

ANNUAL LOSS HEAVY

RAILROADS PAY LARGE SUMS IN DAMAGES.

No Less Than \$24,000,000 Given Last Year to Satisfy Customers for Freight Destroyed or Injured in Transit.

Railroads of the United States last year paid \$24,000,000 cash to satisfy customers for freight loss and damages.

According to an expert this is an increase of 500 per cent. over the losses of ten years ago. Whether this is an increase in payments for losses or whether loss and damages to freights have increased in this proportion is a question which cannot be decided from the statement, writes Hollis W. Field in the Chicago Tribune. But at least the immensity of the sum serves to indicate how the railroad company, over almost any other employer of men, stands responsible for the shortcomings and mistakes of the average man in its employ.

Not only are these tremendous bills chargeable against the companies, but it long has been recognized at competing points that the road which is prompt in the settlement of its claims has the preference at the hands of shippers. In this way the road is between two fires compelling it to consider the claims for damages.

When shortcomings of the freight department are responsible for these huge losses, the man who is familiar with the methods of loading and unloading in general will be quick to believe the assertion of this expert when he says "only a great railroad company could stand it."

It becomes an economical problem when an automobile worth \$2,500, and paying five dollars freight charges, is loaded at a freight station by hurried men, who must get through the day's work somehow, and shipped 50 miles with other machinery or merchandise, is shunted to a depot platform and unloaded by the same class of help, and there discovered to be damaged \$500 worth because of faulty loading or careless dumping from the car. It is worse when the damage is so irreparable that the consignee will not receive it.

But every day in the conduct of a great railroad similar damages are done because of a lack of judgment and care on the part of men who hold the destiny of such freight in their hands. One piece of freight may represent a value double the salary of the man for a year. But there is no check on him save as he will study the printed rules of the company regarding the handling of freight and put these rules into practice. Otherwise the claim department has a case for settlement on its hands.

Perhaps no other business requires such a volume of printed rules for the conduct of its business as does the railroad. In the matter of its freights it must depend upon an average type of man for handling and delivery. It is the complaint of the type that hours are long and wages low. No one doubts that the railroad station agent, telegrapher, freight agent, baggage-man, and mail-pouch man at thousands of small stations all over the country has his single pair of hands full. Hurried here and there, his impulse is to take things for granted—to take the short cut to an end.

In one year the Northwestern railroad out of Chicago audited 58,146 claims for damages and loss of freight along its lines, paying a total of \$330,611.04 in restitution. This was almost ten per cent. upon the freight revenues of the road for that year. Hurried, slipshod methods of freight handling were responsible for most of this loss.

Employees Long in Service.
Probably unique among the pay rolls of the country is that of the Pennsylvania railroad, which, according to a compilation just completed, is shown to have 1,350 active employees who have been with the road 40 years or more. In addition 1,013 men served the company more than 40 years, but have retired from active work, and are receiving pensions regularly from the company. The census of the civil service of the United States showed on July 1, 1907, that those who had been in the service of the national government for more than 50 years numbered 40 men and one woman. On the other hand, the Pennsylvania railroad records show that to-day there are on the pay rolls of the company 316 men who have been in its service more than 50 years.

Pinned Under Wrecked Engine.
A bridge near Shrader Station, in Mifflin county, Pennsylvania, gave way beneath a traction engine and thrashing machine and killed Ellis Alexander, 14 years old, of Millroy, and William Close, 26 years old, of the same place.

In its fall the engine turned turtle, and both young fellows were caught in the machinery. Alexander's neck was broken and portions of Close's body were cooked in escaping steam. He was pinned under the engine and practically roasted to death before the eyes of his wife and family.

English Engineer's Record.
A remarkable record is possessed by James Dobson of Selby, who has just celebrated his golden wedding.

Mr. Dobson was formerly employed by the Northeastern Railroad Company and as an engine driver it is estimated he made 50,000 journeys and traveled practically 2,000,000 miles without serious accident.—London Daily News.

RAILROAD SETS 625,000 TREES.

Pennsylvania Company's Spring Forestry Work is Completed.

In continuance of its plans to provide its future requirements in timber and cross ties, the Pennsylvania railroad forestry department has completed its spring forestry planting for this year, handling 625,000 trees. A total of 2,425,000 trees has been set out by the railroad since it undertook tree planting on a large scale, making the largest forestry plan undertaken by any corporation.

It was necessary to import much European plant material, which, owing to the degree of perfection to which their work, and the cheapness of labor, can be purchased at a much lower price than in America. This year the railroad imported 209,000 seedlings, of which those not large enough to be planted in their permanent sites have been set out in transplant rows in the new forest nursery established this year by the company in Morrisville, Pa. In the seed beds 25 bushels of acorns and nuts, 370 pounds of other hardwood seeds, and 75 pounds of conifer seeds were sown. In addition 300,000 seedlings were planted permanently in land belonging to the company.

The company has begun the propagation of ornamental trees and plants for beautifying its property, and intends to develop a large amount of shrubbery and hedges for the protection and ornamentation of the station grounds and rights of way. This work will be continued until all station grounds and unoccupied spaces on the right of way are parked.

It is expected by the company that in case no substitute for the wooden cross ties is found in 35 or 40 years the company will have available a large portion of the enormous supply of timber needed for cross ties.

LEAD TO INCREASED TRAVEL.

Detailed Maps of Country Provided by English Railroad.

It has long been the custom of English railroads to display in the stations and inside the railroad coaches a large and varied selection of pictures, usually photographs, showing the scenic attractions of their respective lines. So acceptable have these proven to the public, and to such an extent has it undoubtedly contributed to increased travel, that the Midland railroad of England has recently introduced still another feature, designed to inform the traveler and to assist him in determining his routes.

Fixed in frames in the booking hall or passage where the ticket offices are located, or in some equally convenient place, are large ordnance maps of the neighboring country, drawn to the scale of one inch to the mile. Each map is composed of one-inch ordnance sheets, the entire area covered being 24 miles from north to south and 35 miles from east to west, thus giving some 864 square miles of territory in detail. The maps are of the contour series, so that it is quite possible for intelligent travelers to locate the hills and dales on the route. In most cases there is a note on the map indicating the exact height above sea level (ordnance datum) of the railway tracks at the particular stations.

These maps are attracting much attention, since they are not only serviceable to persons traveling by the railroads, but are often of equal value to cyclists and even pedestrians. Cyclists, in particular, frequently get their data for a trip from these new advertising maps, often proceeding part of the way on their bicycles.

Were Old Schoolmates of His.

A conductor sent a new brakeman to put some tramps off the train; they were riding in a box car. The brakeman dropped into the car and said: "Where are you fellows going?" "To Atchison," "Well, you can't go to Atchison on this train, so get off." "You get," came the reply, and as the new brakeman was looking into the business end of a gun he took the advice given him and "got." He went back to the caboose and the conductor asked him if he had put the fellows off. "No," he answered, "I did not have the heart to put them off. They want to go to Atchison, and, besides, they are old schoolmates of mine." The conductor used some strong language, and then said he would put them off himself. He went over to the car and met with the same experience as the brakeman. When he got back to the caboose the brakeman said: "Well, did you put them off?" "Naw, they're schoolmates of mine, too." — Wellington (Kan.) News.

Steel Cars in Great Wreck.

What is declared to be the greatest freight wreck involving the destruction of steel cars occurred on the Philadelphia & Reading railroad near Meadow Brook, a suburb of Philadelphia, a short time ago, when, out of a coal train of 28 cars, 19 were demolished, entailing a loss estimated at \$100,000. The train was thrown from the tracks by the breaking of the flange on the one wooden car in the entire train. So extensive was the damage wrought that service was tied up for ten hours.

Many Years with One Road.

Of the employees of the Pennsylvania railroad in active service, 115 are 61 years of age; 118 are 64 years old, 114 are 67, and 105 are 69. Sixty-seven of the 85 principal officers of the Pennsylvania Railroad Company started as beginners, and, with few exceptions, have been with it ever since. Their average age is 51 years, and the average length of service is 26 years.

A Song of Labor

A dream is on the people,
A light, not flame light, falls
Upon great broken faces,
These ruined human walls,
And at the master moment
Beyond, the soul breaks sod,
And angels in the heart's core
Sing gloriously of God.

In deeds that make men brothers,
In acts that give us soul,
Those destinies are hidden
That sweep us to the goal,
But we, as gods, are dreamers,
And we, as angels, dream,
We little apes with visions
That are not what we seem!

O heart of Man, what glories
Have never come to pass,
The dream that never wakened,
The love that never was—
The good, the great, the labor—
O save the ways half-trod
Our lives flow on corrupted
Into the life of God.

If, gazing on dead faces,
Our grief is too, too wild,
If hearts of tender mothers
Are broken on a child,
O what might be that anguish
In God, who sees unfurled
Man's evils, for His creature
Is child of all the world!

O dragged souls, O demons,
O human sharks and snakes,
Free fight of savage devils,
O beast that in us wakes,
We, drunk with teeming power,
Have shaken the firm earth
Until her heart is rotten
And lost to love and mirth.

But One has seen our wildness
And over us is shed
Dreams, that lead forth our labor
Ghosts, that divulge our dead,
A pity, that is saving,
The tears that make us pure,
And love, that in great hours
To God shall make us sure.

Yea, what shall bring the morning
Of dreams that rush in deed,
The Workshop thronged with Workmen
Handling the living need?
O sweat of brow scarce-purposed
In a never dreamed of quest!
O hearts that never tire!
O hands that never rest!

Trade Agreement

THE greatest thing accomplished by trade and labor unions since the first Labor day, in my opinion, is the settled conviction that the toilers of our country can best conserve their industrial interests by the application of well regulated trade unionism.

The great trade associations of our country have been to the commerce of North America, through the application of the trade agreement with its pacific purposes, what the Declaration of Independence was to the body politic in these United States. It also provides for the logical settlement by conference or arbitration of disputes which heretofore were only settled by the cold-blooded logic of force. The discipline and effectiveness of trade unionism, and, as a result, the operation of the collective bargain or trade agreement, is the greatest thing accomplished by trade associations since the first Labor day.

What is the next step for the unions? The next step for those who have not already taken it is to make thorough preparation and arrangement for the full introduction of the eight-hour work-day in all industrial and agricultural pursuits. Given more leisure from the drudgery of toil, the working man or woman will seek and secure opportunity for the mental betterment which will make them happier men and women, better citizens, more clever, prompt and alert producers; it will cause them to look for better conditions of life, all of which are ennobling and will tend to the supremacy of the nation which gives the best opportunities along this line.—James Duncan, Secretary-Treasurer of the Granite Cutters' International Association of America.

Greater Equity

THE eight-hour day is the greatest achievement of unionism, but the original intention was not that men should make over-time, but that more men should be employed.

In the making of contracts for construction work on buildings, etc., employers figuring on the cost of labor usually consider the wage question as the most important. The strong unions numerically generally succeed in obtaining about as high wages as they demand. This does not leave a large amount of money to be distributed in wages by the sub-contractors on the job, who have to figure pretty closely in order to come out ahead financially. The result is that the smaller and weaker unions cannot obtain as high wages as their fellow-workers in the larger unions, who were provided for first.

In my opinion, one of the most important things to be accomplished by the labor unions is to establish a more equitable distribution of wages to all workmen employed on contract work, with due consideration to the contractor.—Jeremiah J. Donovan, President Boston Building Trades Council.

Work of Education

WE know that the greater productivity of American labor is largely due to its superior education. When that labor is still farther advanced by the higher education of its best type we may see young men preferring the good wage and good opportunity of a useful industrial employment to the shabby gentility of a briefless lawyer, a doctor without a case, or a clergyman without a call.—Exchange.

JOSIAH M. SHIVELY

REPUBLICAN CANDIDATE FOR

Commissioner of Public Lands and Buildings

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