spent last year for buildings. Manual training had been installed at Sulphur. An agricultural course has been inaugurated and a farm is now being worked.

A model farmhouse had been provided, home economy was being taught to girls and parallel courses would be found for boys. The negro would share in progress, and forty acres of land had been secured for a negro industrial school.

Harry Wilson, of the State Agricultural Department, delivered one of his telling talks on Louisiana farming. He praised the Calcasieu banks' encouragement of silos and hailed the new inspiration spirit spreading among merchants and bankers. He discouraged the idea of doing business with the government, and predicted that the sugar plantations would survive, raise cane cheaper, diversify, crops, breed cattle and make money. Calcasieu has shown how the Western farmers have made good; good roads, good schools and good lands are great attractions to bring more. In conclusion he urged canneries to take care of surplus products.

The editors, discussing their trip tonight, added cut-over lands to their list of Louisiana opportunities. They thought the price, which they heard was about one-fifth of reclaimed and sugar lands, made up for the difference.

#### CADDO IN REVIEW BY THE EDITORS.

Shreveport, July 6.—Caddo parish passed in review before the national farm editors today. It would have made a good showing on natural resources, but with oil and gas fields added it is surprisingly rich and great. The editors were divided into parties, and rode fifty miles in automobiles



before noon. The ride was a pleasure rather than a strain, because of the superb roads, to which twenty-five miles are added annually. When the gravel is treated with crude oil it becomes hard and smooth as glass. The treatment must be repeated annually, but oil is easy to get in Caddo. There will be a direct line all the way to Dallas, Tex.

Caddo was good to Bossier parish, including her in the morning's itinerary. Bossier is picking up the Caddo highways and building them through its territory.

The good roads come first in the day's farm story, for they have made Caddo agriculture. They have increased the price of land, they have brought tourists and investors, they are regulating railroads, they have made Shreveport a real city. Her streets are paved in every direction, new streets have been opened and new buildings are going up everywhere, both for business and residence. Her fair grounds are like a permanent exposition. Her country club is about to be flanked by select residence parks, in which the Palmer Bros., of Chicago, have bought residence sites. A city of 35,000 inhabitants, it has more than a thousand automobiles in daily use, and city people are buying farms in the country because they are so easy to reach. The farmer can so easily haul to markets that the railroads made concessions impossible otherwise.

While those who farm by telephone from town have not the crops of the real farmers, the interest in the land here worked wonders. Even the cotton planter has come into his own again, for he is raising three-quarters of a bale of cotton to the acre, despite the boll weevil, and is, besides, growing the feed for his mules. The old-timers are clinging to their negroes, the only difference being that the negroes work the acres on shares. They generally till ten acres each, getting half the profit, or a larger share if they own their mules. There is even a negro plantation owner here, Sol D. Whitehead, an old slave, who has 175 acres in cotton, with three neat homes for himself and his two sons.

Some of the new men in the cotton game say, however, that the negro farmer will not last. He and his family must be fed and clothed 365 days a year, and no way has been discovered to make him work more than 110 days. Modern farming requires more, and the negro will have to hustle or make way for the white farmer. The men behind the decree have the money to enforce it, and the right farmers can get the opportunity for the asking. An Ohio

State University graduate, Ray Dowley, is coming next week to work as a farm laborer for the remainder of the year. If he makes good he will be given charge of a plantation. There is room for more.

A very good idea of the upland farms had been obtained the day before. They are like the cut-over farms elsewhere, and can raise the same crops, only they are made more valuable by the fine roads and their proximity to Shreveport.

The majority went down the Hart Island road along Red River below the city, where lie the alluvial lands and old plantations. Judge J. V. Pugh brought out two handsome thoroughbred colts born on the Fourth of July two years ago. W. V. Robson, veteran leader in levee protection, has a model cotton farm of two acres, J. E. Cupples, his son-in-law, aiding in operation. Near his pretty home is a paper-shell pecan grove of half an acre, which yields him \$150 profit yearly. There are numerous pecan trees in the section, one of them eighty years old. Another farm of interest is that of Mrs. August Myer, on Shreve island. She is one of the most successful woman farmers, not only expert in produce, but a leader in short horn cattle breeding. Pat Gahagan's two hundred acre farm was an object lesson of industry, he having started in as a laborer ten years ago. The Hutchinson estate showed the finest corn seen during the day, averaging eighty bushels to the acre. J. M. Robinson is operating successfully the cotton plantation of his father founded in 1847, and has negro tenants who have grown gray on the place. Clarence Ellerbe, well known in New Orleans, as Edendorn's lieutenant in building the Louisiana Railway, took pride in showing his fine Huron plantation. It is a group of fifteen thousand acres of fine cotton lands owned by six families—Robinson, Hutchinson, Knight, Ellerbe and Robson.

The Bossier parish tourists saw the fine stand on J. P. Scott's cotton plantation. The feature of the Allen estate was sixteen modern cottages, which it is expected to sell to city men as country homes. The Allen plantation has 4,400 acres. Mrs. Olive Foster's corn field was the next show place. She is experimenting largely with Minnesota corn, with excellent results.

The Palmer plantation of 1,454 acres, owned by the sons of Potter Palmer, of Chicago, whose millions have increased through investments in the oil fields, is really the demonstration farm of this section. Just now it is proving the profit in hogs. A year and a half ago a registered

Berkshire boar and five sows were bought for \$110. Enough hogs have been sold to pay back the original investment three times over, and the boar and sixteen sows are still in the herd. Truck off the place is sold every week in the year. Last year, January 4, the coldest day Shreveport has had, sixteen degrees above zero, the matured crops of cabbage, spinach, lettuce, onions and sugar beets were not even damaged. The Palmers have planted two hundred acres in the finest pecan orchard in the country. They are now going into dairying on an elaborate scale.

Capt. Williams and J. B. Railsback piloted a third editorial corps along the north or Arkansas road on Red River. The feature at Cash Point and Picket was the scarcity of weevils. J. M. Sentell's Cairo place took second international honor for corn at Dallas and will make sixty bushels this year. The Hayti took similar prize for oats, and will have a similar yield this term. Uni, Blecher and Dixie places seemed to maintain the record of showing these corn belt editors fine corn on each day and at each point of their Louisiana tour.

The editors' car was attached to the noon train of the Kansas City Southern for a trip to Mooringport and the Caddo oil fields, as guests of O. A. Wright, manager of the Atlas Oil Company. He was an enthusiastic educator at Canton, O., until his health broke down in his early twenties. The doctor said his life depended upon a future in the open air. It took him a year to gather strength enough to begin life anew, and instead of being a teacher at poor pay, he is one of the industrial and financial leaders here.

The editors saw the immense radius of the derrick dotted field, even covering Lake Caddo itself, made a barge journey, saw a well being drilled and observed the oil pumping process.

The Caddo oil field extends thirteen miles east to west, and twenty-two miles north to south; it owns right to the Texas line, steadily refusing to cross it. The main companies operating are the Standard Oil, Gulf Refinery, Producers, Atlas, Pure Oil, Suna and Star. The last named is backed by Shreveport capital, and is the only purely Louisiana concern. Most of the field is owned by the State, through the Caddo Levee Board, which has now a tremendous treasury from its leases, but the government is fighting for ownership.

There are three oil pipe lines, the Standard to Baton Rouge, the Gulf to Beaumont, and the Texas to Port Arthur. The natural gas field extends all around Shreveport, and is fully eighty-five miles long. The gas is

pipied into Shreveport, Marshall, Texarkana and Little Rock. Householders in Shreveport pay 25 cents per 1,000 cubic feet, with 10 per cent discount, and industrial plants get it as low as four cents per 1,000. It costs the factories about one-eighth what they paid for coal. As a result Shreveport is gaining factories.

To one who has not visited the State of Louisiana in the past ten years or kept in touch with her development the resources of this wonderfully fertile state will be a surprise. I confess that my impressions of that part of the country have undergone a complete reversal, for instead of a country of mosquitos, malaria, alligators and marshes, whose only possible production was sugar and cotton, I found already developed many diversified farms where dairying, beef and pork production and rotation of crops are being successfully carried on, while thousands of acres of submerged land have already been reclaimed by scientific drainage and on which are grown yields of corn, oats and root crops in the most prolific abundance it has ever been my lot to see.

But diversified farming in Louisiana is only in its infancy, for heretofore cane, cotton and rice offered such an attractive opportunity for gigantic agricultural operations where the lord of the manor sat in feudal grandeur, surrounded by his tens of thousands of acres, his thousand negroes and hundreds of mules that the thought of intensive farming never occurred to anyone. Neither he nor his help knows anything about diversified farming and the people of the state, both in the country and in the cities, realize that if the resources are to be highly developed they must have men who know how to do it, hence the very attractive prices and terms that are made on lands either in the reclaimed districts or in the subdivision of the large plantations. Any one interested should write to the secretary of the chamber of commerce in any city of the state.

My impressions of Louisiana before visiting the state were that it was a great producer of sugar, fairly good in cotton and rice, with no other agricultural resources. These impressions were due, I think, in a large measure to the continual plea of the senators and congressmen from Louisiana in Washington for the continuance of the tariff on sugar, for they said in substance that if the tariff was removed from sugar the industrial activities of the state would be ruined and the commonwealth destroyed. These statesmen were doubtless sincere in their arguments for the sugar industry, but they did not realize what the effect of such

argument would be upon the man who was looking for a place to build a home. He would naturally conclude that any state which could be ruined by the removal of a cent or two a pound on sugar was a pretty good place to stay away from and the result has been that all of the advertising that has been done by the railroads, commercial clubs and real estate men has been, in a great measure, rendered useless by the great cry to save the state by saving sugar.

Now, so far as I have been able to see by careful investigation and questioning, it is not so much the removal of the tariff that ails the sugar industry in Louisiana as it is the extravagant methods of production, methods for which no one in particular is to blame, because they have come down through the generations. There are, of course, many notable exceptions to this rule; planters who, looking ahead, took up the question of diversified farming two or three years ago, have already worked a great change in their resources.

The main thing that Louisiana needs is men, men who will buy the land, work the land, build homes, rear families and make citizens, for, after all, it is men and not money or resources that makes a commonwealth.

Our trip through the state was well planned to give us the best opportunity possible to see the various resources of the state and the editorial party was accompanied by Mr. Justus F. Denechaud, commissioner of agriculture and immigration; E. O. Wild, editor of the Gulf States Farmer, the two men who were primarily responsible for the visit; Harry Wilson of the Agricultural Department, and at times other men connected with the railways and agricultural enterprises of the state, joined our party at intervals.

Southwestern Louisiana is especially rich in natural resources, such as oil, salt, sulphur and timber, and the fertility of the soil in this section promises wonderful achievement in agricultural lines as soon as men can be induced to investigate these lands and all the opportunities they offer.

In every city visited the chamber of commerce and, in fact, all the citizens turned out to welcome the visitors and afforded every opportunity for gaining such information as we desired.

New Iberia, Crowley, Jennings and vicinity, showed us the rice fields, and Lake Charles is rapidly proving what can be done in road making. At De Ridder we struck the pine woods and edge of the big grazing country, where thousands of cattle graze at will, as in the early days of the great West.

Improved stock is being introduced here also and a great improvement is already noticeable. Large sawmills in this vicinity are rapidly using the forests.

Shreveport, on the Red river, is quite a metropolitan city, with many northern features and long stretches of fine roads, either finished or in construction. Around this city we found many plantations already being converted into diversified farms and a strong spirit of progress among the farmers. A notable instance in the transition is the 2,000-acre farm of Mrs. Felix Williams, who is making rapid strides in diversification and has growing some excellent corn from imported seed. Another proof of what may be accomplished in the dairy line is the herd of 117 Jerseys near Monroe owned by the Misses Miller. Miss Genie Miller, the manager, is an authority on dairying in the state and is making a great success of the business.

Rayville, Tallulah, Morganza, Bayou Goula and Donaldsonville were visited in turn and in every section we found evidences of the wonderful opportunity awaiting the farmer who will take up the growing of stock and grain. The long grazing season which is practically the entire year, makes the cost of beef production very low.

Taken as a whole we can say with utmost confidence that the state of Louisiana offers unprecedented opportunity to the man who wants to build a home for himself. Rich soil, a warm moist climate that induces wonderful vegetable growth, making the production of feed a simple matter and insuring the profitable growing of live stock; a healthy climate, as demonstrated by the strong, rugged appearance of her citizens in every part of the state. The diversity of crops available, giving a wide choice of industry, for here the truck gardener, the fruit grower, the stock raiser, the grain farmer or the cotton, cane or rice planter, have equal chance.

In conclusion, we would say to the farmer of the North and West: If you own your farm and are satisfied, stay where you are, but if you think of making a change, if you wish to enlarge your holdings or buy a farm for your son, take the time to go and see what Louisiana has to offer; for I believe that she has the greatest opportunities of any state in the Union, not to mention the vast orange groves south of New Orleans and the open land available in that vicinity. It will pay you to go and see for yourself, for you can find any kind of land you desire. During the ages of the past the Mississippi river has been carrying the fertile soils of some 36 states down and depositing it in the

delta here. The warm, moist climate has caused luxuriant vegetation to grow, then more silt has been deposited and so the process has gone on until that entire country is made up of the richest combination of soil elements possible. Louisiana is rich in historic tradition and romance.

The Bayou Lafourche and Bayou Tesche, made famous by Longfellow in his story of Evangeline, are intensely interesting, with their old settlements of Acadian farmers who maintain the same customs they brought with them generations ago. Then the old historic plantation homes, built a hundred years ago, with the spreading live oak draped with Spanish moss and the glorious magnolia trees, where the mocking bird sings at twilight, all add to the attractiveness of this country. And as the Acadian farmers there found homes generations ago, so I believe will thousands of farmers from the North find happy and prosperous homes as soon as the real truth about Louisiana is known. Of course, there are drawbacks, but the hardships of early pioneering in other states cannot avail here, because of transportation facilities and nearness to market. Another element which will add greatly to the rapid development of Louisiana along agricultural lines is the scientific knowledge of the business gained by agricultural colleges all over the country, for this knowledge, coupled with the rich soil and warm climate, must produce wonderful results.

#### HOW THE EDITORS SPENT FOURTH OF JULY.

Leesville, La., July 4.—When the editors woke up this morning they found themselves incorporated into a real old-time Fourth of July celebration. The streets were crowded and there was something doing every minute. About noon they were in automobiles in a parade to the barbecue at the Fair Grounds, where T. F. Bullen of Shreveport, state highway director, was the orator. At night there was a banquet at the Hotel Leesville, where the outside editors preached co-operation to the citizens here who have not learned the lesson.

Vernon Parish is a lumber country, and Leesville is its capital, with eight modern pine mills, which have a daily output of 1,250,000 feet and employ 2,875 men. There are 447,000 acres of virgin timber and 280,000 acres of cut-over lands owned by the sawmills alone. These may be divided for sale to farmers at about ten dollars an acre.

While Vernon is hesitating about immigration, she has devoted four years to farm education, with valuable results. H. A. Steward, special agent of the Government

Farm Demonstration Department, took charge of a demonstration farm, and H. P. Cooper came from Clemson College to open the agricultural high school. They have learned that most of the crops of the South can be grown here—cotton, sugar cane, corn, sweet and Irish potatoes, oats and small grain, nutritious grasses, figs, grapes, melons, pecans and other fruits and crops. Live stock is the best bet and poultry and hogs are sure winners.

What Vernon needs most is co-operation in selling lands and in growing and marketing crops. The visit of the National Farm Editors will help.

S. M. Atkinson called the open-air meeting to order and introduced Mr. Bullen, who delivered a masterful and practical good roads talk. He explained that good roads shorten the route to the farm, bring the farm nearer the city, increase land values and make home potent to keep the boys. Good roads would decrease the cost of handling crops and increase crop values.

Editor Higgins made an appropriate reunited brotherhood talk, and Harry Wilson delighted the farmers with a good roads, diversification and co-operation talk. He pleased the editors by praising the example of Lampton Brothers, of Magnolia, who substituted for Christmas almanacs a thousand subscriptions to farm papers. Before the farmers left De Ridder they ran into a hereditary herd of range cattle, which numbers from four to six thousand, and subsists on natural grasses of the free forests.

At Leesville the Fourth of July banquet lasted until midnight, F. C. Watson presiding and assuring the visitors that both colonization and good roads would be achieved. J. B. Roarke, the twenty-three-year-old councilman, cashier, and secretary of the Progressive League, spoke along similar lines. Editors J. M. Jarnagin and F. L. Petty told Louisiana things about herself it was good to hear, and said the trip would serve to convince many farmers seeking new homes that this place was their greatest opportunity. William Nicholson, of the Kansas City Southern Ry., detailed immigration efforts and asked the co-operation of land owners in making the highest success possible.

#### THE EDITORS IN NORTH LOUISIANA.

Shreveport, La., July 5.—It did not require the Fourth of July to prove that the National Farm Editors are patriotic Americans, and that they will give the world a newer and better impression of Louisiana. They have done still more good by inspiring the localities visited with more self-

confidence and by indirectly discouraging parishes from disparaging each other by the information that the visitors were dealing with Louisiana as a whole. Still there is natural home pride among them, and when they made their early morning ride from the Kansas City Southern depot among clean, paved streets to the magnificent Hotel Youree, they paid Shreveport what they considered a great compliment by calling her a Northern city.

W. E. Glasell, chairman of the agricultural bureau; O. A. Wright, chairman of the convention bureau, and J. B. Babb, secretary of the Chamber of Commerce, met the guests and outlined the program for the two days' stay. Sunday morning was set aside for church-going and rest. At 4 o'clock automobiles took the party along the Greenwood road, one of the model highways Caddo is fast building, this one leading to Texas. A stop was made at the magnificent Country Club. The plan for tomorrow is to divide the guests into three parties, two viewing various developments in Caddo, the third invading Bossier parish. At noon there will be a "reunion" for a trip to the natural gas fields, lunch being served on the train. The journey will be resumed at night, Alexandria being the next stop.

In order to furnish the editors with quick information, a special Caddo edition of the Times was issued, giving the many claims of the land of opportunity. Shreveport was credited with being the healthiest and most important jobbing center. Among her features are the largest cotton compress, largest per capita bank deposits, largest homestead association, second largest fair in the South, fine schools and churches and proximity to natural gas fields. The year's output was \$12,000,000 in oil alone. Cotton receipts were as large. Other factories produced over six millions.

In agriculture great strides have been made. Alluvial lands sell from \$25 to \$60 an acre; uplands at less than half that price. All crops are possible, and there are 250 tillable days annually. Live stock and dairying have grown, with ample local market. Mr. Wright, who manages the Potter Palmer estate here, is investing \$30,000 in dairy equipment alone. The estate's plantations, window-glass factory and Atlas oil holdings yield \$1,000 a day, and it is being reinvested here. Hogs are already prompt winners. John A. Shockley, an Allen farmer, cleared a thousand dollars off thirty acres the first year. Cotton is still a banner crop, despite boll weevil. The uplands are covered with peach orchards. Potatoes, peanuts and feed crops are grown in connection with cotton. A peanut factory is a new industry. Five mills tax is building a model macadam and gravel roads at \$6,000 a mile, and booming farming. Over three mills are devoted to schools, which contain auditoriums for social centers, and canning and hog clubs supplement the work. Silos have given great impetus to cattle raising and dipping vats are spreading. Bees are increasing so much that the keepers have organized the first association in Louisiana. Oats are making big gains, yielding forty-six to eighty-four bushels per acre. Corn club boys are raising over a hundred bushels to the acre and the yield has increased enormously.

These are the things Caddo expects to prove to the editors, and more. Settlers for the farms have not been coming in fast, but there have been few colonization efforts, and very little national advertising. This is coming. The first step was to test both the uplands and the alluvial by government and State experts and ascertain their exact possibilities.

## Southern Live Stock Possibilities, with Special Reference to Louisiana

Mr. President and Gentlemen:—The older men in my audience may not live to see it, but the day is fast approaching when, in my humble judgment, the South will be the great stock-raising section of this great country; and more particularly, perhaps, our meat-producing animals.

It is but a month or two ago that I heard no less an authority than Hon. James Wilson, ex-United States Secretary of Agriculture, make the remark that the country would have to look to the South for its meat supply.

But when making such a statement as the foregoing, one should naturally be prepared with some facts to substantiate it.

In the first place, let us glance briefly at some of our possibilities. Every one must admit that our climate is ideal for live stock husbandry, in all of its different departments, from the growing of the food crops to the finishing of the produce for market.

Forage crops, in great variety, grow with a luxuriance that would "tickle the palate" and "whet the appetite" of the most fastidious and epicurean of our herbivorous animals.

Our great Southern clover, *Lespedeza striata*, makes not only a most valuable leguminous hay, but has tended to greatly enhance the value of our Southern pastures by spreading over our lands and mixing with our native grasses.

The cow pea, which in nutritive value about equals alfalfa, revels in all its glory in its Southern home.

The clovers, also, and some of the vetches, grow vigorously, and furnish abundant and nutritious food for live stock.

In short, we have almost a superabundance, both as to quantity and variety, of these most valuable nitrogen-gathering, soil-improving, and protein-producing plants, so important for the upbuilding and maintenance of our soils, as well as the nutrition of our farm animals.

But while this might appear as more than sufficient to meet all practical needs in live stock food production, it is by no means all.

Added to what we have just enumerated are the byproducts of our cotton fields, and in some of our states, and in addition, the valuable by-products of our rice fields, and of our sugar factories in the form of low grade feeding molasses, which now yields an annual revenue to the planters of this state of somewhere in the neighborhood of \$1,000,000.

With such possibilities, then, in the matter of food production, our abundance in cereal crops; our many nutritious hay, and other roughage supplies; our winter pasture crops; and the rich concentrates in the by-products of our cotton, rice and sugar, if the South should not appeal strongly, even to the most casual observer, as the stockman's paradise, where on earth would he go in search for it?

In summing up these remarks, then, what, it may be asked, are some of our chief needs?

I believe all of us are convinced of the South's unexcelled possibilities in the matter of live stock production, and of which many of our own citizens have already taken advantage, with profit to themselves.

We already have, or can have, an abundance of food materials for animals that would surprise even a northern or western stockman, and make him long for the opportunity to avail himself of such exceptionally advantageous conditions, was he but familiar with the true facts in the case.

We have broad acres of unoccupied fertile land that are simply awaiting the touch of the intelligent husbandman in order to spring into full fruition, and add more wealth and prosperity to our Southern country.

We have representatives of almost every breed and variety of live stock, and an increasing interest constantly being manifested in their development.

We have adequate legislation in practically all of the Southern states to afford protection against the fatal diseases to which farm animals are susceptible, and which gives encouragement to those engaged in the industry.

We have our State Boards of Agriculture to look after and foster the industry from the standpoint of the state.

We have our Agricultural & Mechanical Colleges; our State Experiment Stations; our Farmers' Institute, Agricultural Extension, and Farm Demonstration, workers, all bending their efforts to educate our citizens, and encourage and increase the interest in this great work.

With the influx of such desirable immigration; the merry laughter of happy children; the lowing of contented cattle; the bleating of frolicsome flocks; and the suppressed grunt-of-satisfaction of the fattening "mortgage lifter," all issuing from a thousand homes and farms, adding volume to the melody of industry and prosperity; and the stimulus all such would give our own people to greater deeds along progressive lines; with the fertile lands of the South forced to yield their locked-up treasures, and stimulated to maximum crop and animal production, then will possibility be changed to reality, and the world will realize and know, that this Southland of ours—with special emphasis on the Pelican state, of course, which has been made out of the choicest fertility of so many other states, having been drawn from them by the great "Father of Waters," and carried hitherward on his mighty bosom—is the choicest and most desirable section of this great American Union.

"I have been deeply impressed with the agricultural possibilities of every part of your wonderful state, and am fully convinced that with more good farmers who have energy and who are willing to live on their farms and do the work personally or direct their operations first-handed, Louisiana can be made the garden spot of this country."

—T. M. Kingsbury, Indiana Farmer.

## The Passing of the Old Union Passenger Station in Kansas City, Mo.

In the early days of Kansas City, prior to 1878, the railways entering Kansas City, Mo., were the Missouri River, Fort Scott & Gulf, the Kansas Pacific, the Atchison, Topeka & Santa Fe, the Missouri Pacific, the Hannibal & St. Joseph, the Kansas City & Northern and the Kansas City, St. Joseph & Council Bluffs Railroad. Only two of these have retained the corporate names under which they were known at that time. Each of these railroads had its own passenger and freight station, and usually it required a trip across town to go from one station to another.

The Union Depot Company was incorporated November 18, 1875, in Jackson county, the first directors being Mr. Geo. H. Nettleton, Mr. B. S. Henning, Mr. R. S. Stevens, Mr. Thos. McKissock, Mr. A. A. Talmadge, Mr. O. B. Lyford and Mr. J. F. Barnard. This directory, after completing its plans, had much trouble in securing the funds necessary for construction, but eventually secured it from Boston interests behind the Hannibal & St. Joseph Railroad. The land on which the Union Depot was built had been previously used by the Hannibal & St. Joseph Railroad for a freight and passenger station. This station was used from 1869 to 1875, when it caught fire and burned down. Some old sheds were used after that as station building until the Union Station was built.

The cost of the Union Station, opened to the public April 7, 1878, was, with the interior furnishings, between \$80,000 and \$85,000; the cost of the trackage and yards brought the total cost up to \$300,000. The depot yards were 13,000 feet long and 207 feet wide, having  $2\frac{1}{4}$  miles of tracks. The

railroads using the Union Depot when it was opened to the public were those mentioned at the beginning of this article.

The architects were Mr. A. B. Cross and his junior partner, W. E. Taylor, who died a young man. The construction work was done by Mr. James A. McGonigle of Leavenworth, Kas., who is now 80 years old. It was the second Union Depot built in the United States, St. Louis being the first city where the railroads had seen the wisdom of concentrating their terminal facilities at one point. It was a new feature in railroad practice. "What in the world do they mean by building a depot of this size?" travelers and sightseers wanted to know. It was mammoth beyond their anticipation. Even those who had wild dreams of Kansas City's future predicted that it would be adequate for forty years. Yet by 1880 an express and baggage annex, nearly as large as the depot itself, had to be built to accommodate the increasing traffic, and within a few years the construction of a larger depot began to be agitated. As usual there was much diversity of opinion as to where the new depot should be located.

The Kansas City Times of April 7, 1878, gives the following description of it:

As the building now appears, it is one of the most picturesque and attractive buildings in the United States. As approached from the city down Bluff street it towers up like one of the modern palace of Paris or one of the elegant hotels of Vienna or Berlin. It is without exception the most attractive building in Kansas City and presents a vivid contrast to the uncouth, half-finished church edifices and public buildings which now disfigure Kansas City. It is in



KANSAS CITY UNION DEPOT, IN KANSAS CITY TIMES, APRIL, 1878.

the Renaissance style, and while it is somewhat "Frenchy" in its externals and presents numerous "mansards" and square Parisian towers on the perspective, still, when the observer is close, these abrupt corners and unattractive features become ornamental and pleasing. The architect has given us the handsomest and most pleasing union of two of the more pleasing styles in modern architecture."

As may be noted, the old-time Kansas Cityan thought well of the old Union Depot, and despite the sputterings of some of the younger generation of travelers, will regard the old building with some veneration. It has seen thirty-six and one-half years of constant service, except for a week or ten days when it was ten feet under water. Millions of passengers have passed through it, thousands of soldiers going to war, thousands of young folks on their honeymoon, thousands of others seeking new homes in the South and West, others visiting the old folks during the holidays, and many also traveling in the baggage car to find rest in the family lot at the old home. Few of the future travelers will pass through it; some of the old timers will miss it, until they become familiar with the new Union Station to be opened to the public November 1, 1914.

Prior to March, 1904, there were handled in the old Union Depot 197 trains daily. During the World's Fair at St. Louis, in 1904, the number of trains handled daily was 220. In 1908 seventeen railway systems, representing twenty-nine distinct railroad lines and directly serving over 58,000 miles, entered Kansas City. The more newly constructed railways entering Kansas City could not be accommodated at the old Union Depot and this lack of room for the movement of trains prompted the construction of the Grand Central Depot on Second and Wyandotte streets.

#### The Grand Central Station.

The Kansas City & Suburban Belt Railway Company, popularly known as the Belt Line Company, began construction of its railroad in October, 1889. On August 24, 1890, construction of the depot and freight house, later known as Grand Central Station, was begun and completed before the close of the year. It was located on a nearly level tract of ground lying between the Missouri river and Third street, Wyandotte and bridge street, overlooking all the country up and down the river and for a great distance into Clay county. The building was erected under direction of Mr. H. C. Lindsay, superintendent of construction, and Mr. F. W. Martin, assistant super-

intendent. It appears to have been the original intention to provide terminals only for the Belt Line, but the increasing railway traffic soon required it to be used as a station for other railroads. It became the terminal passenger station for the following named railroads: The Chicago Great Western, the Quincy, Omaha & Kansas City, the St. Louis & San Francisco, the St. Joseph & Grand Island, and the Kansas City, Pittsburg & Gulf, later the Kansas City Southern Railway. All the trains of these railroads, except those of the Quincy, Omaha & Kansas City Railroad, will use the new Union Station after October 31, 1914.

Like the old Union Depot, it will no longer be an important factor in the passenger service of Kansas City's railroads. The original cost of the Grand Central Station building was between \$60,000 and \$70,000, and in its day was considered one of the most handsome buildings of its kind in the West.

A description of it was published in the Kansas City Times August 24, 1890, and is as follows:

" \* \* \* The ground upon which the passenger depot is to be built fronts 300 feet on Second street and 140 feet on Wyandotte. The depot itself will occupy a space of 77x189 feet, the real front of the building being at its south side, on a new street which is to be cut through the company's grounds. This street, although not yet named, will in all probability be called Martin avenue, in honor of Mr. E. L. Martin, president of the road. An ornamental archway will extend from the depot to the north edge of this street, and every convenience will be offered to persons coming to the depot in carriages, as well as those approaching on foot or by street car. The street itself, which will of course extend only from Wyandotte two blocks west, to Bridge street, will be paved with asphalt and skirted on each side with shade trees. On the north, on Second street, side of the depot will be the covered tracks.

"The Wyandotte street end of the building will be handsomely ornamented, a tower 22 feet square and 80 feet high being at the corner of Wyandotte and Martin avenue. The 189 feet fronting on Martin avenue will also be handsome ornamented with towers, bay windows and arches. At the center will be the covered carriage way mentioned above, 22 feet wide over the entrance to the main hall, which extends through to Second street. On the right of this hall is the gentlemen's waiting room, 50x50 feet, and on the left the ladies' room, 27x50 feet. In connection with the ladies' room will be



a private parlor 17x17 in dimensions, carpeted and nicely furnished. The baggage room will be 40x75 feet, one story high, and will occupy the west end of the depot. The upper floors will be used as offices of the company."

With the increasing traffic, changes and modifications of the original plans had to be made to meet the new conditions. While

only a small depot compared with the old Union Depot, it was a busy place at all times. Hundreds of thousands have arrived and departed from it, and it has performed its duty as a public utility and convenience. Of both the old Union Depot and Grand Central Station it can be said:

"Well done, thou good and faithful servant," etc.

## Westville, Oklahoma

This town is in Adair County, in Eastern Oklahoma, on the Kansas City Southern Railway, 244 miles south of Kansas City. It has a population of 1,550 people in the city limits and 700 additional in the suburbs. It is beautifully situated in the foothills of the Ozark Mountains, and to the westward has large stretches of prairie land, while in the immediate vicinity there are numerous fine valley farms. All of these Eastern Oklahoma towns have been retarded in their growth on account of vast tracts of Indian land not being in cultivation or available to purchase and settlement by white people, but that drawback is fast passing away, as some of this land has been sold each year by the Government, and now the last sale is to be made in November, 1914. Prospective settlers can now purchase, and at reasonable prices, land in such amounts as they desire. Ten to thirty-five dollars per acre is named as land prices, with higher figures prevailing for close in farms.

The writer, the Immigration Agent of the Kansas City Southern Railway, spent some time in Westville in September, and in drives through the country was greatly impressed with the substantial appearance of the houses and barns and general well kept condition of the fields, fences, etc. Numerous silos were in evidence, indicating the up-to-dateness of the farmers. Corn looked like an average 50-bushel crop. Some cotton was raised, about 100 carloads being shipped per year. It is about the northern limit for cotton. Some idea of the growth of the country can be had when you know that three years ago there were 20,000 pounds of poultry shipped from this station on our line alone, while in the past year there were 450,000 pounds shipped. And farmers that raise plenty of poultry, and have lots of milk and butter to sell, are usually prosperous.

A visit was made to the home of Mr. W. S. Renick, the County Agent of the U. S. Department of Agriculture, where he had a display of samples of the various products raised in the vicinity. He has converted his woodshed into a display room and the splendid products certainly looked fine. There were fine samples of oats, wheat, orchard grass, clovers of the following varieties: Buffalo, alsike, burr and red, the latter being 4 feet tall and cutting two tons to the acre. There was lespedeza 16 inches tall, and timothy 5 feet. There were vetch and wild prairie grass, milo maize, kaffir corn and feterita, and also splendid samples of corn that would make a Kansas or Iowa farmer proud to own.

The people of Westville were uniformly courteous and obliging and a welcome to newcomers would be certain. We are under obligations to Mr. George Marrs, the hardware and implement dealer, for his time and automobile in showing us the country and the patience of himself and others in trying to give us correct information. There are some fine stocks of merchandise in various lines and some manufacturing industries in the town. There is a stove mill, a hardwood mill, and a flour mill that grinds and makes a market for the excellent quality of wheat raised here. There is a creamery and two produce buying establishments and buyers of cattle and hogs. The town is quite up-to-date, new brick business buildings and good residences being now under course of construction. There is an exceptionally successful fancy chicken raiser here, Mr. F. G. Cohea, whose farm is well worth looking at.

The climate is as good as could be desired and the drinking water is pure, as is the case in most all parts of the Ozark region. Farm homes in this country will be satisfactory from all points of view and you are cordially invited to visit and see for yourselves. The station agent, Mr. G. D. McGraw, and the operator, Mr. George Nance, are enthusiastic believers in the country and when you get off the train at Westville, have a talk with them.

"I have met numerous surprises since coming to Louisiana. The extent and diversity of the resources of the state are far beyond what I had suspected. I had a vague idea about the rice, cane and cotton industry, but I was ignorant of the fact that the state affords possibilities for diversified farming and stock raising unsurpassed by any other state in the Union."—J. M. Jarnagin, Iowa Farmer.

## Railway Economics

### TWO RAYS OF SUNSHINE.

Kansas City, Mo., October 22, 1914.

The following articles from men not connected with the railroad business indicates a changing attitude of the people toward the railroads.

From a letter written by Mr. Lorenzo Norvell, of Fairbanks, Morse & Company, to Mr. R. A. Cavanaugh, secretary of the Illinois Commercial Men's Association:

"..... I deny that there is any disposition on the part of railway officials to antagonize traveling men as a class. I further deny that their attempt to secure increased rates is in any way striking at the bread and butter of traveling salesmen. On the contrary, they are making a last effort to conserve their property, and I share the opinion of a great many business men that the men who are now handling our great railroad properties are to be commended for their magnificent courage against such overwhelming odds and that they should receive the united support of commercial houses and traveling salesmen throughout the country. They are our natural allies, and their mission is just as important as that of the traveling salesmen.

"Our great need today is service. We want trains in plenty to enable traveling men to get over their territory quickly without loss of time. We also want our freight handled promptly, and when we get service we should be fair enough to pay for it. You have stated that the railroads have not increased their mileage rates for a period of thirty years, and I submit to you in all fairness that it is time for an increase, as there is no comparison between the service of the present day and thirty years ago. You have stated that there will be no objection to raising passenger rates on single trip tickets. Why look at the question from your side only? As a matter of fact, I cannot see why traveling salesmen should get a better rate on transportation than individuals, particularly when in nine cases out of ten the firm for whom the man is traveling pays the bill.

"We are now facing a very grave condition—not a theory—and if there ever was a time for the doctrine of 'live and let live' it is before us now, as the railroads throughout the country are losing money every day they operate, regardless of their

utmost efforts to economize in every direction.

"You propose to ask the Interstate Commerce Commission to fix a price on a service without any reference whatever to their gross income and expenses, and yet there isn't a man in our entire organization that would consider it anything but an outrage if the same doctrine were applied to any commercial institution in this country.

"There has been entirely too much agitation against the railroads, and the cause for this agitation, which originated long ago, has passed, but the railroads are still reaping the results, and I submit to you that any traveling salesman in this organization knows of many railroad towns where the shop forces and maintenance forces have been cut down to such an extent as to seriously impair the business of the merchants with whom that salesman does business in that town.

"According to your theory, you would cut down their forces and keep the salaries of their employes at a minimum in order to put bread and butter into the mouths of traveling salesmen, and I submit that you would be fooling yourself all the time, because the salesman's welfare is indissolubly connected with that of the railroad man.

"You would appeal to the Interstate Commerce Commission for relief in this matter, and yet you have lost sight of the fact that thirty years ago we did not have an Interstate Commerce Commission, and that the existence of the Interstate Commerce Commission at this time has made it necessary for the railroads to spend hundreds of thousands of dollars; in fact, millions, for the purpose of keeping records in order that the commission may supervise their business methods for the benefit of the people of the United States.

"I also desire to call your attention to the fact that railroad bonds are largely held by our leading insurance companies, and a depreciation of their value is a blow at the integrity of the insurance policies held throughout the country.

"It is my understanding that the Illinois Commercial Men's Association was organized for the purpose of conducting a mutual accident insurance business among its members. You should, therefore, be debarred from making any such campaign at the

probable expense of leading insurance companies in which nearly all of your members have policies."

Following from editorial page of *The Daily Texarkanian* of October 12, 1914:

"..... Owing to the drastic state legislation in many states, abnormally increased taxation, Interstate Commerce Commission regulation, the earning power of the railroads has been cut down year by year, while by the same process operating expenses have been increased.

"Thus this great industry, vital to the prosperity of every other one, has been 'caught between the upper and nether millstones,' and ground to a condition of helplessness.

"They cannot shut down as a mill or factory may. They must continue to operate whether earning money or not.

"They cannot increase rates to cover deficits, as may manufacturing institutions and dealers in commodities, as market conditions fluctuate.

"They are held under legal limitations in this matter.

"They cannot reduce salaries of operatives without precipitating strikes that would paralyze their business.

"All these causes have contributed to a condition which threatens to culminate in a national disaster.

"The managements appear to have fought bravely to avert the inevitable.

"Mismanagement and extravagance cannot be charged as the cause of these conditions.

"All the great systems have enforced retrenchment in every way possible and have even curtailed necessary up-keep improvement and extensions during the past few years, to avoid the outlay of money.

"The truth is, that a condition has been forced upon them which is beyond their control.

"Relief must come from the outside. There is nothing within the power of the railroad managements that can be done further than has been done. There is but one remedy, as 'The Texarkanian' sees the situation, and there is but one source from which this relief can come.

"That is the Interstate Commerce Commission.

"It must grant an increase in rates, either passenger or freight, or both.

"It may appear unusual for a newspaper like 'The Texarkanian' to propose an increase of railroad rates, but it is prompted solely by its belief that all lines of business are threatened by the situation.

"If the general commercial interests of the country are jeopardized by this condi-

tion then it would be better for shippers and travelers to stand a small raise which would not materially affect them, yet avert what seems to be an inevitable national crash in transportation facilities.

"If we have not overdrawn the status of things, then it behooves every board of trade and chamber of commerce, representing the commercial interests of the country, to get busy at once with the Interstate Commerce Commission. It is a matter of self-protection. This article is not inspired by anyone or from any source, but it is prompted solely by the situation as we see it."

J. F. HOLDEN,  
Vice-President.

**GEORGIA COMMISSION LENIENT.**  
(From *St. Louis Globe-Democrat*, October 31, 1914.)

The Railroad Commission of Georgia, realizing the serious financial predicament in which the railroads are placed at present, has decided to come to the rescue of the transportation interests to tide them over their dilemma. The chairman of the commission in a letter to the general counsel of the Southern Railway states that owing to the material decrease in the revenues of carriers the Georgia Railroad Commission will not now nor until the present financial situation is relieved impose upon any of the roads subject to its jurisdiction any expenditures for new stations, warehouses, terminal facilities, etc., except such as are absolutely necessary. If the railroad commissions of other states follow the example of the Georgia Commission, railroad men say it will aid greatly in saving the roads from the financial ruin now staring them in the face. Southwestern lines have been greatly hampered by expensive legislation and rulings of various kinds.

Washington, Aug. 31.—In a final report submitted today the Joint Congressional Committee on Railway Mail Pay recommended enactment of a bill which will increase the annual mail compensation of the railroads about \$3,000,000 as compared with the compensation carried in the appropriation bill for the present fiscal year. The report recommends a space basis plan worked out by the Committee.

The Joint Committee expresses the opinion that the railroads should receive for mail transportation a rate that will yield them a car-mile revenue approximately the same as received from passenger transportation, because mail service is coincident with passenger service in speed, regularity, frequency and safety, and, there-

fore the cost of mail service is approximately the same per car-mile as the cost of passenger service. The rates recommended by the Committee will yield an average of 24.22 cents per 60-foot car mile, while the average return from passenger traffic is slightly over 26 cents per car mile. The proposed rates are as follows:

	Line charge per mile	Terminal charge per round trip
60 ft. R. P. O. or storage car. ....	\$0.21	\$8.50
30 ft. apartment car..	.11	5.50
15 ft. apartment car..	.06	4.00
Closed Pouch—		
7 ft. ....	.03	1.00
3 ft. ....	.015	.50

The bill provides that after the new plan has been in force two years, either the Postmaster General or railroads representing not less than 25 per cent of the total mail-carrying mileage, may have the justice and reasonableness of the rates tested in an investigation before the Interstate Commerce Commission.

The report says that express and mail services performed by the railroads are so different in many respects, and reliable data regarding the two services are so incomplete, that no satisfactory comparison can be made. The passenger traffic, rather than express, is made the gauge of mail compensation. It is assumed that passenger rates are not too high, as they have stood the tests of legislatures, railroad commissions and courts.

In a letter submitting the report to the Committee, the Chairman, Hon. Jonathan Bourne, Jr., makes caustic comments upon what he denominates the "vacillating attitude" of the Post Office Department on this subject. He calls attention to the fact that in 1911 Postmaster General Hitchcock submitted a plan for railway mail pay and recommended it as scientific and businesslike and strongly urged its immediate enactment; that this plan was modified in important particulars in January, 1912, that an entirely different plan was submitted and recommended for enactment by Postmaster General Burleson in January, 1914; and that the Department had finally given its approval to a fourth plan, which had been submitted to the House.

Mr. Bourne states that delay in completing the work and submitting the report of the Committee has been due in large part to the inadequacy of the departmental data regarding railway mail problems and

also to its vacillating policy. He says:

"While I recognized the desirability of an expeditious conclusion to our work, I believed it more important that we should do our work thoroughly than that we should conclude it quickly. I should regret extremely and be deeply humiliated if our investigation had resulted, as did that of the Post Office Department, in our changing our attitude three times and advocating four radically different measures. We should certainly forfeit all claim to the confidence of Congress if we presented such a record of vacillation as did the Department. If, in our anxiety to be expeditious, we had repudiated three plans we had evolved, upon what theory could we expect Congress to believe that we would for any considerable length of time, continue to advocate any new plan we might recommend?"

In the body of the report there are similar criticisms of the Department with citations of inconsistent statistics submitted by the Department, the most important of which is the quotation of estimates of overpay of the railroads varying from \$10,531,792 down to \$221,832. Quotations are made from reports of previous investigations to show that Departmental statistics have been found unreliable in the past.

The bill submitted by the Joint Congressional Committee differs from all the bills recommended by the Department. The report condemns what it calls "greed for power," cites instances of abuse of such power, as in the order of the Department which sent some magazines by freight while rival magazines were transported by mail, and after quoting from one of the Department's recommended bills which gave the Postmaster General power to fix the mail pay rates on 90 per cent of the weight of mail, says:

"Unless confronted by the record of its recommendations, we would be loath to believe that any administrative department could presume to ask such a delegation of power from an intelligent, self-respecting legislative body imbued with a fair appreciation of its own functions.

"In view of the evidence, which is submitted on pages 111-117 of this report, showing the inability of the Department to procure and present reliable statistics regarding its own operations, it is difficult to conceive how the Department could imagine itself competent to make an apportionment of expenses as among passengers, express and mail."

All members of the Committee join in the report so far as it relates to findings

of fact and construction of the bill, but Senators Bankhead and Weeks and Congressmen Lloyd and Tuttle dissent from the Chairman's criticisms of the Post Office Department.

The report closes with an itemized account of the expenditures of the Committee, showing that out of an appropriation of \$25,000 it expended \$6,560. Two members of the Committee, former Senators Bourne and Richardson, whose terms expired in March, 1913, have served since that time without compensation and paid their own expenses.

### MAKING RAILROAD BUSINESS.

#### The New Creative Policy of Enlightened Traffic Men.

It has been said of Darius Miller, the late president of the Burlington, that his success as a traffic man was due mainly to his clear-headed recognition of the fact that a railroad's profits are derived chiefly not from the business which it wrests from its competitors, but from business which it develops on its own lines.

It was as a creator of traffic that he first established himself with the greatest of all traffic creators, James J. Hill. The characteristic of creating traffic rather than outbidding a rival was marked in Mr. Miller because he was raised in a school where the methods used by traffic men to get business were quite different. As a result of legislation and concerted action on the part of railroad men themselves, however, there are now many traffic men of the Darius Miller type.

In this day and generation a railroad tells the farmers along its line what crops to plant, when and how to plant them, when fruits and vegetables should be picked, how they should be packed, and where a market can be found. Nowadays if the highways used by the farmers in getting crops to the station are in such bad shape that horsepower is being wasted, the railroad sends men with a specially equipped car to tear out and rebuild a section of the turnpike to show how the average wagon load can be increased.

Other men, graduates from agricultural colleges, are sent out to show how land should be fertilized and cultivated. Then there is the dairy car that travels about to illustrate the most approved butter and milk-making methods. Prize hogs, cattle and sheep from James J. Hill's farm are scattered from St. Paul to the Pacific coast, and each gift or sale is expected to do its part in raising the general standard. These

and many similar methods of securing freight have been substituted by the railroads for rate cutting and rebating.—New York Evening Post.

### 299 ROADS IMMUNE FROM PASSENGER FATALITIES.

According to reports compiled by the Bureau of Railway News and Statistics, 299 railways of the United States, operating a mileage equal to the combined railways of the United Kingdom, Germany, France, Austria and Italy, went through the fiscal year ended June 30, 1913, without a single fatality to a passenger in a train accident. The railways, which operate together 120,901 miles of line, constitute more than two-thirds of the operating companies making their annual reports to the bureau.

During the year the railways thus reporting complete immunity carried a total of 409,808,488 passengers an aggregate distance of 14,400,992,000 miles and 968,764,956 tons of freight a total of 141,790,227,000 ton miles. Almost one-half the entire railway traffic of the United States for the year thus was carried without one passenger being killed in an accident to a train.

This immunity record for the past fiscal year is the highest since the banner year 1909 and comes close to it, although traffic density, one of the largest factors affecting the probabilities of accidents, was more than 11 per cent greater in the passenger business and more than 30 per cent greater in the freight business of the railways.

Four railways reporting to the bureau, with a combined mileage of 1,411 miles, have been operated through ten consecutive years without a single passenger being killed in a train accident. A year ago nine railways operating 4,379 miles reported entire immunity over ten years, and one of them, the Lackawanna, had a clear record for twelve consecutive years before the Corning collision.

As a result of its ten year records the bureau presents the following table of immunity showing the roads reporting complete freedom from passenger fatalities of periods ranging from one to the entire 10 years:

	No. of companies	Miles of line with no fatalities to pass. in train accidents
Ten years to 1913...	4	1,411
Nine years to 1913..	33	7,379
Eight years to 1913..	57	10,832
Seven years to 1913..	67	11,552
Six years to 1913....	87	18,860
Five years to 1913...107		28,592
Four years to 1913...122		30,897
Three years to 1913...153		42,986
Two years to 1913...205		63,714
One year, 1913.....299		120,901

## K. C. S. RAILWAY Employes' Supplement Number 12

F. E. ROESLER, Editor

### Energy

Man is a good deal like a steam engine. Neither is of service until energy is applied.

Without steam, the giant locomotive, that mechanical transformer of energy, is a veritable "white elephant," and but cumpers the track.

Without application, the human engine, that physical transformer of force, is a clod in the hopper of progress, makes waste instead of wealth.

Energy is the spark of human endeavor, but it is worthless unless applied correctly. Grit and grace, keeping one's mind on the job, and working with a purpose, is the test of usefulness. Energy properly applied makes the wheels of progress turn, converts dead weight into tractive power.

Energy means action, doing something, getting somewhere. And motion is the law of life—inaction the first manifestation of death. Are we living more potently every day, or are we dying by inches?

Energy concentrated is the secret of success; the thing that makes the world move; the force that pulls us up and out of the mire of failure.

The size of our particular engine isn't so material. Sometimes small engines under a full head of steam get further and produce more than big ones working under light steam pressure. The pop-valve doesn't have a chance very often if our cylinders leak, and our blow-off is working overtime.

Maybe our opportunities and equipment look small when compared with our neighbor's; but what of it! Condensation, conservation, application write success. Pull your grates, pack your cylinders and get a fresh start. There's lot of room yet at the top.

Are we wasting our energy on things that only serve to destroy our efficiency; are we living aimlessly from day to day; are we producing or reducing? If we are, it's time to look for the leak; get in shape to perform our share of the world's work.

Now is a good time to get a clear conception of our purposes; and then start the wheels of perpetual perseverance. This done, we will be on a clear track with the block signals all set in our favor—we can then run on schedule.

Let's centralize, focus our force, defy opposition, and beat the other fellow at his own game—APPLY ENERGY.

**TELEGRAPHY IS A FINE ART.**

To the layman the telegraph instrument gives out only harsh and brassy sounds, yet there is music in a telegraph sounder as there is in a finely tuned musical instrument, according to one of the train dispatchers of the Kansas City Southern.

"The music in the telegraph depends, however, on the operator, just as the harmony of the violin depends on the skill of the player," he explained. "There have been telegraphers and there are many of them today, who have the same delicacy of touch, the same command of dots and dashes, that the musician has over the notes of his violin. There are operators whose Morse will carry long distances, melodious and distinct in every note, and there are other operators whose Morse will not carry a few miles, and will be harsh and almost incoherent. To the ear that is not trained there is no difference in their touch, but to the trained ear there is a great difference.

"There are men whose purity of tone, shading and expression are music to listen to, and only lovers of the art can appreciate it. The telegraph office of a big newspaper is one place where the visiting operator will note all the music and the sounds that are not in harmony. In the city dispatcher's office of some big railroad he will find the same thing, and the same thing will be found in the Associated Press offices in large cities.

"The fast telegrapher is not always the best sender for a press association, a railroad or a telegraph company. Wires sometimes are balky and freakish in their conduct. Under certain conditions, especially on a press or railroad wire, where there are several repeaters and many 'drops,' and loops in the office along the line, it is not unusual in times of storm for wires to get 'heavy.' This condition is found more in press association wires than on railroads. The condition causes a great deal of electricity to escape by reason of the moisture. Windstorms swing the wires when there is an uneven sag so they strike together and break the circuit momentarily. During electric storms a flash of lightning may take all the 'juice' out of a wire. Rain-drops interfere with the continuous passage of the current and a rainstorm takes a lot of electricity out of the wire.

"A really good operator handles the wires a great deal as a jockey handles a race-horse. He knows, consciously or unconsciously, the strength and the resistance of the wire, just as a jockey knows the speed

and capability of the horse that he is riding. The railroad operator in a train dispatcher's office knows, too, the capacity of the men along the line who are taking the stuff. He has to be a great judge of these fellows, for he must know their speed and capability of the men he is sending to as the jockey knows the speed of his horse. Train orders must be correct and the dispatcher must not hurry a slow 'taker,' although at times he will feel that he would like to have faster men at some of the country stations. But the pay is not inducement enough to appeal to the 'rapid' man for a position at a small station. None but the experienced train dispatcher knows the finesse and the judgment that have to be displayed in sending under adverse conditions to the station agents, men of all work, at the small stations. Physical strength does not count in telegraphy. A heavy wire, of course, is a greater strain on the muscles than a light wire, and will tire the sender sooner. The expert telegrapher develops a power in his wrist and in his hand muscles that is exactly suited for the work, but does not do him much good at any other calling."

**THE MAKING OF A CONDUCTOR.**

Many of the conductors on the Kansas City Southern Railway are of the home grown variety, and very good ones at that. "Home made" is perhaps a better term, meaning that they became conductors on this road, being promoted from brakemen who have passed through all the phases incident to the handling of trains, until they were clothed with proper responsibility and were given a bill book, time card, a long train of cars and were told to get over the road. All who were given trains have made and are making good. To fill responsible positions from the ranks implies that men are all the time being trained and educated for higher positions, if they have the brains, will and self control to make good. In the earlier days appointments have been made from employes of other roads to the position of conductor, but not lately, because there is plenty of good material in embryo for conductors when they are needed and are entitled by their training and education to undertake the work of operating trains.

The brakeman, who has the ambition to become a conductor, has a number of things to do before he can attain the control of a train. The most important of these are to obtain control of himself, to keep his wits about his person, to profit by practical experience and not to trust his imagination when it comes to handling a train. He who

takes things for granted and keeps his head in dreamland comes to grief sooner or later. He must learn to see the practical side of things he has to deal with and must know all there is to know about his trains, the condition of his cars, the loading of cars, switching of cars, the handling of freight of all kinds, understand the value of train orders, the checking in and out of freight and a multitude of other things, before the keeping of train records, bill books, time cards and duties more interesting to the conductor can receive his serious consideration. There are many situations, in the operating of a train, where past experience proves valuable and many where there is no precedent and resourcefulness and mother wits must be depended on to overcome unforeseen conditions. If the brakeman has wits that can be sharpened by practical experience, close observation and application, others soon become aware of the fact. The brain, ear and eye in time become attuned to the normal movement of a train and the observant trainman can instantly detect any variation from the normal and be instantly put on guard, whereas the dreamer in some cases would fail to note unusual conditions. It is not difficult for those who look after the appointments and promotions, and who have been through the mill themselves, to form a close estimate of the caliber of those who serve under their direction and when the time for promotion comes, to select the right man.

It requires mental equipment along with good common sense to be a really successful conductor or fill positions higher up. To do the work correctly and in the best possible manner and to successfully guide his crew and keep up harmony are among the requirements for a successful conductor. The conductors who have made sad blunders in their first six months' service are those who simply neglected earnest study when they were brakemen and did not listen to the suggestions and instructions of their conductors. There are many duties to perform in the manning of a long freight train besides riding in the cupola of the caboose or the top of a box car watching the scenery as it passes by, is what all seasoned conductors will tell a brakeman. He can study how the switching can be done to the best advantage before the train runs into a yard at the next town and he can think over the best way to handle the way bills and he can think over the orders received by the conductor at the last station where the train stopped. Any conductor will give out all of the instructions desired and will exchange views with his brakeman

if they show a willingness to learn and an ambition to be what he himself is.

### RUNNING TRAINS IN THE "GOOD OLD DAYS."

An ex-railroad man, who was in service in the later '70s, when airbrakes and patent couplers were unknown, describes one of the sample runs of "The Good Old Times," the present generation of trainmen talk about, when called upon for a little extra exertion.

"The run started one day in February. It was one of those evenings when a snow-storm was just starting in for the night. The conductor reported for duty at the terminal station at 6:30 o'clock p. m. and was told to cover local pickup and drop after train 82, engine 342, consisting of 26 cars. Here is where the latter day railroad men will smile and commence talking about their long drags. The conductor of this story was not, however, of this generation of conductors. He was told to get out at 8 o'clock p. m. Here is what he was to do before he left: Ascertain location of cars on various tracks, make a record, number, initials and destination of all cars, check waybills, examine and make record of all seals, assist in seeing that all car doors were closed, couple up cars and shift them together from the various tracks, placing those with local points together wherever possible, which, however, was difficult to do on account of the varying height of drawbars.

"On account of the extreme snowy weather, a large number of links and pins had been broken and a sufficient number had not been furnished to replenish the supply at the terminal. It was further necessary to make a careful inspection of all hand brakes, for there was no air, in connection with which several brake chains and ratchets had to be repaired. After one and one-half hours' hard work, for which no pay was forthcoming on his check, and neither did he expect it, the conductor took his train. The orders were to pick up six empties at the next station. Upon arrival there they were found behind fifteen other cars on the siding, with eight links and three pins missing. It was necessary for the crew to 'hustle for links and pins.' Ex-railroad men understand what is meant. When the train left that station it had 31 cars, five of which were to be dropped at a contractor's siding, one mile from the main line, away down the road, and besides these, ten cars of cement to be placed for unloading.



"At the connection of the contractor's siding the train ran by the switch, because the brakes were bad. The engine could not back the train on account of the snow on the rails, making it necessary to cut off behind the twelfth car, run down to the station siding and leave the string there, then return with engine, head in on switch for empties and set out the cars of cement. Upon arriving at the end of the switch, for the six cars three links plus two pins were missing, and more hustling had to be done. These little discrepancies were overcome and the train proceeded to the station siding and picked up the twelve cars left there. In coupling up it was found that on account of the differences in height of drawbars in the rear car of the twelve and the head of the car in the rear portion of the train it could not be coupled without the use of a 'three-linker.' A brakeman was sent to the caboose for a link of this type and applied it. In the meantime the snow that had been falling mildly changed to a sheet of fine snow, making it impossible to see for more than ten car lengths with the old headlight oil burner. This necessitated moving back and forth on top of the train in order to pass signals. While the train was moving through a sag another 'three-linker' was needed. The head-end was kept moving until the hind-end was stopped. Then on account of no more three linkers it was necessary to make a 'dutchman' to couple the train together. A dutchman is made with three links and three pins. After getting started and while going down a grade one of the pins dropped out of the 'dutchman,' which resulted in the parting of the train, and the rear end collided with the head portion, knocking out a drawbar, putting the lights out in the caboose and upsetting things in general. The disabled car had to be set out, because there were no chains in the caboose. After setting the car out the train backed into the portion of the train attached to the caboose, because of its not being visible by reason of the heavy snowstorm and knocked it off center. In those days almost every railroad man was a sort of a car repairer by force of his calling, and an hour was taken up getting the caboose straightened out.

"The run was made that night. It was a sample of railroading in those days. The customary 'sawing by' and all such as that was gone through with during the night, and when the end was reached 80 miles had been covered in just seventeen hours and 45 minutes, with no pay for overtime. The above is only a sample run of 'the good old days' of railroading."

## LATE TRAINS PUBLIC'S FAULT.

### Too Frequently Trains Are Held for Belated Passengers.

In casting about for ways and means to please the public some railway officers could well afford to devote more attention to the matter of getting trains away from the terminals on time. It is a chronic condition for trains to leave a terminal station from five to ten minutes late almost entirely because of waiting for late passengers with their late baggage. Of course there is the excuse that no one need to worry as long as the train arrives on time no matter how late it is in leaving. The passenger who gets on a train after it has been "held" for him will be the first one to make a kick when it does not make up the time that he caused it to lose. He does not worry about any of the other passengers who have to get off late at a station.

The late passenger at the terminal has it in his mind that the railroad company is under some obligations to him and should get him at his station because the train waited for him. No one, in his mind, is as much entitled to schedule time as he. It has never possibly been taken into consideration that passengers are sometimes as much to blame for the late trains as the railroad company, but they do not think of that. Often a train that has been on time all the way reaches a terminal or one of the big stations on the line where two or three drummers who have arrived late with a stack of sample trunks and rush up to the conductor and ask him to hold the train until they are loaded, believing that all the conductor has to do is to wait for them. If the conductor calls their attention to the fact that they ought to have been on hand on time, they pompously tell him that they will lose a day at the next town and he or his old railroad will have to pay for the time lost.

"Oh, the trains on that road are always late," is the remark heard from another class of passengers who always arrive just at the time the train is about to leave and, while some one with them goes to the conductor to hold the train a minute, the passenger or two, as the case may be, rushes into the depot to buy a ticket and the conductor holds the train for perhaps five minutes waiting for the late passenger. A conductor hardly ever creates a scene with the passenger by telling him that he ought to have been on time but makes a delay report to the dispatcher's office of why he did not leave on time.

Five minutes at ten stations is nearly an hour gone, and then the people say that the train is always late. If a railroad would leave on time with its trains and not wait for the late passengers it would not be long before practically every passenger would be there on time and have all of the baggage checked ready to go with them. There would always be stragglers though, yet the majority would be there just at the right time.

### THE MAN WHO SOLICITS FREIGHT.

The man who solicits freight must have a knowledge of goods and prices. He must know the schedules of all freight trains lines. If you ask him about a shipment from New York to El Paso, for instance, he must tell you what will be the best and quickest routing and be able to convince you that his line should get its share of the haul.

He must have both local and through rates at his fingers' ends and must know the intricacies of classification. It may be that a commodity rate will be applicable. If quick delivery is not essential, perhaps he can figure a combination of rail and water transportation that will save you money. In short, the experienced freight man, whether in the office, on the street, or on the road, is at the service of any shipper. He is the business getter of the freight department, and as such he should have a wide acquaintance, be in touch with all classes of industry and all sorts of persons, and have a pleasing personality.

He must keep a sharp lookout for all possible business. Freight men are close readers of newspapers and trade publications. From their pages they glean hints of future business. From their wide acquaintance they receive other "tips." If, for instance, they hear of contracts that are likely to involve the transportation of a quantity of material, it is their business to be on hand almost before the ink on the signatures is dry and to solicit the men who control the routing of the freight until they obtain the business or are refused.

Some roads make it a rule never to let a man solicit freight until he has had a long apprenticeship in a local freight office. Others promote clerks from the division freight offices. When first promoted they are simply dispatched to see customers who have asked specific questions. They are supplied with the necessary information and cautioned not to make any statements if they are in doubt. They must always play fair.

A young man just out of the division freight offices receives the compensation usually paid to beginners. When he has learned his job, he will probably be advanced. The best freight solicitors, naturally, get the largest salaries. If a man shows extraordinary ability the keen-eyed freight agents of other railroads will soon know it, and are likely to make him an offer to transfer his activities.

Of late years another field has opened up to the experienced freight man. Many large business houses and manufacturing concerns now employ traffic managers to route their freight and audit their expense bills. They pick these men from the ranks of the railroad. In the employ of these commercial concerns these freight men become the buyers of transportation for their employers. They are the expert purchasing agents of that commodity.

They receive, as a rule, larger salaries in such capacities than are paid by the railroads. The railroad men like to deal with them, just as one expert likes to do business with another. A man of this sort in the employ of a business house receives from \$2,500 a year up. Some traffic managers of great industries receive \$10,000 a year, and a few \$20,000.

### HELP THE GREEN MAN.

#### Veteran Engineer Urges Kindness Rather Than Harsh Words.

It is claimed by some railroad engineers that some men may fire an engine all of their lives, and some men may run an engine all of their lives and at the end are not much better at the work than they were when they started. They do not seem to improve, it is said, with the intelligence that others do.

"When you get a green fireman," the old engineman explained, while speaking of the subject, "be patient with him, for many times the ill-nature of the engineer with whom he is sent out will break the spirit of a new fireman, especially if he is allowed to remain with the ill-natured teacher. A new man is sensitive about everything that is said to him, if he has the ambition to learn, and if the engineer talks to him contemptuously, the new fireman will soon get it into his head that he is no good, but will stick and does not learn like he should. He is not liable to spring anything original.

"Who ever told you that you could fire an engine?" I heard one of the ill-natured ones ask a green fireman who was making his first real trip after his 'student' work.

'No one,' the green one answered as he went out. 'Well,' gruffly said the ill-natured one, 'you'll have to keep her hot, but I would rather not have you go out with me for I'm not running a kindergarten school for firemen.' The green fireman looked at the engineer for a minute and said, 'you don't want me to go out.' 'That's just what I said.' The green fireman pulled off his jumper and overalls and climbed down from the engine and reported to the master mechanic and the engineer was also down off of the engine shortly afterwards to stay down for ten days. The fireman was not so green in railroad ways for he had been working at the round house for six months. My rule is to tell a green fireman what he can digest with his firebox, and I talk to him about the foundation of his work. How to burn coal, how to keep from burning coal and keep his steam up. I try to impress upon him the responsibility attached to his job. I let him know that it is bad fuel economy to put in a fire at certain points or under certain conditions and then hear her 'pop off' for ten or fifteen minutes. I tell him about the value of water and coal and let him understand that the latter is charged up to him as well as myself. If you tell a green fireman these things and show him where he is he usually will try to help you in everyway and will learn the business thoroughly."

#### URGES MORE UNIFORMITY.

##### Roadmaster Favors Regular Schedule for All Work.

It is said that M. A. Box, general roadmaster for the Kansas City Southern, advocates that there should be fixed dates for seasonal maintenance work. He is of the opinion that economy could be promoted by fixing certain dates for some classes of maintenance work that are seasonable in nature and requiring all foremen to attend to such work at the specified time. Particularly in classes of work that require large quantities of material, the plan would enable the store department to carry a minimum stock of such material except in advance of the date specified when a heavy demand could be anticipated. The regular stock includes crossing planks, tie plates, bolts, fencing material, etc.

The cutting of weeds at certain times of the year is another desirability that would insure their propagation at least to be partially arrested and would maintain a uniform appearance along the road. The same advantage would be gained in handling other maintenance work in season

as in the mowing of the right-of-way, and in so far as the system is applicable it would tend to attain the same end as the equating track sections. The establishment of some unit by which the performance of section gangs can be measured would be a good thing, inasmuch as the determined unit should be the first step in any attempt to increase the output of laborers. Mr. Box is being given the credit of being one of the best general roadmasters in the west because his ideas are of a practical kind that wins.

#### URGES MORE TEAM WORK.

##### Conductors and Dispatchers Should Do More Pulling Together.

"Sometimes there is a lack of team work among train dispatchers and conductors," a veteran conductor remarked recently, "and when this does appear there is always trouble ahead. With a little bit of our mental powers a lot of the trouble could be obviated and the work made easier all around. 'He stuck me an hour at such and such a place, and an hour and 40 minutes at another place,' I have heard conductors say, and then say something to the effect that the dispatcher could not get a wheel barrow around a hen coop without 'lapping' his orders. Ten chances to one it was to a great extent the conductor's fault that all of the bad delays had occurred, for all the dispatchers can figure on is the information given him by the conductors in making meeting points, and if that information is not correct a close meet cannot be made.

"For instance a conductor will tell the dispatcher he will be ready to leave a certain point within 40 minutes and then he may be an hour doing the work and the dispatcher goes ahead and works his train-board according to that information and if he fails two or three times the dispatcher loses faith in him. A conductor should always notify the dispatcher as far as possible as to when he will be ready; then the dispatcher can arrange meeting points with opposing trains. Some conductors will argue that they can not tell when they will be ready, but by carefully noting the time it takes to do the work, he can learn to estimate the time correctly. If a conductor tells the dispatcher he will be ready in twenty minutes he should see to it that he is ready in that time. Correct delay reports should be kept. Sometimes an air hose will burst and other little accidents will occur. They ought to be reported to the dispatcher at the first open station. To get a train over the road in good shape he

should get his orders quickly from the dispatcher. He can best do this on the head end of the train. By giving the dispatchers correct information there will be a big improvement in train handling and conductors and dispatchers will be better friends."

#### TO REDUCE COST OF FUEL.

##### Southern Making Test to Determine the Least Expensive Methods.

With a railroad company the economy in fuel, is the next thing in importance to the wages, and it is a subject of deep study with the mechanical department on all roads. Fuel tests are occasionally made under various conditions and a record of every test is made daily. The mechanical department of the Kansas City Southern has been keeping up the practice of making test runs every two or three months and filing the records of these tests away in the office of the traveling engineer for future reference.

For the past month test runs have been under observation on the third district to ascertain the effect with an engine using a wide firebox and one with a narrow one. Engines 497 and 481 are the ones being used, the former having the wide firebox and the latter having the narrower. Not only the effect is being noted, but the advantage in the use of fuel and the amount used is being taken into consideration. E. McCutcheon, traveling engineer, is in charge of the tests and when they are finished he will blue print his records to be filed away.

#### IT'S THE MAN THAT COUNTS.

##### Conclusion of the Conductor's Discourse "What Makes a Trainmaster."

The question of where a trainmaster should come from is a matter involving a considerable difference of opinion. Whether his previous training should have been that of a dispatcher, trainman, engineman, station agent or office man is an unsettled question. The fact is it does not make much difference from what line he comes, as it is the man after all that counts. He should be suspicious as well as trustful. Suspicious of the man he has not become thoroughly acquainted with by holding him under observation, until he has proven to be what he claimed he was when he entered the service; sufficiently trustful to give loyalty and worth the confidence these qualities deserve. The above is the opinion of a Kansas City Southern conductor, as expressed a few days ago.

"He should be out over his division regularly," said the conductor as he proceeded upon his ideas of a trainmaster, "and he should be always prepared to change from one train to the other on a moment's notice, so that in no case will his men have a fixed schedule on which to look for him. I would have the trainmaster do most of his riding over the road on freight trains and but little on passenger trains. For it is known that a passenger train will usually take care of itself. On freight trains is where he belongs most of the time, for that is where the service is always open for improvement, more so than a passenger train. If he must ride a passenger train, let him stay in the first coach during the day so he can observe the station work, and at night so he can observe the switch lights as he passes them. He should keep a check upon the most important yards and this should be made at least once each month, and he should keep an unending and eternal check upon the foreign cars, particularly those set out at blind sidings. By the prompt release and handling of foreign cars a trainmaster can easily make his salary by eliminating the per diem on foreign cars. There are a lot of things that a good trainmaster will be found looking after, no matter where he comes from or from what branch of the service. It's all in the man."

#### THE WORK HABIT.

By George Hohman.

(From Advance Club News.)

Activity is evolution and development. Idleness is dissolution and decay.

To the individuals composing a hive of industry, such as the gas company, there is no need to urge the adoption of a habit which it is very evident they have all acquired.

It might be well, however, to consider work in its broadest sense, and see why we work and what we get for it, setting aside for once, the trite remark that "we work because we have to and get as much as we can for it."

It is often said that "Self preservation is the first law of nature." This is not true. Work is the first law of nature. Everything is in motion, and the labor we perform is just a voluntary acquiescence; helping to push things along, instead of trying to block them. It is following the line of least resistance, for when it comes to a question of bucking up against nature it is merely a matter of get in line—or get out—you'll move anyway.

There seems to be an instinct in all normally constituted human beings to work at something. Children begin to "play at work" as soon as they are able to toddle.

So it is true that we "work because we have to work," but it is equally true that "we work because we like to."

And whatever else we may secure by our labors we can always be sure of the three principal rewards, a good appetite, a clear conscience, and sound sleep. There may be other factors, of course, which disturb any or all of these three things, but they are not chargeable to just "work." After all these three things are all that really matter.

Robert Louis Stevenson says, "I know what happiness is, for I have done good work," and Emerson puts it thusly, "The real reward for good work is to have done it," and it is certain that the best work a man performs is never the kind that keeps the "cash consideration" always in front.

We cannot always do the thing which we like best to do, and that is one reason why every man should have a vocation and an avocation—a job, and a hobby.

Workers in all departments have a better chance today than ever before. Working conditions have been tremendously improved. Corporations are eager to recognize and encourage merit.

The law of cause and effect works out in business life pretty much the same as it does elsewhere. What we will be tomorrow depends very much on what we do today. The proper amount of work under hygienic, healthful conditions is the best of stimulants and leads to good health and long life.

#### HOW TO DO IT.

A Russian laborer in the Santa Fe shops at Topeka has taken the prize for a practical discovery of how to beat the high cost of living, says the Kansas City Journal. Nine years ago he came to the United States with his wife. He now has a wife and five children. The other day he walked into the Topeka postoffice loaded with three bundles. One was covered with a woolen shawl, one with a salt bag and one with a red bandana handkerchief. The packages were opened by the postoffice officials and were found to contain nothing but twenty-dollar gold pieces.

The value of the collection exceeded three thousand dollars. The Russian was given European exchange and has gone with his family back to his old home. The officials of the postoffice made a computation to see if this sum could be saved out of the man's wages. They found that it could be if he limited his living expenses to twenty dollars

a month. The story of how the family lived made it clear that they had plenty of good food and that they made the best use of schools and church. The substantial clothing brought from Europe was still in use and not a penny had been wasted on trash or nonsense. The home was small but clean and comfortable, and all members of the family were healthy and bright. The head of the family had let whisky alone and had never been out on strike.

#### LOYALTY, AS VIEWED BY AN EMPLOYEE.

(From Sunset-Central Bulletin.)\*

Harmonious relations existing among foremen create a harmonious relation among the men; the spirit of good will and brotherly feeling is contagious. . . . Is there any other business on earth that needs something to encourage the men it employs more than a railroad company? No, not one; for the simple reason that railroad companies are criticized, blackguarded, persecuted and unfavorably censored without a just cause more than any other enterprise on earth. They are a target shot at from every conceivable angle and with every kind of ammunition. It is a natural consequence that men who hear this unmerited criticism on every hand should enter the company's service with their minds embittered by such unwholesome suggestions; and in spite of the pay they receive and the treatment they are accorded, it takes many a year to purge this venom and antagonism from their minds.

The railroad companies of these United States lose hundreds of thousands of dollars every year through "soldiering," negligence and carelessness, emanating from a spirit of unloyalty which is an inheritance born of malice and handed down from one generation to another. The only antidote the stockholders can employ to overcome these adverse influences is by reaching their subordinate employees through the avenues of their presidents, managers, superintendents and the foremen they employ; and if there is any missing link of co-operation and harmony from the president to the firing line, the chain is broken and the good influences which are so essential are lost.

#### BREAKING IN A NEW CLERK.

Willie New Comer has just graduated from the High School at the division terminus, and has a very good opinion of himself. What Willie doesn't know, isn't really worth knowing and he feels himself well equipped for any pursuit in life. The rail-

road freight office needs an additional clerk and Willie gets the job. If he had been half as wise as he thought he was, he would have been very circumspect in a number of things and particularly would have avoided offering opinions when not asked for them. The chief clerk's assistant, whose countenance was probably purloined from a funeral director, suddenly looks up from a mass of papers before him and addresses Willie:

"New Comer, ask the rate clerk to give you rate on post holes, less than car load lots for all shipments originating at points on our line. Be quick about it, party's waiting."

Willie goes to the rate clerk's desk and the latter makes a show of looking through a tariff, but can't find the rate on post holes, less than car load lots and so he sends him to the cashier's office. A wise young man in this office knows just how to deal with such cases and he refers Mr. New Comer to the general storekeeper's office. The storekeeper knows exactly who buys post holes and how much is paid for them and what the rate on post holes is from any point. He is wiser than a fox about post holes. Fact is, he was "brought up on a farm," the wise young man tells him.

On his way to the storekeeper's office, he digests the latest information received. "Post holes—brought up on a farm," he repeats to himself, and then it flashes upon him, that he has been asking what it costs to ship holes in the ground. He quits right there and goes back to his desk and grins back as he finds a number of grinning faces turned in his direction.

Sometimes this Willie or some other Willie encounters a more difficult proposition. For instance, he goes to work as a bill clerk in the local freight office, perhaps. "Go and ask the yardmaster for the key to the flat car," some one apparently in authority tells him. Out goes Willie, down through the yards teeming with cars and switching crews, to the yard office a mile down the track. Finds the yard master's office and confidently asks for "the key to the flat car." He is referred to a husky switchman, throwing a switch a hundred yards away down the track. Off goes Willie to see the switchman only to see him swing on to a passing train of empties and go sailing a quarter of a mile farther to a side track. Willie gets him at last, only to find that he hasn't got "the key to the flat car" either, but directs him to the round-house foreman, over on the north side of

the coal chutes. He finds out at last that there is no such thing as "a key to the flat car" and the grins from the boys in the local office don't seem to alleviate sore feet which one may acquire while tramping up and down the yards for two hours. "High School education," thinks Willie, "is good enough, as far as it goes, but it doesn't go far enough."

#### COGS.

One thing many of us don't seem to realize is that the operation of a railroad is much like unto the running of a watch, a contraption of many moving wheels, each with its complement of cogs, and the movement of the watch depending greatly upon the true adjustment of these cogs on each wheel. One cog out of line, one cog too weak to withstand the strain put upon it, may make the watch unreliable or put it out of commission.

In the organization of a railroad, as in the running of a watch, the cogs are large and small, but the successful operation depends upon the fact that each cog, be it large or small, must be a sound cog and that every cog in the organization must be able to depend upon every other cog. Every cog must feel that it is an integral part of the organization, and that the success of the organization under all conditions means the success of the individual cog. The weak cog, the cog out of line, the negligent or disloyal cog, the cog that cannot feel that it is a part of the whole organization and cannot feel personal gratification in its success, stands in his own way and in the way of others, and, of course, is out of place in the organization. Every cog necessarily rubs against every other cog, because there can be no motion without push and pull, energy and fuel. Wherever there is motion there would be friction, were it not for the liberal application of lubricants. In the perfect operation of a railroad organization the best of all lubricants is courtesy. It should be most liberally applied among officials and employees under all circumstances and still more liberally when dealing with the public and patrons of the railroad. No lubricant is so inexpensive and efficient as courtesy, and no man can afford to be stingy in dispensing it at all times.

#### COURTESY AS AN ASSET.

The president of the Southern railway, in a letter to the road's employees urging them to attempt to please the public, says: "A nursed grudge growing out of a surly

answer has been responsible for many of the troubles of the railroads."

The theory that discourtesy on the part of railroad employees and officials to the public (and to its trunk) is responsible for some of the railroad's troubles is more than plausible. Search your own consciousness in the matter. Common courtesy has a real commercial value. People drift to the stores and hotels where they find it. Outside of its money value to a business or a railroad, it is a sign of good breeding and tends to promote good nature and social peace. As a nation, in our reaction from artificial societies and artificial manners, we have made the mistake of minimizing the value of good manners and good breeding.

Courtesy is a virtue that may be acquired, and if one will but take thought it may not even require anything inborn or inbred to receive discourtesy with courtesy. The courteous answer makes the world a more comfortable dwelling place.

#### RAILROAD POPULARITY.

The Reverend J. Ashby Jones, of Augusta, Georgia, says that a negro woman in his town was a bride of only two weeks when a switch engine ran over her husband as he loafed about the railroad yards.

With the desire to do justice speedily, the claim agent rounded up the widow before any other lawyer could get at her, towed her to his office, and there spread before her dazzled vision five hundred dollars in new shiny bills.

The sorrowing one took one look at all that wealth, then grabbed for it with her left hand while with her right she signed on the dotted line A of the quit-claim. This done, she plucked a fragrant yellow twenty off the top of the pile of currency and after inhaling its aroma fanned herself daintily with it.

"Clarissa," said a woman friend, who had accompanied her, "whut you reckin you goin' to do now sense you come into all dis money?"

The widow exhaled a long and happy sigh.

"Well," she said, "havin' dis yere streak of luck comin' on me so sudden, I ain't hardly made up mah mind yit jes' whut I will do. Course, when time is healed up my wounds I mout look round and tek notice. I mout marry again; and then agin I mout not. But ef ever I does marry agin mah secon' husband is suttinly goin' to be a railroad man."—Saturday Evening Post.

"It takes less time to learn to do a thing right, than it does to explain why you did it wrong!"

#### PULLS 250 LOADED CARS.

##### New Erie Locomotive Breaks the World's Train Record.

Binghamton, Sept. 24.—The Erie Railroad conducted a test here recently of the pulling power of the new centipede locomotive which weighs 410 tons and has 24 driving wheels, eight of them being under the tender to secure additional driving power.

The officers in charge kept adding car after car of coal to the train until it consisted of 250 fully loaded steel "battle-ships," with a total weight of 21,000 tons.

The locomotive pulled this train for 40 miles at the rate of 15 miles an hour, establishing a new trainload record for American railroads as well as for the world. The train was easily 10,000 tons heavier than any ever pulled by a locomotive.

#### RAILROAD BUILDING IN AFRICA.

The last two or three years have marked an unprecedented activity in railroad construction, not only in Congo, but also in Angola and German East Africa, where lines are being rapidly pushed toward the center of the continent to furnish Katanga shorter and quicker routes to the sea. The principal line in Kongo is the Matadi-Leopoldville railroad, 246 miles long, running parallel with the unnavigable portion of the lower Congo river and connecting the vast interior of the country with its port—Matadi. This small narrow-gauge railroad is one of the richest in the world. Every person and every ton of freight bound for the interior must pass over it. It carried 59,886 passengers in 1912, and 67,854 tons of freight. This tonnage includes the greater part of all importations and exportations of Upper Congo, as well as the interior of French Equatorial Africa and the southern part of the Kamerun.

#### A RECIPE FOR SUCCESS.

Don't be afraid to state facts, or an original idea. There are enough imitators and commonplace individuals without you. Act on your own judgment.

Keep your head cool—your feet warm—your mind busy. Don't worry over trifles. Plan your work ahead and then stick to it—rain or shine. Don't waste sympathy on yourself. If you are a gem somebody will find you.

Don't whine. Tell people you are a failure and they will believe you. Talk and act like a winner and in time you will become one.—Stephen Harte.

**HEADWORK IN BUSINESS.**

In the big league, when a man receives the ball he usually knows where to place it. Before the ball is batted the big league player knows exactly what he will do with it, provided it comes within his grasp. Such a player doesn't stand with the ball in his hand while two or three men cross the home plate—he uses his head and assists in a double play. He's up on his toes—he's using his head—he's more interested in belonging to a winning team than in "getting credit" for the play. He's the man who draws the big salary—who gets a yell of praise from the critical fan. It's the same in business today. The man who uses his head to help the house win draws the big salary.

**STEEL RAILS AT LAST.**

It will be a surprise to travelers to learn that so enterprising a railroad company as the P. L. M., that great through line from Paris to the Riviera, still uses iron rails.

In this country as soon as a better machine than the one in use is found the old one is discarded. In Europe they wait until the old wears out.

However, the P. L. M. announces that after this year there will be only steel rails—on the main line. It is calculated that it takes the passage of 1,500,000 of the light European trains to wear out an iron rail.

A St. Louis and San Francisco official, who apparently is at peace with himself and the rest of mankind, makes the following suggestion for the good of the order:

He says, "Don't be a grouch, make friends with your fellow employees; lend a hand whenever necessary. A smile draws good interest in the bank of friendship. A word of advice to a new man, a little act of kindness to some one who needs it, a pleasant word or two to a subordinate, cheerful obedience to the orders of your superior officer—they'll tell in the long run. Best of all you'll like yourself better and it's something to be on good terms with yourself; try it. The Frisco is proud of its men who wear the uniform. If that uniform signifies comradeship, they'll be proud of each other."

**KANSAS CITY SOUTHERN PANAMA CANAL CONVENTION.**

The commercial agents of the Kansas City Southern Railway have been advised of their connections through the Panama Canal, effective with the opening of the

canal. According to the announcements received the Kansas City Southern Railway will connect directly with the following steamship freight lines:

American-Hawaiian Steamship Company.

Luckenbach Steamship Company.

Atlantic-Pacific Steamship Company.

These lines serve the Kansas City Southern at the road's Galveston-New Orleans connections and ply from Pacific Coast points to the ports named and New York via the Panama Canal.

**NEW PASSENGER SERVICE ON K. C. S. RY.**

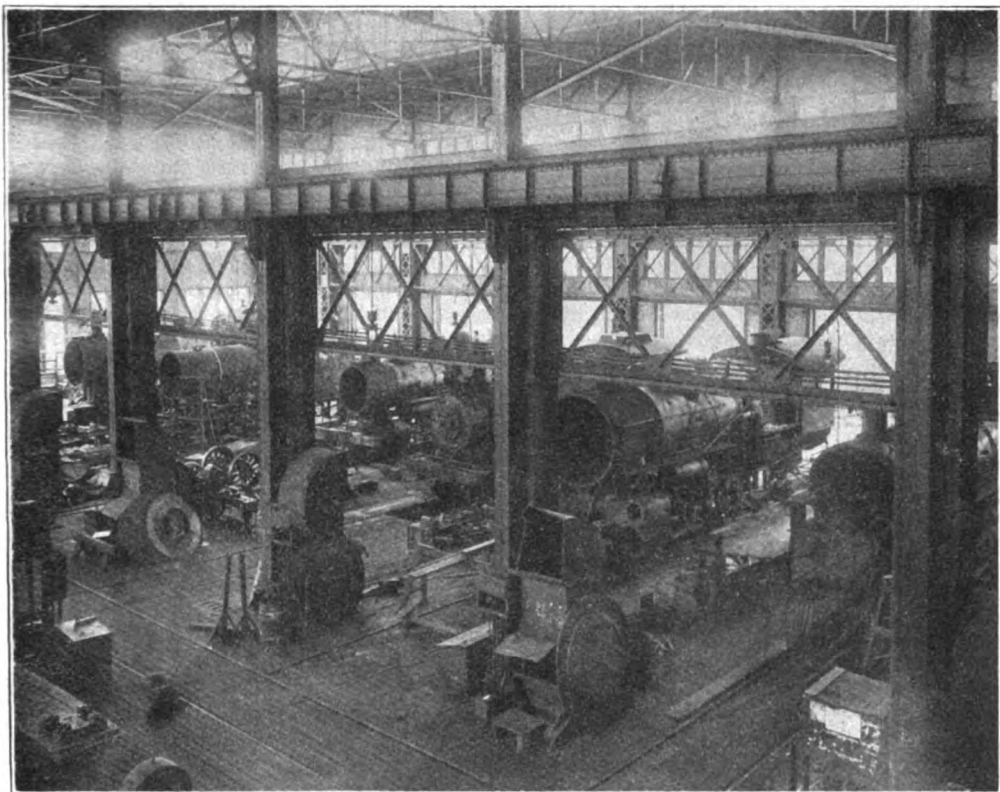
With the opening of the new Union Station in Kansas City on November 1st, the Kansas City Southern Railway will operate its passenger trains from that station. In addition to the trains now in service, two more, which will be numbered 5 and 6, will be placed in service. The changes of schedule are as follows: Train No. 1 will depart from new Union Station, Kansas City, at 1:00 o'clock p. m. daily, and train No. 2 will arrive daily at 4:40 o'clock p. m. Train No. 3 will depart Kansas City at 11:35 o'clock p. m. and No. 4 will arrive at Kansas City at 7:45 a. m. These trains will stop at important points between Kansas City and Watts, Okla. It is thought that trains Nos. 5 and 6 will relieve them of considerable night travel.

The new trains Nos. 5 and 6 will operate between Kansas City and Watts and their schedule will be about as follows: Train No. 5 will leave Kansas City at 8:45 a. m., arrive in Pittsburg, Kans., 1:30 p. m., and in Watts, Okla., at 5:45 p. m. Train No. 6 will leave Watts, Okla., at 10:30 a. m., arrive in Pittsburg at 2:50 p. m., and in Kansas City at 7:35 p. m. These trains will be purely local trains between Kansas City and Watts and will relieve trains Nos. 1 and 2 of considerable local business.

**THE PORT ARTHUR CANAL.**

The most important happening, next to the building of the Port Arthur Canal, was the deepening of the canal to a depth which made it possible for the steamer Cowrie, drawing 27½ feet of water, to pass through the canal. Up to quite recently the navigable depth had been 26 feet, but in the widening of the canal to 150 feet it was found advisable to deepen it at the same time.





KANSAS CITY SOUTHERN LOCOMOTIVE REPAIR SHOP, PITTSBURG, KAS.

## SHOP NOTES

### PITTSBURG.

During September, 1914, engines numbered 368, 376, 477, 483, 520, 522, 532, 564, 703, 704, 708, 800 and 801; coaches numbered 38, 180, 205, 216, 219, 220 and 221; mail and baggage cars numbered 12, 21, 35, 38 and 41; five oil tank cars; a Pullman coach; a Santa Fe Ry. coach; a clam shell steam shovel, and pile driver No. 097 have been at the shops for overhauling, repairs and repainting, and have been put back in service.

The various departments of the shops took an active interest in the Labor Day parade in Pittsburg. The business men had a number of good floats and participated generally in the celebration. The various unions were fully represented and the parade compared favorably with those held in much larger cities. The K. C. S.

shops had a complete representation. The blacksmiths, boilermakers, machinists, electricians, car department men, pipe shop men and the men of other trades turned out in uniform and formed a large part of the parade. Several of the organizations had very attractive floats, the most conspicuous being that of the blacksmiths.

### SHOPS TO GRADUATE 17.

#### Apprentices Soon Will Be Fullfledged Machinists.

During the next three or four months the machine shop will graduate several apprentices who will be sent out into the world to learn what it means to be a machinist. The shop foremen have done all they can for the boys, or rather young men, and it is now up to them to make good. It is fair to say that the graduates are a good bunch of boys who can do the work when it is laid down to them. They have been attentive to all of the instructions in the various branches of the work and as a result they have learned their trade well. Their tutors

are pleased with them and make the remark that they will win wherever they go. There are seventeen apprentices who will finish their "time" during the next few months and all of them will be out by the first of the year.

The first ones to leave will be Curley Ross and W. A. Frankenfield. They finished their time this month and probably will go soon, to see where they can light. There were seventeen apprentices employed in the shops—the limit allowed—but now there will be a chance for more young boys ambitious to be machinists to get in line and get busy for a berth. Tom Kelly is the first apprentice to apply for a chance for a job and he has been accepted. He comes from the pipe shop where he has been a pipe fitter helper.

## Sports and Amusements

### PITTSBURG.

The Kansas City Southern shop baseball team has made a very good record for the season, having won thirteen out of the last fourteen games played during the season. The record for the season is eighteen games won, eight lost and one tie game. All the games lost by the team occurred before they were thoroughly organized.

The other baseball teams connected with the shops have played numerous games during the season, winning and losing without disturbing the peace of the world or beating the world's record.

The ladies of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers have the agreeable habit of entertaining the brethren of the throttle from time to time. These entertainments are given to the husbands, brothers and fathers who handle the engines of the K. C. S. Ry., and are always well attended, all those who are not out on their trips being in attendance. Sometimes the entertainment is a banquet, at others at luncheon, a treat of ice cream and cake, or hot coffee and sandwiches.

The most recent entertainment differed from the ordinary run of entertainments. It was a picnic and outing at Elk Springs, Mo., and those who were present say that it was one of the best given lately. The members of the G. I. A. and all their husbands who could go boarded the early morning train leaving Pittsburg at 5

o'clock. They spent the day fishing, boating, bathing, wading and in other outdoor enjoyments. They took their lunch baskets, all of which were loaded to the full, and served the dinner. The reception committee met the party at Elk Springs and escorted the picnickers to the bungalows which they had been occupying during the week, where breakfast of fish, fried, baked and otherwise prepared, was waiting. The ladies who were in camp there acted as hostesses and escorted the visitors over the country and up and down the beautiful Indian Creek. The engineers in attendance enjoyed the day thoroughly, they say, although some of them did experience the novelty of being tipped out of a boat. The party returned safely on the evening train to Pittsburg.

The reception committee, the members of the outing party, were Mesdames C. V. Stewart, E. K. Smith and Will Keith, all engineers' wives, and Mrs. Frank Laughlin, who spent the week at Elk Springs.

Those in the visiting party were:

Mr. and Mrs. Jeff Neptune and son Morris. Mrs. Dave Diller and daughters Eunice, Roe and Irene, and son Duell. Mrs. Pete McCabe. Mrs. Will Palmer. I. B. Flynn, wife and sons Murry and Miles. Mrs. William Edsell and son Lee. Mrs. William Reeves and daughters Vera, Gula and Maud. Mr. and Mrs. Doyle Neptune. Mr. and Mrs. Ralph Berger and daughter Wilma. Mrs. Best and daughters Eugene and Viola. Mrs. Conrad and sons Ben and Frank, and daughters Sadie and Edith. Mrs. Walter Chandler. Mrs. Ed Oakes. Mrs. Maggie Modlin. E. K. Smith and C. V. Stewart. Other engineers who had only a few hours dropped in and out during the day.

### KANSAS CITY.

The past season was one of, if not the best seasons the General Office team ever had. The boys played 21 games, being successful in 16 games and losing the others by hard-fought contests. The games played were with the fastest teams in both Kansas Cities.

The boys, guided by Manager G. T. Emerson, started the season full of confidence, and were fighting all the way through the season.

The team was composed of boys in various departments of the General Office and the Local Freight Office and a few outsiders. The pitching squad was composed of Kunzweiler, Kildary, Farley and McVey. McVey, who did most of the pitching, was with the Blues in the American Association part of last year, and the team was very fortunate in getting him. He did very good work on the mound. Majors, who did the catching, is only 17 years old, and is considered one of the best semi-professional catchers in the city. Daley on first played

better this year than ever. Meyer on second fielded in fine form. Cockrell played short, making many spectacular catches, cutting off many runs. Capt. Bradbury played third most of the season, and when not playing third he was playing other infield positions, which he did in his great style. On the outfield E. Benson played left field, also leading the team in hitting. Kunzweiler, when not pitching, played center field and was a great hitter in the pinches, as he could always be depended on to hit. Wilcox played right field and was always sure on high flies. A. Benson played utility and could field any place. Luey of the General Office did most of the umpiring during the season.

Next season the boys intend to start right off in the same manner, winning from the start, and they also intend to go down the K. C. S., playing all the teams along the line. Manager Emerson had great success with the boys this year.

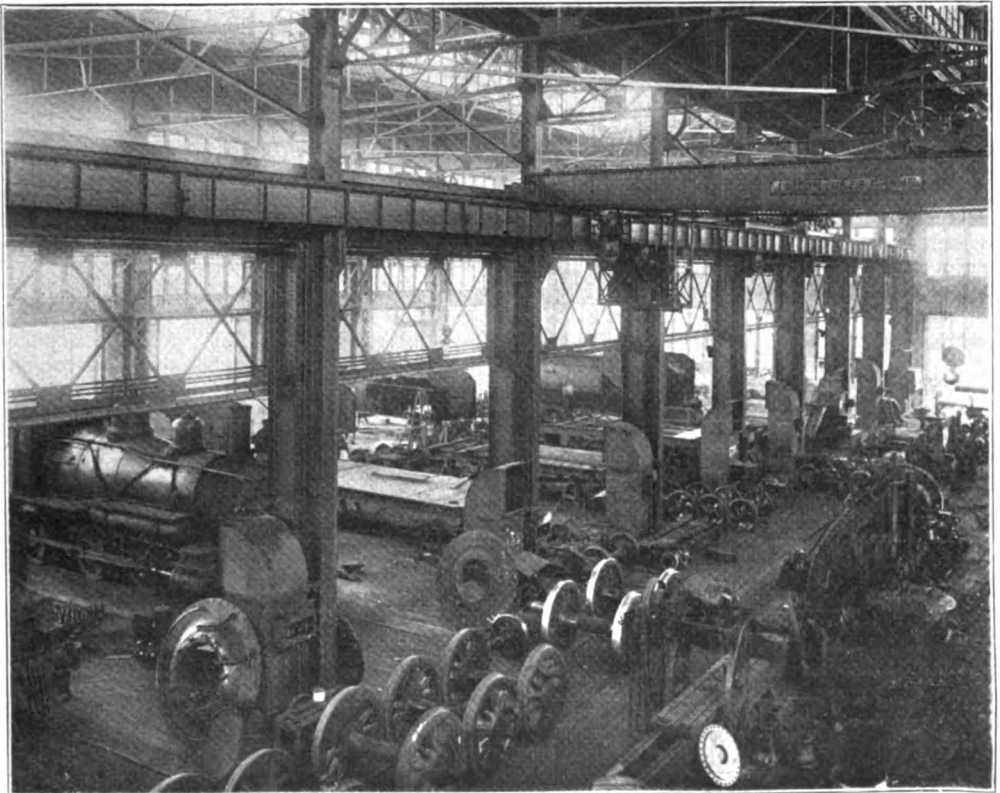
#### CONSTRUCTION AND REPAIR WORK

The Kansas City Southern management is making a great effort to clean up all con-

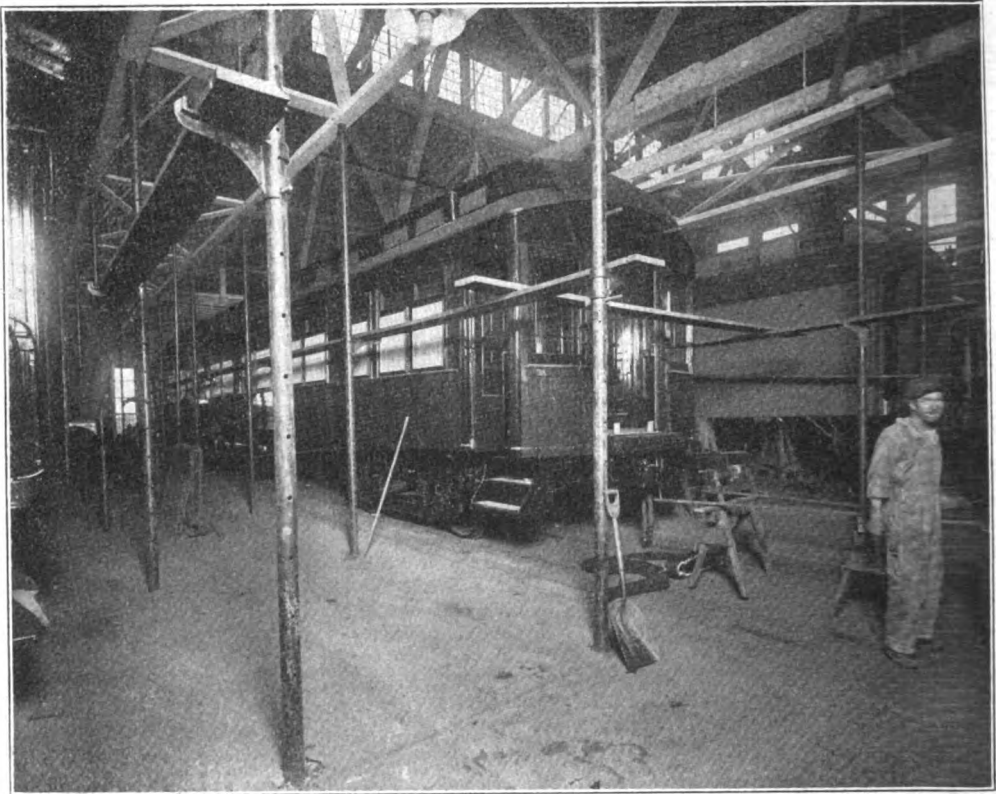
struction work now under way before the cold weather sets in. There are six construction trains engaged in the work besides several hundred employees in the way of construction men, engineering corps, etc. Eight engine and train crews are being used for the manning of the trains and quite a lot of work is going on.

The line up of the work as now under way is the laying of new and heavier steel between De Queen and Granniss, Ark., and also between Sulphur Springs, Ark., and Neosho, Mo. Ballasting is being done all the way between Sulphur Springs and Grandview, Mo., which is a short distance this side of Kansas City. The work of correcting grades and curves is being carried on between Asbury and Joplin. All of these improvements of the property is costing several thousands of dollars and when completed the Southern will have one of the standard tracks and roadbeds in the west.

The proposition for the future is to get the road in the best condition for the installing of additional passenger service, but it is not likely that this will be done before next year. The passenger business of the



KANSAS CITY SOUTHERN LOCOMOTIVE REPAIR SHOPS, PITTSBURG, KAS.



KANSAS CITY SOUTHERN REPAIR CAR SHOPS. PITTSBURG, KAS.

road is improving with every month, that is it is being increased with new business which is regarded as a good omen for the future business of the road. The freight business is exceptionally good for this time of the year and the indications are for an increasing business as the season grows into the late fall and winter. These are the advices given out at the transportation and the operating departments. The power is being taxed to its utmost to handle the business now being done by the road and it is likely that some of the engines now out of commission for want of light repairs will be run into the shops soon and made ready to be used when the rush comes on.

#### Texarkana, Tex.

The plans for a new depot at Oil City, La., are now completed and the work of erection is to be started next month and pushed to completion.

Mr. M. L. Duckworth, foreman of erection, reports that the new depot at South Mans-

field, being built to replace the former depot destroyed by fire several months ago, is nearing completion.

Mr. C. J. Williams, foreman of the Home gang on the K. C. S. Ry., is now breaking ground at Watts, Okla., for the erection of a commodious combination storeroom, foreman's office and ice house for the new terminals at that point.

Mr. Sam Gravatt, foreman in charge of the installation of the new ninety-foot turntable at East Kansas City, reports the work progressing rapidly and expects to have this new up-to-date facility in readiness during the month of October.

#### K. C. S. EMPLOYEES' OUTING CLUB.

The employes of the Kansas City Southern Railway Company at Kansas City, Mo., have organized an outing club with fifty charter members. The club has leased the lake at Lisle, Mo., and has now under construction a club house for the use of its members. We hope to give a more detailed account of the enterprise in the next issue of Current Events.

# PERSONAL

## APPOINTMENTS

Howe, Okla.—Mr. C. E. Starr appointed station agent, vice Mr. C. E. Williams.  
 Shady Point, Mo.—Mr. T. B. Riley appointed station agent, vice Mr. C. W. Bushnell.  
 Anderson, Mo.—Mr. J. A. Heyder appointed station agent, vice Mr. C. E. Schultz.  
 Horatio, Ark.—Mr. S. G. Davis appointed station agent, vice Mr. W. E. Sledge.  
 Blanchard, La.—Mr. A. F. White appointed station agent, vice Mr. I. R. Grady.  
 Starks, La.—Mr. W. B. Hopkins appointed station agent, vice Mr. G. H. Burnham.  
 Mansfield, La.—Mr. M. E. McCalla appointed station agent, vice Mr. J. S. Farquhar.  
 Zwolle, La.—Mr. C. L. Peters appointed station agent, vice Mr. S. D. King.  
 Ashdown, Ark.—Mr. S. D. King appointed station agent, vice Mr. N. L. Carter.  
 Marble City, Okla.—Mr. J. S. Navell appointed station agent, vice Mr. F. L. Thurman.  
 Hornbeck, La.—Mr. G. F. Morgan appointed station agent, vice Mr. A. H. Smith.  
 Oil City, La.—Mr. A. H. Smith appointed station agent, vice Mr. C. F. Frey.  
 De Ridder, La.—Mr. N. L. Carter appointed station agent, vice Mr. P. O. Carl.

### De Queen, Ark.

Mr. Jack Reedy, fireman of the K. C. S. Ry., was united in marriage with Miss Mary Orr of Stilwell, Okla. The ceremony was performed at the home of the bride's sister, Mrs. Grover Whittaker, at Watts, Okla. Mr. Reedy is well known and liked in De Queen.

### Gravette, Ark.

Mr. W. E. Rogers, who was operating the steam shovels of the Kansas City Southern Railway for several years and particularly when the great cuts were excavated north of town, died October 12th at his home while his family was absent. At the time of his death he was operating a coal mine at Ardath, Mo. His body was interred in the I. C. O. F. cemetery at Gravette.

### Kansas City, Mo.

Mr. D. H. Letters, engineer on the Kansas City-Independence Air Line Railroad, resident at Independence, Mo., was killed October 19th when his engine left the track and rolled down an embankment between Rock Creek Tower and Mount Washington. Mr. Letters had been an engineer on the Air Line thirty years and was well known in Independence and Kansas City. He had just returned from a vacation, leaving his wife at Pacific, Mo. Mr. Letters was 65 years old at the time of his death. Mr. G. G. Patrick, fireman, was severely scalded and Mr. Joseph Courtway, conductor, was bruised but not seriously injured.

### Heavener, Okla.

Mr. H. W. Bishop and Miss Ophelia Emerson were united in marriage at the home of the bride's sister in Heavener, September 7th. Mr. Bishop is chief clerk in the office of the district foreman in Heavener, and has been a resident here for some time past.

Mr. T. E. Wright has been in the hospital at Kansas City, Mo., for several weeks, having undergone an operation for appendicitis. Mrs. Wright has gone to Kansas City to accompany him to his home.

Mr. E. S. Hill, trainmaster, and his wife, who were injured in the derailment of a passenger train at Marble City, Okla., about a month ago, are reported as improving rapidly in health. Mr. Hill expects to resume his duties in a short time.

### Mena, Ark.

Mr. Oliver Johnson, yardmaster for the K. C. S. Ry., who has worked steadily for two years without a vacation, left Oct. 5th for a trip to St. Louis.

Mr. W. French, who is the inspector for the Kansas City Southern Railway, was badly injured in a railway motorcycle accident near Barham, La. The motorcycle, which was out of commission and was being pushed by another motorcycle, in some way left the track, throwing Mr. French from the car. He was brought to Mena with his left leg injured and shoulders severely bruised.

Mr. C. M. Kelly, who was section foreman at Heavener, Okla., has taken charge of a section crew at Anderson, Mo. He has moved his wife and children to Anderson.

### Pittsburg, Kas.

Fireman Hamilton has recovered from his injuries and is now able to return to his work.

Brakemen C. A. Galt and J. W. Cox have been promoted and now are conductors and have started out on their first trips.

Mr. James Carlyon of the blacksmith shop has been laying off several days on account of the illness and death of his little son.

Mr. I. D. Campbell of the boiler shop got in the way of a hammer in the hands of a helper, and is now nursing a bruised nose.

Conductor Amos, who has been under treatment at the Mount Carmel hospital, has so far recovered as to be able to return to work.

Mr. John Fifer of the electrical department has been transferred to Heavener, Okla., as foreman of the electrical work at that point.

Mr. Otto Keller, who has been employed in the boiler shop during the past three or four years, has been transferred to Heavener, Okla.

Mr. Charles Price, of the machine shop, lost the end of his little finger of the left hand several weeks ago, has returned to his work.

Mr. Tony Stowers, foreman of the paint shop, is just now one of the proudest men of the entire shop, because he has become a grandfather.

Mr. Arthur Schultz, foreman of the coach department, has been wearing a smile that won't rub off, because of the arrival of a husky little son.

C. A. Wilds of the electrical department has discovered that an electric fan cannot be stopped by inserting a finger in evidence whereof he can show a bandaged thumb.

Mr. A. M. Beaman, ticket agent, while digging a cellar under his house, struck a coal vein four feet thick, which will come in quite handy when the weather gets cold.

Mr. Earl Gates is an additional employe in the office of the mechanical engineer. He came to the K. C. S. Ry. from the office of the American Locomotive Works in Schenectady, N. Y.

Engineer R. R. Pile has been assigned to extra work. He was formerly employed here, but during the past two years has been on the Baltimore & Ohio Ry., running out of Cleveland, O.

Mr. L. D. Freeman, formerly chief draughtsman in the mechanical engineer's office at this point, and who went to the Seaboard Air Line at Portsmouth, Va., has been promoted from shop engineer to shop superintendent.

Mr. T. H. Miller, helper in the boiler shop, was caught between two heavy pieces of metal and badly bruised, his left leg being lacerated. The bone was not broken, fortunately, but two weeks will pass before he can go to work again.

Mr. Merl Rogers, who has been farming for more than a year and spent some time in Colorado, has returned to his old place in the office of the mechanical engineer. He takes the place recently vacated by Mr. L. M. Dunsheath.

**Pittsburg, Kas.**

**Engineer Harley Elgin** is laying off a few days to look after his grocery store in Kansas City, Kas. He is said to have a large, well-equipped store, and recently purchased two motor trucks to be used for delivery purposes.

**Mr. James A. Maggard**, employed as a switchman of the Kansas City Southern Ry. at Joplin, Mo., was found dead in the yards at Joplin. His funeral was held at Pittsburg. Quite a number of conductors and brakemen laid off in order to be present.

**Mr. Earl Trissler**, a car repairer, was accidentally hit on the nose by an eight-pound sledge hammer in the hands of his partner, and as a result has been laying off. The nasal bone was badly fractured, but Mr. Trissler is thankful that it was no worse.

**Mr. Hank Cramer**, of the pipe shop, has secured a thirty-day lay-off and has gone to Springfield, Mo., where he has bought an interest in a sheet metal works. If he likes the business he will stay at Springfield, but if not, he will return to work when the time expires.

**Mr. Fred McKinney**, of the car department, had the misfortune to get the index finger of his left hand caught between a brakebeam and a car wheel while he and a helper were hanging the beam. The finger was badly mashed. An effort is now being made to save it from amputation.

**Mr. Daniel Primmer** of the car department and his wife have returned after an absence of ninety days. They visited Oregon, Washington and California. On their return trip Mr. Primmer was taken suddenly ill and had to be taken to the hospital for an operation. He is now fairly well but weak.

**Mr. G. W. Dillman**, who has been engine dispatcher in the roundhouse for the past two years, has been transferred to the office of Mr. Geo. F. Hess, superintendent of machinery. He has been relieved by Mr. Hugh Gallagher, who was night dispatcher for the past year. Mr. Gallagher has been relieved by Mr. Sandy Langford.

**Mr. J. B. Sisk**, passenger train conductor, recently made his first visit to friends in Pittsburg in eight years. Mr. Sisk in the early days of the Kansas City Southern Railway, when it was known as the Kansas City, Pittsburg & Gulf Railway, was among the first of the conductors employed and had a run out of Pittsburg. For a number of years he and his family were residents of Pittsburg.

**Mr. L. M. Dunsheath**, who has been employed in the mechanical engineer's office for the past three years, has gone to Portsmouth, Va., to take a similar position in the mechanical engineer's office of the Seaboard Air Line. He came to Pittsburg from the Chicago, Burlington & Quincy Railway at Chicago, where he was employed two years. His position with the Seaboard Air Line is in the nature of an advancement and his friends here, of whom he has many, wish him good fortune in his new home.

**Mr. Geo. Singleton**, formerly locomotive engineer on the K. C. S. Ry., running out of Pittsburg, Kan., who resigned two or three years ago to move to his farm in Colorado, is now Republican candidate for the office of county treasurer of Park county. Mr. Singleton came to the K. C. S. Ry. from the Santa Fe Ry. as fireman twenty years ago and was soon promoted to engineer, which post he held until he resigned. He was successful both as an engineer and as a farmer and his friends in Pittsburg hope that he will win.

**Mr. John Brennen**, engineer of the Kansas City Southern Ry., who, with Fireman Hamilton, was caught in the fatal collision at Tinton Ford, Mo., when a Missouri & North Arkansas Ry. motor car ran into the north-bound passenger train, died in St. John's Hospital August 31st from uraemic poisoning and the burns and other injuries received. Mr. Brennen had been in the service of the K. C. S. Ry. a number of years. Although

severely injured himself, he worked hard to save others and sustained burns while at this rescue work. After he had become exhausted and with his clothing afire, he took from his burning coat his train orders. A railroad man read the orders out loud to Mr. Brennen and others nearby, proving conclusively that he had not disobeyed his orders and that the collision was not due to any error on his part.

**Shreveport, La.**

**Mr. John Ferguson**, passenger engineer on the K. C. S. Ry., who has been very ill at the North Louisiana Sanitarium, is reported to be improving rapidly.

**Texarkana, Tex.**

**Mr. W. F. Morgan**, formerly night operator at Hornbeck, has been checked in as agent.

**Mr. F. D. King**, formerly with the Louisiana & Arkansas, has been checked in temporarily as agent at Ashdown.

**Mr. J. F. Finney**, formerly agent at Hornbeck, La., is transferred to the agency at Ruliff, Texas, and was recently checked in.

**Mr. R. L. Carter**, formerly agent at Ashdown, has been promoted to the agency at De Ridder, and is now located at that point.

**Mr. C. L. Peters**, agent at Zwolle, returned to work October 3d after a leave of absence of about thirty days, spent visiting relatives in the East.

**Mrs. Chas. Smythe**, wife of Tariff Inspector Smythe of the general freight office, went East a few days ago to spend several weeks with relatives.

**Mr. A. G. (Marty) O'Toole** and wife are spending a few weeks among relatives and friends in Kansas City. Marty is assistant timekeeper at Texarkana.

**Mrs. Tom Lee**, wife of Rate Clerk Lee of the general freight office, returned home the 4th from a four weeks' visit with relatives and friends in Kansas City.

**Mr. Richard Brunazzi**, long associated with the Kansas City Southern Railway as claim agent at this point, has almost fully recovered from his recent serious illness. His many friends here will be glad to know this.

**Mrs. E. M. Richards**, wife of Chief Clerk Richards of the local office at Texarkana, returned on the 7th from a six weeks' sojourn in Louisville, Ky., where she has been visiting friends and relatives.

**Mr. W. F. Goodwyn**, clerk in Claim Agent Rochelle's office at Texarkana, slipped off to Teague, Texas, on his vacation and brought home a bride, who was formerly Miss Mildred Cook of Teague. Mr. and Mrs. Goodwyn are now pleasantly located at 324 Spruce Street.

**Mr. W. W. Casey**, for many years foreman of the pile driver outfit on the Kansas City Southern Railway, left October 14th, accompanied by Mrs. Casey, to attend the annual convention of the American Railway Bridge and Building Association at Los Angeles, Calif. During his absence Mr. H. Hawk will have charge of the pile driver.

**Mr. Patrick Henley**, freight conductor of the K. C. S. Ry., well known in Texarkana and Shreveport, was dangerously injured in an altercation concerning the city election at Shreveport, La. He was taken to the North Louisiana Sanitarium for treatment, but infection set in which resulted in his death. The interment was made September 7th in the Catholic cemetery at Shreveport.

**Mr. J. J. Taylor**, superintendent of bridges and buildings of the Kansas City Southern Railway, left October 14th, accompanied by Mrs. Taylor, to attend the annual convention of the American Railway Bridge and Building Association at Los Angeles, Calif. Mr. Taylor is combining business with pleasure on this trip, attending to company's business as well as taking a little vacation, the first one he has taken during the thirteen years he has been connected with the company.

**Zwolle, La.**

Mr. Thomas Mathis, foreman of the local section crew, while endeavoring to remove a handcar from the rails was overtaken by the locomotive of the Sabine Lumber Company's log train and injured so severely that he died within a few hours. His remains were taken to Columbia, La., to be interred.

## SAFETY FIRST

### LAW TO AVOID ACCIDENTS.

#### I. C. C. May Require Motorists to Stop at Crossings.

It is believed that the complaint regarding motor car drivers that has been going on among the railroad engineers and train men as well as the officials of roads in Kansas and Missouri will end in a way that will be to the sorrow of the motorists. Missouri and Kansas have laws that govern the speed of motor cars on the highways which must not exceed twenty miles an hour. Now, however, it is stated, there is a likelihood of the Interstate Commerce Commission taking a hand by making it a misdemeanor for a motor car driver to cross a railroad at a road crossing without stopping just as does a railroad train at a railroad crossing. It will also, it is said, be embodied in the trespass laws of states where such a law exists and the motor car driver will meet up with two sets of laws when he fails to stop at a railroad crossing.

Figures have been produced for the benefit of the I. C. C. which shows that 80 per cent of the people killed at road crossings by trains lost their lives as a result of reckless driving of the car and that twenty per cent were simply careless and did not stop, look and listen. It is alleged by the railroad companies that they specially caution engine men to sound their whistles at every road crossing long and loud in order to warn drivers that they are in danger.

"It is rather a strange commentary upon the people," a Missouri Pacific official remarked, "that individuals must be penalized for their own self protection, but there is a take-a-chance class that needs taming either by actual injury or by law, and the thought of pecuniary fine or other punishment with a certain degree of humiliation attached is far more terrifying to the average person than the possibility of injury. In Missouri it is provided that any person who is injured while walking without right on railroad tracks shall be deemed

to have committed a trespass in any action that he may bring against the railroad company."

### THE SAFETY FIRST MOVEMENT.

#### The "Safety First" Committee's Campaign in the Public Schools of Texarkana, Ark.,-Tex.

Following out the idea of Safety First as exemplified by the Kansas City Southern railroad officials in handling questions of safety as relates to their system, the road adopted the idea of education among its employees first and after getting that well under way through the organization of a comprehensive system of education by means of literature for distribution and by the continuance of a series of meetings to be held at different points along the line decided to extend the movement.

After the suggestion was taken up for practical organization, Safety First Committees were appointed along the line from Kansas City to Port Arthur, and then after a vigorous campaign waged against such evil as the illegal riding of trains on down to the extremely dangerous practice of train hopping by the younger generations, of which the local railroad authorities have had their full share, it was decided to make a personal appeal to the young Americans who have formed the habit of putting their own lives and those of their companions in jeopardy.

So the idea of visiting the schools was suggested, and yesterday the first of the visits to the public schools in the interest of Safety First was made, by the following committee: A. L. Burford, as legal representative of the Kansas City Southern; M. D. Sweringen, local freight agent, and chairman of the local Safety First Committee; Wm. J. McMahon, chief clerk, K. C. S.; W. T. Merchant, dispatcher, K. C. S.; J. E. Ritchie, general manager of the Texarkana Ice Company, and Four States Press representative.

The first place visited was the Texas High School where the visitors were cordially welcomed by the school authorities and Superintendent Dunaway. The schools were assembled in the auditorium, and following a brief introductory remark, Mr. Burford as spokesman for the party made a short address in which he called attention to the dangers that arise every day, the dangers to be met in the homes, or on the streets and particularly emphasized the dangers to be encountered in the railroad yards by the youths of the city jumping trains.



Mr. Burford instanced where undue haste, carelessness, inattention to surroundings, and similar common faults, have resulted in serious injury to thousands of persons, and which have resulted in the case of the railroads of payment of sums almost beyond comprehension for accident and death claims as the result of damage suits.

Mr. Burford also called attention to the habit that young boys have of catching hold of street cars and automobiles while riding a bicycle pointing out the danger attendant on such practices and made an urgent appeal to the young men and women before him in the Texas High School to adopt the slogan of Safety First and make an earnest effort to avoid the accidents that the newspaper reports every day show have become prevalent, and which are in nearly every case of the classification that might be called "preventable."

From the Texas High School the visitors proceeded to the Central School, where a visit was paid to each room and the idea of Safety First, as an essential for every day, was inculcated in the minds of the young students. After spending almost an hour talking to the pupils at the Texas Central School, the run was made to the Arkansas High School, where again Mr. Burford presented to the assembled students the value of watchfulness to avoid accidents that are of common occurrence. To the boys he called special attention to the dangers of jumping trains and wagons, being towed by street cars or automobiles while riding bicycles, looking for gas leaks with matches or a light of any sort, and to the girls he called attention to the danger of open gas stoves, the dangers arising from the building of bonfires of autumn leaves—an innocent amusement; the danger of handling guns of any description by the young boys was also directed to their attention, in each instance a specific accident being mentioned to more thoroughly impress the idea and necessity of Safety First on the young minds. The party was met and introduced to the Arkansas High School students by Prof. George Reid, superintendent.

From the Arkansas High School the party proceeded to the Central School, where a short talk was made to the members of the Junior High School, and then each room of the ward building was visited and the same topic presented to each grade in turn, from the little folks to the older ones.

For the Texas side yellow buttons bearing the words Texarkana School, Safety

First, had been provided, and for the Arkansas schools green buttons bearing the same inscription.

Judging from the interest apparent in the various schools yesterday, leads to the belief that a germ of education has been planted that will bear good fruit, and a campaign started that will result in much good being accomplished.

Those schools that were not visited yesterday will be taken as rapidly as they can be gotten to, the principles of Safety First presented to them and buttons issued. The worst evil in Texarkana has been, according to a Kansas City Southern official, the practice of train riding in the local yards, and this practice has resulted in several very serious accidents, as a result of which some young boy has lost an arm or leg or perhaps both, if not life. This official expressed the hope that the movement started yesterday will result in the good intended and that the future will see fewer young boys loitering about the yards, to say nothing of the discontinuance of the practice of train riding. It has been authoritatively reported also that young girls have emulated the example set by the boys and have jumped trains, and in his appeal yesterday Mr. Burford brought the danger home to the boys and girls by impressing on them that they would not wish to see their brother or sister injured.

The work was completed yesterday with the Arkansas Central School for the day's itinerary, but the other schools will not be neglected in the campaign which has been begun in good earnest.

Supt. Dunaway and members of the faculty were greatly impressed with the talks made and urge all parents and pupils to join heartily in the "Safety First" movement.

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#### TO TRACK AND BRIDGE FOREMEN.

Don't sit or allow any of your men to sit on the front end of a hand car while running, as you are liable to catch your foot on something sticking up and drag you off under the car.

Don't set your water keg on the front end of your hand car and sit on it, or allow any of your men to do this, as it is very dangerous; you can easily make a rack on one side of the hand car to set the water keg on.

Don't put your jack or other tools on the front end of your hand car while the car is in motion, as they are liable to shake off and put the car in the ditch.

Don't set your hand or push car off near



a road or street crossing, as they are liable to frighten teams driven by women or children, causing a serious accident and involving the company in a law suit.

Don't run motor or hand cars too close behind moving trains, as section or other men might be working or walking on the track and most invariably will look the way the train is going and not behind them and will get run over by your hand or motor car. I have seen this done.

Don't approach a street or road crossing where the view is obstructed on hand or motor cars without first stopping to listen or send a flagman ahead to flag the crossing, as some one might be crossing the track that you are unable to see and get run over, causing a serious accident.

Don't tie hand or push cars to the rear end of moving trains, as the train is liable to stop or slack in speed and the car very likely would run against the rear end of the train causing serious injuries to some one on the car.

Don't run hand or motor cars closer together than one telegraph pole. The front car is liable to be derailed and the second car run into it, causing serious injuries to some of the men on the car.

Don't allow outside parties who are not employed by the company to ride hand or motor cars as they are liable to get hurt and bring suit against the company.

Don't use hand or motor cars after night unless absolutely necessary and then always protect yourself with a red light on the car, as there is liable to be another car running in the opposite direction; that is dangerous. I have been caught this way myself.

Don't fail to stop and listen when on hand or motor cars when you see a supposed lantern in front or behind you in the track, as it is liable to be an engine without a headlight burning but using a lantern instead. I have seen this.

Don't forget to stop and listen when you approach a sharp curve with hand or motor car, even though there is nothing due, as there is liable to be an extra run. This is the way most accidents happen and the hand cars broken.

Don't run over torpedoes with hand or motor cars, as they are liable to explode and cause injury to someone on the car, and in all cases when you remove a torpedo to pass, be sure that you replace it.

Don't run hand or motor cars into heavy fogs or on long trestles or bridges without first stopping to listen, and it is a good idea to always send a flagman ahead in cases of this kind.

Don't stand in the center of the track and step up on the front end of an approaching hand car, as you are liable to make a misstep and fall under the car. It is better to be a little late than to get run over and possibly killed.

Don't stand or let your men stand directly in front of a man spiking, as a spike is liable to fly and put out an eye.

Don't use spike mauls or sledges with handles loose, as they are liable to fly off of the handle and seriously hurt someone in your gang.

Don't set your track jack on the inside of the rail when raising track unless absolutely necessary; the jack might get fastened and you be unable to get it out and thus ditch a train.

#### DON'TS FOR PASSENGERS.

Here are some "Don'ts" offered for the benefit of the passengers who ride on trains:

Don't stand in the doorway. Some fool may rush through the waiting room and hurl you to the tracks. Besides you are in the way of the other passengers. Don't rush through the doors. You may collide with some one coming in and hurl him to the tracks. Don't stand near the tracks. There is always a possibility of your being jumped on by some irresponsible person leaping from trains, or being caught by something projecting from a car. Don't attempt to cross tracks to eastbound platform until you are sure that there is nothing coming this way on the westbound tracks. Hesitate and look. Don't step on any metal if you can avoid it. Use extreme care to not stub your toe under the rail. Don't attempt to board a moving train. There is no business engagement so important as to justify taking the chance of going through the rest of your life on crutches. Don't stand near the door of a baggage car. There may be baggage to unload and a trunk coming down on your toes is not the most pleasant sensation. Don't stand in front of a standing train unless you are sure you could clear, in case it should start. Don't fail to reach the station in sufficient time to catch your train. More men have dropped dead from over exertion trying to catch trains than have died under the wheels.

#### RULES DON'T AVOID ACCIDENTS.

"Safety First" a Joke Unless It Is Practiced.

"It is not the rules laid down by the company that really make 'Safety First;' it is the way the employees carry them out," is the belief of Harry W. Cooper,

Frisco roadmaster, who is a staunch believer in the "Safety First" teachings. The rules tell us what to do, and if we follow them out there will be no trouble, or near the trouble that is being experienced on all railroads. A brakeman may start to climb a ladder and a rung pulls out and he is thrown to the ground; that does not mean that 'Safety First' is to blame—it's the man who fixed the car who did not practice it. An engine and train is rolled into the ditch perhaps on account of a bad track—it's the man who has charge of the up-keep of the track on that particular section who is to blame for not following out the rule. A bad track is sometimes unavoidable, for instance in case of a flood and continued wet weather. In that case no one can be charged with an offense. The Frisco is endeavoring every day to put its tracks in good shape and they have as good a piece of track as will be found anywhere in the West, but it must be kept up by the section crews and the roadmaster ought to see to it that the work is done.

"One afternoon recently a roadmaster found one of the section bosses and his gang loafing under the shade of a tree. The day was not hot but simply nice and warm. 'What's the matter?' the roadmaster asked. He was told by the boss that the work on his section was all done in fine shape. 'All right,' the roadmaster said, 'take your tools in.' The next morning another foreman was on hand to take the crew out.

"A string of cars may be rolled into a ditch because of a broken flange—that is caused by the car inspector slighting his work. All of the accidents and mishaps that occur against the 'Safety First' rule are caused by some employee not following out the rules. Why don't the railroad companies follow out the rules of 'Safety First,' is often asked. They do as far as they can but employees are being paid to do their work well, and if they do it there will be a difference."

#### SEEN IN A CEMETERY.

Take a walk through the cemetery alone and you will pass the resting place of a man who looked into the muzzle of a gun to see if it was loaded. A little further down the slope is a crank who tried to show how close he could stand to a moving train while it passed. In strolling about you will see the monument of the hired girl who tried to start the fire with kerosene, and a grass-covered knoll that covers the boy who tickled the mule's tail. That tall shaft over a man who blew out the gas

casts a shadow over the boy who tried to get on a moving train. Side by side the pretty creature who always had her corset laced on the last hole, and the intelligent idiot who rode a bicycle nine miles in ten minutes, sleep unmolested. At repose is a doctor who took a dose of his own medicine. There with a big marble monument over his head is a rich old man who married a young wife. Away over there reposes a boy who went fishing on Sunday, and the woman who kept strychnine powders in the cupboard. The man who stood in front of the mowing machine to oil the sickle is quiet now and rests beside the careless brakeman who fed himself to the 70-ton engine, and nearby may be seen the grave of the man who tried to whip the editor.—Ex.

#### SOME QUESTIONS CONCERNING SAFETY FIRST WHICH MIGHT INTEREST THE STATION AGENT.

Did you see that the brakes were set on those cars when you went home? Did you lock those stock chutes gates when last used? Did you clean those batteries when they needed it? Did you let that guy get off with your hatchet? Did you turn in that extra impression book? Did you lock those trunks after they had been used? Did you put locks on those toilets? Did you fill that red light? Did you turn in that extra stationery? Did you break the black lamp chimney or clean it? Did you scrub the waiting room and office this week? Did you mark that shipment, or guess it off with the shipper? Did you put that freight inside to keep from being pilfered? Did you look at the switch stand after the train passed to see if it was locked? Did you sign that bill of lading before you looked at the freight? Did you act courteously to that passenger or did you snap his head off? Did you use a new lamp burner when the old one could have served? Did you remove that chunk from the platform so no one would be injured? Did you put those stove shovels and legs where you could find them next year? Did you answer the telephone or did you make a patron wait for his information? Did you accept that shipment of household goods with pasteboard tags, or make them use linen tags? Did you leave the cork out of your ink bottle so the ink would evaporate?—M. K. & T. Railway Employes' Magazine.

**HARD TO HEAR TRAIN.****Why So Many Are Killed on Railroad Right of Way.**

In the first place, "don't walk on the railroad tracks." Advice is generally something we remember only long enough to repeat to some one else. A few rules laid down by expert railroad men regarding walking on railroad tracks should never be forgotten by anyone who has occasion to make a footpath of the steam locomotive's right of way.

The railroad track has been called "the path of death," and not without reason, since figures show that fully two-thirds of the deaths from railroad trains result from people walking in the tracks.

People start out bravely along a railroad track, comfortable in the belief that there is no danger because they can always hear a railroad train. "Surely," they say, "such a tremendous engine and its rumbling train of cars will furnish sufficient warning to enable me to step out of the way of danger long before the great locomotive itself reaches me."

And it does seem as if this was true, but it is not true. For many years experts have been making an investigation into this, and the figures show that most of all these deaths are due to the fact that people actually do not hear the trains approaching, nor do they take one-half the precautions they take in walking along a country highway, while the danger is tenfold greater.

Walking on the railroad track is an American habit, and this is solely because Americans are allowed to do so; or, in other words, the railroad officials are not as strict as they are in other countries. It is true that many railroads put up signs saying that people walking on railroad tracks are liable to prosecution for trespass, but the trouble is that railroad officials do not back up these notices by having their employees keep watch and arrest every person found walking along their tracks. If this had been done last year, at least 300 lives would have been saved, as that number killed while walking on the tracks were not employees of the road.

**THE FARGO WAY.**

Every railway company in the United States has a claim department, the duties of which are to adjust claims for damaged goods, for live stock killed or injured, and for personal injuries. The aggregate sum paid out for claims runs from one and one-half to two per cent of the gross earnings

for freight claims in the ordinary run of business.

Much of this damage is avoidable and due to various causes, some of which can be remedied. The Wells Fargo Express Co. has published a circular to its employees reading as follows:

"I will do it  
The Fargo Way,  
which is

To handle all shipments carefully and not drop, slide or throw them, and comply with the request on shipments to 'Handle with Care,' 'Keep this Side Up,' 'Keep Dry,' etc., and generally to protect fragile shipments.

To keep perishable goods and food products from freezing or over-heating.

To load or pile crates and baskets of fruits, vegetables, eggs, etc., carefully and right side up.

To keep merchandise, live stock, raw furs, perishable, iced shipments and other shipments of different character separate from each other to prevent one class of matter injuring another.

To load or pile light shipments on, and not under heavy ones—and where they will not fall into crated or other shipments.

To prevent, in or out of the service, the stealing or pilfering of any shipment.

To load cars, wagons and trucks carefully, so that shipment will ride safely.

To follow instructions to feed, water and generally protect live animals, fish, birds, live poultry, etc., entrusted to our care, and so place them as to prevent their injuring each other or damaging other shipments.

To see that shipments of oyster, fish, fruit in pony refrigerators, and other shipments requiring ice, are carefully examined and re-iced when necessary.

To see that all bad order shipments are immediately repaired, to prevent damage or loss of contents.

To give the property entrusted to me the same care as I would if it were my own.

To caution my fellow employee, who is failing to do it, **The Fargo Way.**"

The Wells-Fargo folks and their employees are neither selfish or stingy. Any railway employee who will make use of the foregoing suggestions need have no fear that he will be sued for trespass.

A check was made of automobiles passing over Texas avenue crossing, Shreveport, La., in a period of twelve hours on July 25th, from 10 o'clock a. m. to 10 o'clock p. m. The total number crossing was 295. The drivers of 139 looked neither way; 134 looked one way and 22 looked both ways. That was at Texas avenue. A check was

also made at College street, Beaumont, Tex., from 6:00 a. m. to 7:00 p. m., July 21st. Two hundred and fifty automobiles and 27 motor cycles passed during that period. The drivers of 198 of the automobiles looked in neither direction, paid no attention to the crossing; 46 looked one way, and six looked both ways. Of the motor cycles, 21 did not look either way, 4 looked one way, and two both ways.

Trespassing by children and grown ups, in the railway yards and the right of way, is a difficulty not easily overcome. Children from five years up can be seen about the tracks almost any hour in the day. A friendly caution to keep away from the right of way usually results in an impudent reply. Some times, when one of these youngsters is taken home, the parents are sufficiently interested to vigorously apply a strap or a switch, but others do not seem to care what risks their children take until they are brought home minus an arm or a leg. In many places there seems to be an utter disregard for the railway company in the matter of boarding trains and switch engines. Courtesy is wasted on this class of trespassers and nothing short of police authority seems to be effective.

#### GUARDING THE SAFETY OF PASSENGER TRAINS.

The following correspondence will convey to the reader some idea of the care taken by freight and passenger train crews to see that mishaps are avoided and that no chances are taken, if there is anything at all in sight to indicate any unusual condition affecting the safety of trains or tracks. On the night of September 14th there had been heavy rains in the vicinity of Gulfton, Mo., and in some places sufficient water had accumulated to cover the track, though washouts were apparently not visible or suspected. Engineer Reeves, who was handling passenger train No. 4, had no information as to high water or washouts in the vicinity of Gulfton, but inferred from the hard rain that there might be trouble ahead and stopped his train. Conductor Mason found water running over the track, and taking off his shoes, waded through water for some distance to ascertain what, if any, damage had been done. After locating the unsafe spots, he aroused the agent.

All this delayed the train, but there was no accident to report.

Pittsburg, Kas., Sept. 21, 1914.

Mr. O. Cornelison,  
Superintendent, Pittsburg, Kan.

Dear Sir:—Believe Engineer Reeves should be complimented on the care he exercised in handling No. 4 the night of the washout at Gulfton. He had no information as to high water or washout in the vicinity of Gulfton, but owing to the hard rain he was looking out for trouble and stopped before he got into it at the road crossing north of the depot. The same night a Frisco engineer ran into a washout and several people lost their lives.

Conductor Mason is also to be commended for the manner in which he handled the matter. He found the water running over the track, and to make sure to what extent it had damaged the track, he took off his shoes and waded through the water for some distance, then went to the depot and aroused the agent.

Yours truly,  
(Signed) J. E. MURPHY,  
Trainmaster.

Pittsburg, Sept. 23, 1914.

Mr. George Reeves, Engineer,  
Pittsburg, Kan.

Mr. J. W. Mason, Conductor,  
Pittsburg, Kan.

Gentlemen:—The service you rendered the company in connection with the handling of No. 4 during the serious washouts that occurred in the vicinity of Gulfton on the night of September 14th was particularly meritorious, and I wish you to know that the management is fully appreciative.

Men in charge of passengers carry a great responsibility, and it should be a matter of much gratification to every man who can feel that, notwithstanding how unfavorable the conditions are during his time of duty, the lives and property in his charge are safe.

Yours truly,  
(Signed) O. CORNELISEN.

"Do it today;" be "Johnnie on the spot," and the unattainable is more often than not attained!

"Do it tomorrow" and some guy who can hustle will beat you to it!