

**In the Workshop
of a Car Accountant**

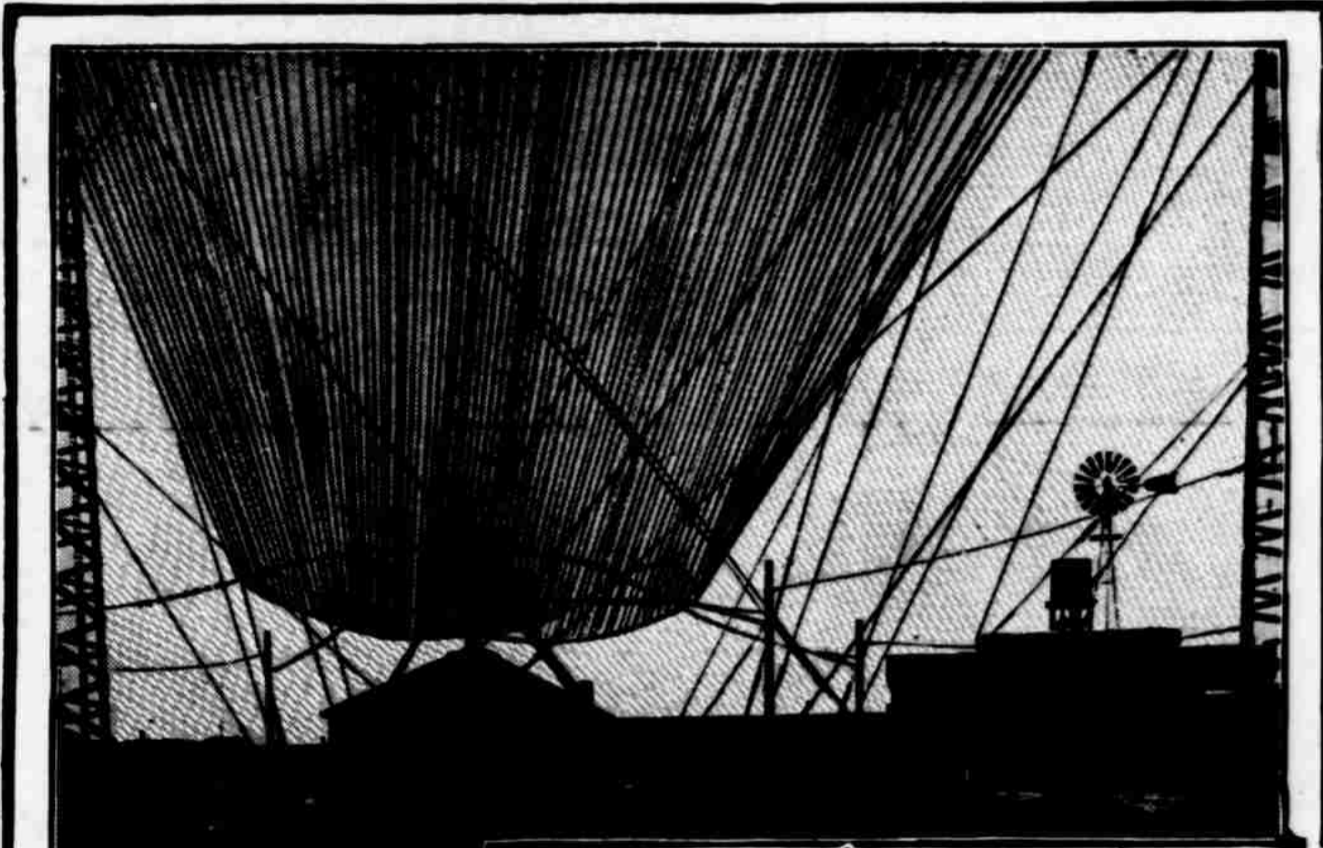
If the average citizen of Lincoln was asked what the duties of a railroad car accountant were he would probably scratch his head in perplexity and tell you that he did not have the least idea in the world how to answer the question. For the information of those who desire some light on the subject it might be pertinent on the part of the Courier to tell what these duties are. The car accountant was primarily the bookkeeper of the car system. He dealt with numbers and initials, rather than with figures and totals that represented money, which belong to the financial end of the road. But of late years his duties have been greatly extended until he handles matters of much statistical value. In addition to the original work cut out for him, concerning the movements of cars and the figuring of mileage on foreign cars that are utilized on his system, has had his responsibilities greatly increased by a vast amount of statistical work, making it imperative that a much larger force must be employed to handle the enhanced business. The evolution of the office of the Burlington car accountant has been a revelation to those who have been in a posi-

tion to keep in touch with its progress onward and upward. The increase in the car accountant's force, due to the extension and addition of different classes of work, much of it being of a statistical kind, is of the most surprising nature. Twelve years ago, only nine men were on the office roll, and only five years back but thirteen. But witness the phenomenal increase in the force! Seventy-five people are now in the employ of the office, sixty-seven being men and eight women. The greatest per cent of growth has been in the last two or three years, since James J. Hill and his associates gained a controlling interest in the Burlington, and the former introduced the scientific method of keeping tab on all classes of work on the system, the same as has been in vogue on the Great Northern for many years. Thirteen years ago, the labor of the office was confined to the keeping of the records of the movements of the cars on the system west of the river, the whereabouts of those belonging to the B. & M. proper, and the figuring of mileage of the foreign cars that were temporarily in use on the road indicated. But the advent of Hill on the scene changed the character of the work in a marvellous manner. He wanted the record of every engine carefully recorded, the amount of tonnage it hauled, how much it earned, what it cost for repairs, and the number of miles it made. This step made it necessary to take into ac-

count 420 engines, causing a large increase in the labor of the office. In addition to this, besides keeping a record of the movements of the cars as related before, each one of them is charged with all repairs made, the number of pounds of freight it carries in a given time, the mileage traveled, and the amount of money that it earns for the corporation. Other work has been added that helps to occupy the time of the large and growing force of clerks. Six typewriters are employed constantly in answering correspondence, and making out statements of a statistical nature. Recently 300 stations not covered by the car service associations, have been added to the business of the office and reports are received daily from this source, which take the time and energies of several clerks. Then comes the per diem system, which is an agreement between the different roads whereby one is charged twenty cents a day for the detention of a car for twenty-four hours by another, and an account must be kept of the number of days that a foreign car is held, and credit given to the road that owns or controls the car. When a car is sent out on the road, the records will show its every movement, and it is possible for the car accountant to place his hand on a particular car at any time. When one leaves the B. & M. territory, this also is made a matter of record. If the foreign road that receives the car delivers it to another, it reports it to the owner, and

thus the car is traced from the point it started from to some place perhaps a thousand or more miles away. In addition to the main office of the car accountant that has desk room for fifty people, there is a smaller office that houses twenty-five more clerks. While the floor space for the accommodation of the seventy-five clerks has increased five fold per cent in the last few years, it is yet totally inadequate for the comfort and convenience of the large and growing force. The small room referred to is so crowded that it resembles a bee hive. More space is promised by the removal of the telegraph batteries in the room adjoining, which may be utilized soon, but even then it will not bring permanent relief, as the number of employes is increasing all the time. The force will probably be augmented in the near future by the addition of twenty-five men. The head of this great body of clerks is Frank M. Lucore, who has spent many years in the work. He began as a clerk and stenographer, and step by step, by sheer force of ability, and fidelity, he has reached the top of the ladder. He has become familiar by long experience with all branches of the work, and every department of the big office moves with the ease and precision of a well regulated clock. Notwithstanding he has spent something like fourteen years in the service of the company, he is still a young man, on the sunny side of forty. When he was appointed to the responsible position of car accountant of the B. & M. five years ago, he was, in all probability, the youngest official in this department of railroad work in the entire country. During the time he has had charge of the office, he has introduced a number of important improvements in facilitating the movement of the business of the department over which he presides. George W. Covert, the chief clerk, is one of the old guard, and entered the office more than fifteen years back. He has the details of the work down to a fine point, and has proven an able assistant in the proper transaction of business in the office. Orlan O. Ogden and George J. Brown are also old employes and are at present in charge of departments.

MARCONI WIRES TO CIRCLE THE WORLD.



SYSTEM OF WIRES THAT GIVE OUT AND GATHER IN THE ETHER VIBRATIONS.

Within a short time communication by wireless telegraphy will be established throughout the entire commercial world. Marconi is now working on plans to achieve this wonderful feat. Within a very short time overland communication between New York and San Francisco will be effected. Transpacific communication will also be established and the erection of other stations at various points will rapidly follow. Above is published the very first authentic snapshot of the Marconi system at Wellfleet. Also the first group photograph of the great inventor and his assistants.



MARCONI AND HIS ASSISTANTS AT WELLFLEET. G. J. HEMP, MARCONI, ENGINEER SARGENT, SUPT. TAYLOR, CHIEF ENGR. DODDFIELD

The late Dr. S. was obliged to resign from the Maritime Synod with a pension on account of his increasing age. But he was not reconciled. A friend tried to comfort him. "You ought to take a reasonable view of the matter, doctor. There is no use flying in the face of Providence." "Providence!" echoed the doctor. "Hoot, mon! Providence had naething ava to do w' it. 'Twas the Mac-Curdys, the Archibalds and the de'il!"

She—So your cousin has been elected sheriff in the west? How dreadful! I suppose his duty will be to hang men? He—No; they manage things different out there. His duty will be to prevent other men from hanging them.

Teacher—Bessie, name one bird that is now extinct. Little Bessie—Dick. Teacher—Dick? What sort of a bird is that? Little Bessie—Our canary—the cat extincted him!—Puck.

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methods for the past thirty years. he has successfully used the Lorenz comes forward with the claim that Henry Hermann of Buffalo, N. Y., for cure of hip trouble, Professor famous bloodless surgical methods Amid the sensation of Dr. Lorenz's