

# TRAMP EVIL COSTS RAILROADS MILLIONS

## A SERIOUS PROBLEM FOR MANAGERS

### Common Carriers and Charitable Organizations Alike Seek Remedial Legislation---Wrecks and Robberies Are Laid to the Doors of Vagrants ---Problem Most Acute in Eastern States.

Chicago.—What to do with the thousands of tramps who wander aimlessly about the country and interfere with the safety of passengers traveling on the different railroad systems has become a serious problem, and has aroused the charity organizations and the railroad companies to the need of a general cooperation with the authorities in an attempt to put an end to vagrancy in all its forms.

At a recent conference of representatives of several large railroads in Minneapolis there was presented from each road a set of figures approximating the amount of damage sustained by the different systems through the depredations of tramps. The total sum



A MEAL IN THE MOUNTAINS

reached the amazing figure of \$25,000,000.

The showing made in the reports was supplemented by reports of the interstate commerce commission, which stated that in the last five years 23,974 trespassers had been killed. Not all of that slaughtered army were tramps, yet it was shown that the vast majority were of the class of aimless wanderers whose vagrancy is much mixed with viciousness.

An Army of Vagrants. Representatives of the Baltimore & Ohio railroad reported to the conference that these hordes of the Tents of Shem constitute one of the most serious problems with which the road had to deal. Others, who were competent to testify, asserted that from one-half to three-fourths of all trespassers were tramps.

James McCrea, president of the Pennsylvania railroad, declared that the 900 vagrants arrested on his road for trespassing in 1906 were but a small percentage of the vagrants constantly traveling over the Pennsylvania system.

Conference in Minneapolis. At the Minneapolis conference initial steps were taken to establish a national vagrancy committee, which will have as its work the study of vagrancy and the recommendation of measures for the reduction of vagrancy and for the more rational assistance of the honest wayfarer out of work. Its field is very large, and because general knowledge of the real facts of vagrancy is so limited, the effect of the committee's work will probably not be immediately apparent.

Yet it is evident that much thought is to-day being given to the question of the public's duty to the vagrant, and of the vagrant's danger to the public.

Professional jokemakers have created out of the tramp or the "hobo," as he is more familiarly known, a picturesque, happy-go-lucky soldier of fortune. Possibly one tramp in a thou-

sand justifies this pleasant conception, but those who know them best have no illusions about the thousands of vagrants who roam over the country. In cities persons generally regard the tramp frivolously as they laugh at the colored pictures in comic weeklies; but it is very different with those who dwell in thinly settled districts. There the "hobo" is a serious menace—he trespasses, steals, and sometimes even wrecks a railroad train and commits assault or murder.

An Incident at Ridgway. An incident at Ridgway, on the Pennsylvania railroad, a week or two ago shows how train crews are in danger from tramps. In this case it was a bottle of nitroglycerin that did the damage, putting four or five men in the hospital and injuring one of them so badly that his leg had to be amputated.

Two freight trains were about to leave Ridgway when the conductor of one of them found a man lying upon the top of a boxcar. The crews of the two trains, when about to eject the man, found him apparently powerless to move. He seemed to be in a drunken stupor. In his pocket was a bottle which the trainmen thought to be whisky. This bottle was taken from the tramp by an engine man, who either dropped or threw it on the car. Immediately it exploded, doing severe damage.

"Hobo" Depends on Rail. To nearly everyone the picture of a "hobo" riding on a freight train is a familiar sight. It takes only a minute's thought to grasp the fact that the railroads are the most valuable asset in the tramp's existence. A tramp cannot remain a tramp long unless he can move about and be a stranger to whomever he meets.

Thus the "hobo" depends upon the railroads to go from city to city and from state to state. He cannot pay his fare, rarely having money, so he steals his rides and thereby becomes a trespasser. If "ride-stealing" can be prevented, vagrancy will receive its deathblow. And that is the peg upon



"HITTING THE GRIT"

which the effort to disband the army of vagrants is to be hung.

Cooperation is Necessary.

Naturally enough the railroads have always been anxious to stop "free riders." The trespassers not infrequently steal valuable packages of freight, damage cars, interfere with signal and switching apparatus and at times attack and seriously injure employees. But it has been impossible to make any headway against "ride-

stealing" because the trespassers, if detected and arrested, are rarely punished by county or town officials, but are just ordered to "move on," which means that they board the next freight train that comes along.

Thus, to accomplish results, there must be cooperation between railroads and authorities. To obtain this cooperation several charity organizations are planning a national educational campaign and will seek to have adequate legislation enacted and the laws enforced. The railroads through their regular employees and through their police departments will work in harmony with the charity organizations.

Acute in Eastern States.

The tramp problem is peculiarly acute in the eastern states. The average number of trespassers killed to every 100 miles of track in the United States is 1.6 persons. In the group of states including Louisiana, Texas and New Mexico the proportion falls to less than a single person per hundred miles.

But in group 2 of the interstate commerce commission's classification of states, comprising New York, Pennsylvania, New Jersey, Delaware and Maryland, the proportion rises to 3.2 per hundred miles of railroad in operation. This means that the largest number of tramps are in this and neighboring states. The cities continue to attract the vagrants.

It is the country districts and little towns that suffer most from the "hobo." At the same time they are less able to deal with the question because of the expense involved in the prosecution and imprisonment of offenders. If a tramp drops off a freight train at some village it is much easier and cheaper for the village constable to say "Get out of town in 12 hours" than it is to put the tramp in jail and feed him for ten days. This "move on" order relieves the town of that one tramp, but some other tramp gets him and some other tramp is unloaded in a similar manner upon the town that sent the first one away.

Recruits Constantly Come. So it goes on interminably. Every year the number of wanderers without available means of support is increased by new recruits. The habit of idleness once contracted is rarely abandoned, except under compulsion. This compulsion has not been supplied by separate communities; it will probably have to be brought about by state or national action.

Railroad police departments have been mentioned as a probable cure for vagrancy, but this goes only a short way. If a tramp is arrested, but is discharged in court, the lesson is of little value; he is then free to resume his "occupation." This failure to punish in most cases may be laid to the matter of expense. Therefore, it is suggested that the expense of maintaining prisoners, or at least part of it, be shared by the state.

Another method suggested is enforced labor. "Work," says James J. Hill, of the Great Northern, "is more dreaded than all the other terrors of the law. If every tramp were sentenced, under a penalty of a diet of bread and water, to work hard before he was passed along, the end would be in sight. The construction of good roads would be assisted by compelling every tramp to break stone, wheel dirt or go hungry. This, with a fine enforcement of the criminal laws by the local authorities, would probably furnish a simple and satisfactory solution of the vagrancy problem."

Legislation Suggested. Railroad policemen who have had experience with "ride stealers" are quite as enthusiastic advocates of enforced labor as is Mr. Hill. "But," they ask, "how can we have enforced labor for tramps when labor organizations have worked up a powerful sentiment against giving work to prisoners when 'honest men' go idle?" This opposition to letting prisoners do work that wage-earners might do is regarded as a powerful obstacle to the "enforced labor" solution of the vagrancy problem.

Nevertheless, he did not turn and run like Frederick. No, but he modestly says that he did not flee because "I had not the moral courage to halt and consider what to do; I kept right on." In the end he learned a valuable lesson. He found that the enemy had fled before him and then "it occurred to me that Harris (the confederate commander) had been as much afraid of me as I had been of him. This was a view of the question I had never taken before; but it was one I never forgot afterward. From that event to the close of the war I never experienced trepidation upon confronting the enemy, though I always felt more or less anxious."

Lighthorse Harry Lee is another soldier who had to acquire his courage by experience, for in the early part of the revolution Washington was moved to commend him by chilling irony for his "prudence." His hot retort was "I shall undertake to show you, sir, that I possess no more of that cowardly virtue than you yourself." And no schoolboy to-day looks upon Lighthorse Harry as a model of prudence or caution.

# WHAT WELL-DRESSED WOMEN WEAR



PRETTY AUTUMN COSTUME OF FRAISE-FACE CLOTH, WITH HEM, ETC., OF A DEEPER SHADE OF VELVET.

The American woman fortunately is independent enough to choose her costumes for constant wear with a thought for comfort, and any fashion which does not so contribute to her happiness has small chance of success. By costumes for constant wear, day gowns and walking and carriage costume are referred to. Evening gowns are a different matter, for appearance rather than comfort is sought, in such robes, and what is comfort compared with a striking toilette that need be endured for a few hours only at a time. There will,

length sleeves, and these will find favor, as they are sensible and the only comfortable mode when biting winds rage. No matter what the size of one's muff, there is more or less exposure of the wrists and consequent chill with the three-quarter or half-length sleeve. For warm weather they are ideal, cool, and also pretty, so they will probably come in again for next spring and summer.

The new plum and purple shades are to be the leading colors for some weeks to come, but it will not be long before they will be common, and something else will take their place in the wardrobe of the modish world. Many of the plum shades are well suited to the average complexion among both the younger and the older women.

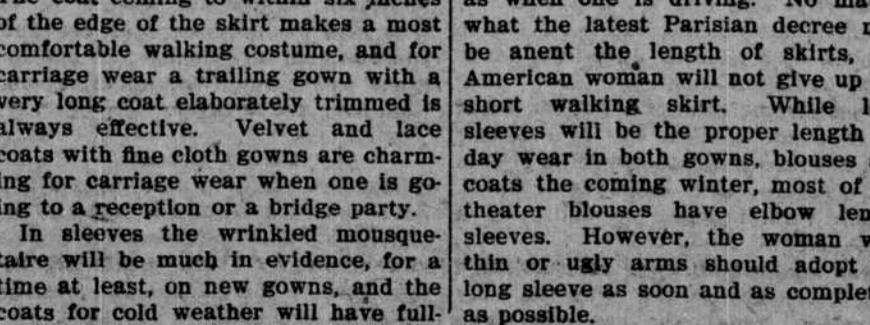
Browns will be worn in all shades, but it is to be hoped that better taste will be shown in the future than in the past in adopting the various shades, for no color is more trying when it is not carefully selected to harmonize with one's coloring. The dominant shade of the hair should be matched; it may be in a lighter hue, but reddish brown should be worn with golden or wood-brown hair. The yellowish browns for golden brown hair, clear, dull wood browns for lifeless brown hair, and so on through the list, should be the rule.

Becoming as the long skirt is, it will never gain the way here that it had abroad. American women are too active, too various in their pursuits, to adopt long sweeping skirts for day wear, save for reception and other formal robes. For them the round skirt just clearing the floor is the best model of all. It is formal enough for a handsome reception gown and informal enough for a walking costume that may be worn on the same afternoon to shop in and to attend afternoon teas. Young women prefer them. They do not require holding up unless one finds the pavement suddenly mussy or one has to cross a street, or a puddle. The skirt that sweeps must always be held up save indoors, and even then if one chance to enter a store, unless one cares little for neatness.

Short skirts, and decidedly short ones at that, are the only proper length for winter walking gowns, that is for gowns intended for street wear exclusively, and one may call on one's friends, when one is walking as well as when one is driving. No matter what the latest Parisian decree may be anent the length of skirts, the American woman will not give up her short walking skirt. While long sleeves will be the proper length for day wear in both gowns, blouses and coats the coming winter, most of the theater blouses have elbow length sleeves. However, the woman with thin or ugly arms should adopt the long sleeve as soon and as completely as possible.

of course, be many short coats, even Etons, shown in winter costumes, and the pony cut, so effective on certain figures in the coat, not the so-called jacket model, will be seen in winter walking and carriage costumes, but the long coats will be the favored model. Last winter a few French models showed long coats and this winter the fashion will be general. At the present moment the three-quarter coats promise to be the most worn. The coat coming to within six inches of the edge of the skirt makes a most comfortable walking costume, and for carriage wear a trailing gown with a very long coat elaborately trimmed is always effective. Velvet and lace coats with fine cloth gowns are charming for carriage wear when one is going to a reception or a bridge party.

In sleeves the wrinkled mousquetaire will be much in evidence, for a time at least, on new gowns, and for coats for cold weather will have full-



Afternoon Gown.

PLATT A LIFE-SAVER. Senator's Advice Brought Friend to See Joy of Living.

"Did you ever hear how Senator Platt saved Ashley W. Cole's life?" asked one of the amen corner regulars.

"While Ashley Cole was railroad commissioner he went to Platt's apartments and said, 'Senator, you know that I have been suffering from rheumatism in the small of my back for about five years. The pain has almost driven me mad. I have suffered tortures. I have tried a score of doctors, going from one to the other as each failed to give me relief. Recently I have thought of suicide as the only escape, and I have come to consult with you, my closest friend, on that very subject.'"

"Suicide!" said Platt. "Stuff and nonsense. Before you think seriously of passing in your checks, why not go uptown and see the man who has done such wonders with my crippled legs?"

"Cole hadn't much faith in the expert, but agreed to call on him to satisfy his old friend, the senator.

"Rheumatism, eh?" said the expert, as he examined Cole's back. "I guess not. Just lean over this chair."

"Cole complied. The expert struck him a powerful blow on the back and commanded him to straighten up.

"How is the pain?" he asked.

"It's gone," said Cole with a shout of joy.

"It was merely a dislocated muscle and Cole did not commit suicide."—New York American.

We Ought to Fear Envy. We ought to fear envy, by which the devil deceived the first man, as it is written, "Christ was crucified through envy, therefore he that envieth his neighbor crucifieth Christ."—The Venerable Bede (672-735).

Thought for the Pessimist. Even the pessimist will admit that, if it were not for the sunny days, we couldn't truly appreciate the cloudy ones.—Pack.

Speed the Day. He that rocks a boat and survives will blow into a loaded gun some day.

# AN AMERICAN HOLLAND



WHEN DRAINED THIS WORTHLESS LAND BECOMES SWAMP LAND OF THE EQUAL IN AREA, CALIF. INDIANA AND ILLINOIS.

The little country of Holland has been snatched from the sea, and her fertile fields and contented people justify the expense and trouble which the shutting out of the sea cost. Within the United States there are submerged lands equal in area to nine Hollands, and there can be no question of the wisdom of reclaiming these lands and transforming them from disease breeding spots to fruitful fields, giving homes and comfort to thousands of settlers. The splendid irrigation work which the government has been carrying on for years and thus making productive the arid portions of the country is to be followed by the reclamation of the 70,000,000 acres of inundated land and thereby creating another agricultural empire—a Holland in America, or rather, many Hollands.

Such effort is authorized by a bill now before congress, by the provisions of which a drainage fund is to be established for the construction of works for the reclamation of swamp and overflow lands. This bill was introduced by Senator Flint, of California, is a most comprehensive measure and, involving as it does a work of equal importance to the reclamation of the arid lands of the west, is attracting widespread attention. It provides for the adoption and application to drainage of practically the same system that is now applied to irrigation. The fund which is to be derived from the sale of government land in all the public land states, other than those covered by the reclamation act, is to be expended under the direction of the secretary of the interior. The lands will be sold to homesteaders only, in tracts of not less than 40 nor more than 320 acres. The cost will be apportioned pro rata among the owners of the lands benefited and paid back into the fund in ten annual installments, without interest, to be used over again on additional reclamation work. When the lands are in private ownership the cost will be assessed against the property.

The fund provided will be small compared to the irrigation fund, as the area of public land remaining in the humid states is no longer large and the other hand, the cost of drainage works will not be so great as that required for irrigation. For instance the irrigation systems now under construction involve some of the most stupendous engineering works of the century, the three highest dams in the world, hundreds of miles of road in almost inaccessible canyons, and tunnels through mountains of rock. The drainage works will be the comparatively simple construction of ditches for drainage and levees to protect the low lands which are subject to annual inundation during high water. The swamp lands are situated for the most part in the Mississippi valley and contiguous to the Atlantic and gulf coasts. There will be no long rail or wagon hauls and attending heavy freight expenses on building material, and the large cities and thickly populated rural districts will simplify the labor problem and reduce the cost of maintaining a working force.

So practical and businesslike is the scheme that the wonder is it was not adopted long ago. When the density of population in the humid region had practically exhausted the available farm lands, new arrivals followed the line of least resistance and began pushing over the great plains toward the desert, all unmindful that some of the richest soil on earth could be had almost for the asking in the region they were leaving. With true American courage these pioneers set up their abode in an unfamiliar climate where the crops and agricultural methods they had known had to be abandoned. They succeeded, too, and all America is proud of them, but it is difficult to understand how the thrifty Yankee came to overlook the fortunes lying latent in the swamp land areas of the east.

That rich rewards did await the tiller of these tracts was long ago demonstrated. It is no experiment that Uncle Sam is about to engage in. Thousands of acres have already been drained by individual effort. For many years planters on the "black land" farms of Arkansas and Louisiana have been gathering in the fortunes which Dame Nature has stored there. During all the idle centuries of the past these lands have been gathering richness in the silt washed down from higher levels and in the decaying luxuriant vegetation until an alluvium of great depth and fertility has formed.

Many small submerged areas throughout the middle and eastern states have been drained and turned into agricultural fields, and all along the borders of the Kanawakee swamp in Indiana and Illinois, the Everglades in Florida, the great Dismal swamp in Virginia and North Carolina, and other similar tracts thrifty farmers have run ditches, cleared the surface of the soil and reaped their rewards in crops which in many cases more than repaid the cost of the work the first year. But the costly mistakes incident to the evolution of irrigation in the west have been repeated again and again in reclaiming the low lying areas of the east.

There is no question as to the propriety of government reclamation by irrigation. Why should it not be as truly a function of the government to take water off land which is too wet as to put water on soil which is too dry? The area reclaimable by drainage is greater than that which can ever be made productive by irrigation. The cost of drainage is less, and in such sections as the rich fruit lands of Arkansas and southern Florida and in the vicinity of large cities where truck gardening is profitable the annual returns per acre will compare favorably with those in any section of the country.

The value of national drainage as a purely business proposition cannot be overestimated. It would mean the annexation of an empire larger than all New England with several small eastern states thrown in. Assuming the reclamation of 50,000,000 acres of taxable property of the United States would be increased by more than \$5,000,000,000. The annual income from crops would add over \$1,500,000,000 to the wealth of the nation. If it were possible to subdivide this enormous area into 40 acre farms it would supply 2,500,000 families with homes and put 12,000,000 people upon the lands that are now practically worthless. It is safe to say that those families will spend \$2,000 in houses and equipments and improvements for their farms. This will mean the expenditure on the waste lands of today of more than \$5,000,000,000. An average family of five will spend \$600 per year. That will mean to the business interests an increased trade if \$1,500,000,000 annually over what is now enjoyed.

According to the terms of the measure now under consideration all this can be brought about without the direct appropriation of one dollar. Will the most progressive nation on earth remain indifferent to this great opportunity?

The morning hours of the twentieth century have already witnessed the initiation of one of the greatest works of internal expansion ever undertaken—the reclamation of the arid lands of the west. Let the great work go on by making glad also the waste places of the east, adding untold millions to the nation's wealth and, what is of far greater value, providing countless homes of abundance and comfort where nothing but desolation now reigns.

Master's Gentle Hint. The story goes that a pretty young lady once played in class a ballad by Chopin in a very amateurish way. Liszt walked up and down the room excitedly murmuring: "Helliger Bim-bam! Helliger Bim-bam!" (the equivalent, apparently, of "Great Scot!") But when she had finished he went up to her in a most friendly manner, laid his hand upon her head as if in benediction, and said, gently: "My dear child, marry soon. Good-by!"

The Castles Preferable. I find the gayest castles in the air that were ever piled far better for comfort and for use than the dungeons in the air that are daily dug and caverned out by grumbling, discontented people.—Ralph Waldo Emerson.

ADULTERATION OF OLIVE OIL. Spanish Dealers Are Putting Out a Cheaper Quality.

There has been so much talk about the alleged adulteration of olive oil instituted by the government and the leading producers, the result of which has been the issuing of a statement that owing to the abnormally high prices some dealers have resorted to adulteration with linseed or sesame oil in order to bring it within the reach of their poorer customers. It is understood, indeed, that some manufacturers of these seed oils have prepared a special grade from the first crushing which is being used for the purpose.

Representations have been made to the government with a view to protecting the interests of the manufacturers of olive oil, but some of the leading olive oil crushers have held aloof, considering such action futile, inasmuch as the prevailing conditions will, in all probability, have disappeared within a few months, and the enforcement of existing municipal by-

## COURAGEOUS COWARDS.

Famous Men Whose Hearts Failed Them in Their First Battle.

It was fortunate for Frederick the Great that he was not under the command of Gen. Bingham, the police commissioner of New York, says the Boston Globe. If, instead of a prince, he had been "one of the finest," he surely would have lost his badge and been kicked off the force, sharing the hard fate of the policeman who was degraded for feeling from a man with a smoking revolver.

Frederick never would have received a second chance after his celebrated flunk at Molwitz. It would have been all over with him when he fled from that first battle. There was no door for him to get behind, as there was for the ten-stricken patrolman, and so he spurred his horse till he was miles and miles away from the frightful scene, where he had abandoned his army and sought safety in flight. Late at night he was found cowering in an old mill and his humiliation was only deepened when he learn-

ed that his troops had stood their ground and that he had fled from a field of victory.

Frederick, however, was king, and there was no one to strip him of his badge. If he had been a private soldier he would have been shot in those times. As it was, he lived to fight another day and to glorify the whole race of cowards by his daring in many a battle.

Few soldiers, with courage enough to tell the truth, will deny that they longed to run from their first encounter with a foe in arms. No one need be ashamed to confess that he is in the same class with Grant.

That general, in his plain, unvarnished tale, his "Personal Memoirs," says very simply and frankly, "My sensations as we approached what I supposed might be a field of battle were anything but agreeable. That was at the outset of his civil war career. He had, it is true, been in many engagements in Mexico, but now he was in command and he confesses: "I would have given anything then to have been back in Illinois."

Nevertheless, he did not turn and run like Frederick. No, but he modestly says that he did not flee because "I had not the moral courage to halt and consider what to do; I kept right on." In the end he learned a valuable lesson. He found that the enemy had fled before him and then "it occurred to me that Harris (the confederate commander) had been as much afraid of me as I had been of him. This was a view of the question I had never taken before; but it was one I never forgot afterward. From that event to the close of the war I never experienced trepidation upon confronting the enemy, though I always felt more or less anxious."

Lighthorse Harry Lee is another soldier who had to acquire his courage by experience, for in the early part of the revolution Washington was moved to commend him by chilling irony for his "prudence." His hot retort was "I shall undertake to show you, sir, that I possess no more of that cowardly virtue than you yourself." And no schoolboy to-day looks upon Lighthorse Harry as a model of prudence or caution.