

PULL TOGETHER

In its decision in the Eastern rate advance case the Interstate Commerce Commission, while authorizing only a small part of the increases in rates sought by the railways, suggested a number of plans by which it believes the railways could increase their revenues. Railway men do not take much stock in the commission's suggestions. They regard them as makeshifts intended to justify the commission in refusing substantial advances, or academic theorizing, which could not have proceeded from a body of men whose members had had practical experience in railway operation, or practical experience in any walk of life in which they were obliged to handle men and regularly meet pay rolls. Whether the railway officers are right or not in their attitude, it must be clear to them as practical men that it is their duty to their companies to get together and pull together in an honest and determined effort to carry out all the suggestions made by the commission which are at all practical.

The commission had broadly intimated that it believes that the passenger rates in eastern territory are too low. The railways reply that they cannot raise them because of state legislation. But the state laws do not prevent them from raising the interstate passenger fares. If they should raise the interstate passenger fares the result would be a discrimination against interstate commerce similar to that which the Interstate Commerce Commission, and later the Supreme Court condemned in the Shreveport case. The discrimination would consist not in the interstate rates being too high, but in the state rates being too low. Would not the

creation of such a situation empower and practically compel the Interstate Commerce Commission to nullify the state passenger fare laws? Should not the eastern lines get together at once and take whatever steps they can in the direction of enabling the Interstate Commerce Commission to co-operate with them in making advances of both state and interstate passenger fares?

The commission shows that it believes that many freight rates throughout eastern territory are relatively too low, and are in fact unremunerative. It gives in its opinion a list of the average earnings per car mile from 30 commodities moving in large quantities, and adds the significant comment "that they disclose many rates yielding barely enough revenue to pay for the use of the equipment." No regulating body in its right mind would hold that rates were reasonable which barely covered the cost of using the equipment, and therefore the commission's comments on this subject seem to be a direct invitation to the roads to make advances in certain rates.

The commission criticizes the roads for rendering some terminal services for actually less than cost and for paying allowances to shippers for rendering services which the shippers should render for themselves. When the carriers have filed tariffs covering matters of this sort they usually have been suspended, but it is evident that if they are persevering they will ultimately be able to act upon the commission's suggestions in some way that will increase their revenues.

There are two unanswerable arguments in favor of the railways trying to carry out the commission's views.

The first is that by doing so they will secure some additional revenue, and although this may not be as large as the commission thinks, whatever it is, it will be worth having. The second unanswerable argument in favor of trying to carry out the commission's suggestions is that unless the roads do so, they will never again be able to present a petition for more or less general advances in rates with any hope whatever of success. The commission seems to believe that by adopting certain methods which it indicates the roads can secure all necessary increases in their revenues. If the roads can get the necessary increases in their revenues by the means which the commission suggests, then there will be no need for resorting to other means; and they will never be in any position to show the commission that they cannot get them by the methods the commission suggests until they have made a vigorous effort, in good faith, to do so.

One of the main reasons why the railways in all parts of the country

have made rather poor progress in the past in solving the problems with which they have been confronted, and especially the rate problems, is that they often have failed to pull together. One road has had one kind of traffic that it has wished to "protect," another has had a large shipper or class of shippers that it has wished to "protect," another has had one or more communities that it has wished to "protect." Instead, therefore, of pulling together they have pulled apart and mutually cut each other's throats. In the endeavor of each of them to get some advantage, fair or unfair, the interests of all have been sacrificed. If there ever was a time for that sort of thing it is now past. The developments in the immediate future will show whether the policies of some railways are dominated by petty men who cannot see beyond the ends of their noses, or whether the roads as a whole are dominated by men whom the mistakes of past experience have taught how to deal with present conditions.—*Railway Age Gazette*.

Fire Protection

*M. C. Whelan, Blacksmith Foreman,
Kansas City, Mo.*

The Frisco Fire Department at Kansas City has been reorganized recently with Chief Fire Marshall Curry and a picked crew in charge of hose reel No. 1, at South End. Hose reel No. 2 is in charge of Captain Endburg and a crew selected from round house employees.

Each reel is equipped with 300 feet of 3¼ inch hose, two nozzles, fire axes and tools for fire fighting generally. Fifteen Rex fire extinguishers have been placed at convenient points with red markers designating them, as well

as buckets and barrels containing sand.

A whistle, carried by the marshall and a code of signals understood by the men, insures united action. A practice alarm is turned in twice a month to give the men opportunity to become more proficient, and a friendly contest takes place at each alarm as to which reel has water first.

Recently reel No. 2 ran 480 feet and made connections in 3 minutes, 2½ seconds. Reel No. 1 ran 400 feet and made connections in 2 minutes and 30 seconds.

A thorough examination of all Shops, lockers and corners is made once a week and those violating rules are called to account.

Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



I wonder how many of us have read Emerson's essay on "Circles"? While looking it over a short time ago I was impressed by the ease with which some of his statements could be applied to Safety First.

He says: "Our life is an apprenticeship to the truth that around every circle another can be drawn; that there is no end in nature, but every end is a beginning; that there is always another dawn risen on mid-moon, and under every deep a lower deep opens. The key to every man is his thought. Sturdy and defying though he look, he has a helm which he obeys, which is the idea after which all his facts are classified. He can only be reformed by showing him a new idea which commands his own. The life of man is a self-evolving circle, which from a ring imperceptibly small, rushes on all sides outwards to new and larger circles, and that without end."

Our Safety First movement is just such a circle. Its beginning, imperceptibly small—so small that only a few of us know where it started. At first its progress was slow and the circle widened so very gradually that it was a long while before it was large enough for its influence to be felt. But it was ever growing, ever broadening, until today it is one of the most vital factors in our lives.

Safety First is a success wherever put in practice, because a righteous

cause will always triumph, and the foundation, principle, "I am my brother's keeper" is one of God's laws. Like every new idea it was looked upon with suspicion and distrust for a time, but as men and women learned more of its object and the heartache and suffering it prevented, this attitude changed to one more favorable and in the course of time it will entirely disappear. The old idea of "soulless corporations" is giving way before the onward march of universal brotherhood in America. If we could only say as much of Europe, what a different story the daily papers would have to tell?

In our own country the papers have for a number of years been full of stories of political graft and its exposure, the impeachment of judges and senators, the breaking up of the "Ring" in the police force of different cities, and they have not been pleasant reading.

People have said, "The world is growing worse all the time. We never used to hear of such awful things." To my mind it signifies the dawn of a new era in politics. The time is past when public men can be drunkards, can be immoral or dishonest in their private life, and get away with it. People do not ask so much "What is his party," but "What is the man."

Because we did not see the corruption in the government of our country and our large cities did not alter the

fact that it was there, covered up and protected, to eat deeper and deeper into the heart of our nation. The surgeons knife is painful, and the operation not a pleasant task, but the result is a healthier and purer life. God's truth is marching on, and in the vanguard of his army are the Safety First workers with their message of peace and good will.

Emerson says again: "The extent to which this generation of circles, wheel without wheel, will go, depends upon the force or truth of the individual soul." Our Safety First movement is yet in its infancy. We have hardly caught a glimpse of the good which it can and will accomplish. The extent of its influence will depend upon us, on the force and truth of the individuals who make up the personnel of the Frisco.

Every American citizen should read and apply to his own conduct the message given to the people of America a short time ago by, President Wilson in regard to the European war. He said the effect which the war would have upon us depended very largely upon ourselves, and urged the people and press to be conservative in deed and word, and to maintain a dignity and poise worthy of a Christian nation.

Let us, as Frisco people, take this lesson home and apply it not only to our relations to our Country, but to "Our Road." Let us use the same care with Frisco money and material that we would with our individual property. Let us be loyal to our employer. A soldier who is not loyal is shot. Shall we be classed with traitors? Let us guard the honor of the Frisco by being worthy representatives, helpful and courteous to the traveling public, workmen that need not to be ashamed.

In the European war the women

and children suffer most, for before them stretches a life devastated and ruined, a life of poverty and misery, bereft of husband, father and home.

The women of our country, and of other countries, are lifting their voices in indignant protest against the useless slaughter and the consequent suffering entailed upon helpless women and children. The same spirit should move Frisco women to greater activity in our own immediate field, where our influence is so great and can be so deeply felt.

Let us keep our circle widening little by little until it shall encompass every man, woman and child on the Frisco.

And even then—it has only just begun!

The figures given in the minutes of the Central Safety Committee meeting, August 24, showing the reduction in the number of personal injuries on the Frisco, are encouraging to those taking part in the work of accident prevention, particularly the women.

These figures are well worthy of consideration and should spur us on to greater effort than we have ever put forth.

Mrs. Newland is in receipt of the following letters from Frisco women regarding the Frisco Woman's Safety League:

It gives me great pleasure to acknowledge receipt of the Safety First badge, with which I was more than delighted.

I believe Safety First is one of the grandest movements of the day, one that each and every employe should ever keep foremost in his thoughts. It should not only be kept constantly before employes, but the public as well.

My husband is foreman on the Western Division, Section K-21, and I'll do all in my power to push Safety First to the front.

MRS. ROSS WHITE.
Okene, Okla.

I received the Safety First badge or pin and think it a real beauty. I am proud of it. I firmly believe in this movement and would like to see more of it put into practical operation. I assure you I will improve every opportunity to exert my influence for good at all times and on all occasions.

MRS. E. C. WALDRON,
Mausfield, Mo.

I received my Safety First pin, for which accept many thanks. I surely appreciate

it. It will keep us ever mindful of our duty to our husbands, sons and brothers for it seems that we have a great influence over them. Let us get together and put forth our every effort to impress upon their minds that Safety First should not be ignored. If this is borne in mind always there will be fewer accidents.

Thanking you again for the badge, and wishing the Safety First and the Woman's League the greatest success, I am,

MRS. C. H. WOODWARD,
Beaumont, Kans.

The K. C. R. R.

The K. C. R. R. is the most remarkable railroad in existence.

When a train is stalled, its conductors and brakemen volunteer information as to the reason.

When an express is late, the ticket-agent finds out how late, and whether you'd better take a local.

When there has been an accident, full particulars are posted in the waiting-room along the line and furnished to the newspapers.

Its brakemen receive lessons in elocution, and announce stations as plainly as print.

Its conductors say "Thank you" when they take your ticket.

Its cars are kept at seventy degrees in winter, and are not frizzled in the hot sun of the yard in summer.

Its ice is handled with clean gloves and kept in a clean water-cooler.

Its porters pay as much attention to a fussy old lady with four children to look after as to a bank president with a half-dollar tip in his pocket.

Its time-tables do not seek to see how little paper they can use, but how much information they can give.

Its gatemen are grateful to the public for the questions which enables them to earn their salaries.

Its entire force is selected as carefully with a view to their pleasing people as a set of dry-goods clerks would be.

This remarkable K. C. R. R. runs

between the cities of Kindness and Courtesy, and its president is O. O. Nemo, 1 Dream Street, Weisnichtwo, N. G. Address him for further particulars.—*Amos R. Wells, Life.*

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Conforming to Government Specifications
HIGH IN FUEL VALUE
Efficient — Economical

Texaco Railroad Lubricants

Cut down the wear and tear on rolling stock
Illuminating Oils Signal Oils

THE TEXAS COMPANY
Manufacturers of all kinds of Petroleum Products

A Loyal Friend

A section foreman on a southern railway heard the following conversation between two of his dusky laborers:

"Jim, you bettah come here an' help me. I's talkin' up fer you."

"How's dat?"

"W'y, dis here man say you ain't fit for de dawgs, an' I tole him yes you is!"—*Everybody's Magazine.*