

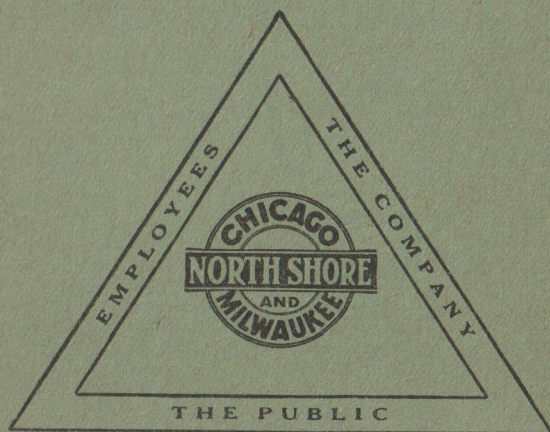
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# THE NORTH SHORE BULLETIN

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FEBRUARY, 1923

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*"The Road of Service"*



## DEAN HEILMAN ON RATE MAKING

**D**EAN RALPH E. HEILMAN of Northwestern University, who is giving a course of lectures to employes of the North Shore Line, took "Rate Making" as his subject at the last lecture, held at Highwood January 29.

It was one of the most interesting of the series of lectures which he has so far given and explained in detail how rates of utility companies are regulated by administrative boards. Until recently, he said, the rates were generally fixed in franchises or ordinances, but that this method has been found unsatisfactory because it is inflexible and inelastic. Conditions are constantly changing, so that a fixed rate may work an injustice, either to the public or to the company.

Another method that was tried on some railroads when the principle of rate regulation was first established, was to limit the profits, or the rate of return, that a railroad might earn. This method was found to be unsatisfactory, because it opened the way for waste and extravagance, as it offered no reward for economy and efficiency in management.

The latest method which is now being tried, is to adjust rates from time to time to meet changing conditions. Most of the state commissions are now following this method, as well as the Interstate Commerce Commission.

An interesting part of the lecture was the difference in the rate of return which might be allowed by a state commission, and the rate which a court would set aside as being confiscatory. He showed that a commission might establish a rate so low that it would not

allow a fair return on the invested capital, and in that way destroy the credit of a company and place it in a position where it could not borrow money, and the rate still would be sufficiently high that a court would not hold it to be confiscatory.

The theory of all rate regulation is that a utility is entitled to a fair return on the fair present value of the property. If that is denied a company may appeal to the courts for protection against confiscation, but there may be a wide difference between a "fair" rate and a "confiscatory" rate. While there can be no uniform rate to apply in all cases because of the differences in local conditions, the character of the service rendered and the degree of risk involved, the rates allowed by state commissions vary from 6 to 9½ per cent return on the investment, whereas rates approved by the courts are lower, or varying from 4 to 8 per cent. It is the difference between a "compensatory" rate, as distinguished from a rate that is non-confiscatory. All utility companies are constantly in need of new capital, so that they may expand to meet the steadily increasing demands of the public. If they are not permitted to earn a rate of return sufficient to attract new capital, in competition with non-regulated industries, they cannot get the new capital. The result is insufficient service, because no company on the verge of bankruptcy can give the service that a company which is reasonably prosperous can give.

One point which Dean Heilman makes clear in his talks on utility regulation is, that the capitalization of a company has no bearing on the rate of return which it is allowed to earn under state and government regulation. It makes

(Continued on Page 7)



# *The* North Shore Bulletin


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## *Editorial Comment*

**T**HIS being the month in which we celebrate the birthday anniversaries of our two greatest Americans, we feel more than usually patriotic and anxious to do something worth while for our country. We haven't any clear idea of what to do, but we'll make a stab at it, anyway.

\* \* \*

**W**ERE we to follow the practice of a lot of editors of publications of this kind, we would print Lincoln's "Gettysburg Speech" and Washington's "Farewell Address" and let it go at that. We have as much admiration for those classics on patriotism as any editor, and we wish they were more widely read in these days than they are. Still, we feel that a live editor ought to be able to save the country himself, and not fall back on patriots who have gone before. If we didn't do something to save the world every month or so, we'd feel that we were derelict in our duty.

\* \* \*

**A**S some of our readers have twitted us about a change in heart, because we suggested last month that France wasn't following the wisest policy in her method of collecting reparations, maybe we ought to make a short explanation. What we said didn't seem to have much influence on France, anyway, so no great harm was done. Incidentally we might remark that up to date the amount that France has collected isn't a fraction of what our own internal revenue collectors will gather in about the middle of next month. It's results that count and, judged from that viewpoint, we see no need to change anything we said. But it wasn't sympathy for Germany we had in mind. It was the thought that there are times when it is better policy for a creditor to help a debtor get on his feet than to drive him through bankruptcy.

**W**E understand, of course, that there is another side to the question. There always is. The country that can help Germany most is Germany, and so far we haven't noticed that she has made any great effort to help herself, which she ought to do before asking outside assistance. If she didn't deliberately depreciate the value of the mark and destroy her foreign credit, at least she didn't do much to stabilize it, as other countries did. We are not unmindful, either, that Germany was not devastated, as were the other countries, so that she was in a position to engage in production as soon as the armistice was signed, while France and Belgium had to build up their productive machinery, wantonly destroyed by Germany. Neither can we feel any sympathy for a country that would wish to repudiate its just debts. But after all that is said, the fact remains that business conditions, not only in Europe, but in our own country, will remain unsettled until German credit is re-established, and it appears very doubtful if that can be done with bayonets. So much for that.

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**S**PEAKING of collecting debts, there is a marked contrast in the policy followed by Great Britain and that of other European countries. At this writing our Congress has not yet ratified the British debt settlement, but there is every indication that it will, on the terms suggested by the American Commissioners. The terms are a good deal harder than the British government no doubt expected, but there was no suggestion of repudiating any portion of the debt. The British cabinet promptly accepted the American proposition, which shows how jealously Great Britain guards its financial honor. Under the terms of the refunding plan it will take Britain more than sixty years to pay off the debt, but the people didn't whimper about it. If Germany had showed a little of the same spirit she probably wouldn't be in the trouble she is today.

\* \* \*

**N**OW that we have settled the international debt question, or part of it, we must give some attention to this country. Nearly two years ago, when engaged in one of our regular monthly world-saving stunts, we pointed out that the tax system of the country was badly in need of revision, because the heavy surtaxes levied on the wealthy were not producing revenue. Now Uncle Andrew Mellon emphasizes the same point strongly and says the government must either find some other way of taxing big incomes or stop the issuance of tax-exempt securities. If the latter plan is decided upon, it will mean an amendment to the Constitution. Probably we ought to apply both remedies, although it is a good guess that neither one will be popular. The trouble, as we have frequently pointed out in this column, is that the great mass of the voters do not get the right slant on the subject and



think that the heavier the tax on large incomes the better. The surtax on big incomes used to reach a maximum of 65 per cent. The maximum now is 50 per cent, but that is much too high to produce the needed revenue. If the small taxpayer, who does not pay any surtax, could be made to understand that under the present system the largest incomes escape their just proportion of taxes, and that as a consequence the small taxpayer pays more than his share, he would take a different view of the subject.

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**T**O put a concrete illustration of how the system works, let us take the seven millions of people in the United States who earn \$50 a week. In the aggregate they pay an income tax of \$263,000,000, or an average of about \$36 each. They earn their \$50 a week salaries by their work. Now take the man whose income is \$1,000 a week, which he receives from investments in bonds, that under the Constitution are tax-exempt. How much does he pay on his \$1,000 a week income? Not one cent. He cannot be called a tax-dodger either. He is not doing anything unlawful when he buys government, state, or municipal bonds which are tax-exempt. That those with very large incomes are taking this easy method of escaping taxes is seen in the income tax reports. The higher the surtax goes, the less revenue it produces to the government. In 1916 persons with an income of over \$300,000 a year reported an aggregate of about one billion dollars. In 1920 they reported about one-quarter of that amount, although the taxable income reported by all taxpayers during that period increased from six billions to twenty-four billions. In 1916 the number of persons in the United States who paid income tax on a million dollars and upward was 206, and in 1920 the number was only 33. Where did the millionaires go? Of course, they stayed here, and their number no doubt increased, but they changed the character of their investments. They drew their capital out of industrial enterprises and invested it in state and government bonds. They were driven to that course by the high surtax, which our legislators, wise and otherwise, imposed on big incomes with the idea that they were "soaking the rich."

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**N**OT so many months ago an interesting case came out in a probate court. A widow had inherited a large estate on the death of her husband, amounting to some twelve million dollars. In court, her son, as administrator of the estate, testified that he had increased his mother's income from \$1,000 to \$2,000 a day by selling taxable securities and purchasing tax-exempt bonds. No country except the United States permits the issuance of tax-exempt securities, which violates the generally accepted principle in taxation that taxes should be levied in accordance with the ability to pay and that all citizens should pay in the same manner. Through the issuance of tax-exempt bonds



a privileged class is created under the authority of the Constitution, and it makes for grave inequalities in taxation. At the present time there are some thirty-four billions of dollars invested in tax-exempt bonds in this country and the sum is mounting higher yearly. Not only does the system draw capital away from commercial enterprise, but it encourages waste and extravagance in public improvements, which, although they may be desirable, are not economically productive.

\* \* \*

**R**ECENTLY we read with a good deal of interest the verbal battle between Governor Blaine of Wisconsin and Mr. Simmons of Kenosha, the head of the great manufacturing establishment which bears his name. Regardless of who is right in the contention, Mr. Simmons has announced that the general offices of his company will move from Kenosha to New York. That will be a big blow to Kenosha and to Wisconsin. Some other large manufacturing concerns have threatened to follow the example of the Simmons concern and find locations in other states. It must be quite obvious that if they do, the revenue which the state derives from taxes will be reduced, even though the rate may be increased. It is precisely the same principle at work that we see in the reduction of the government revenue through imposing heavy surtaxes on large incomes. In the one case the persons who ordinarily would pay a large share of the taxes, escape payment by investing in tax-exempt bonds when the surtaxes become so high as to make that profitable, while in the other case the firms which would pay reasonable taxes in Wisconsin, will move to some other state when they find it is economical to do so. The government and the state suffer an actual loss in revenue as a result.

\* \* \*

**T**HERE is a general tendency on the part of legislators to increase taxes in the direction where they think it will be most popular. The small taxpayer, who has one vote just the same as the large taxpayer, is apt to think that a large tax increase, say, on a railroad, will decrease his own taxes. Of course it doesn't do it, but he doesn't reason it out far enough to see that, so any special tax on a railroad pleases him. He does not see that the railroad does, and must, shift the burden of that extra tax on to those who use its service, and that means everyone of us in a greater or lesser degree. We noticed an advertisement in a daily newspaper today displaying the tax bill of the Santa Fe railroad from 1912 to 1921. It just happened to be the Santa Fe, but it might as well have been the North Shore Line, or any other railroad, for they can all tell the same kind of a story. The tax bill of the Santa Fe in 1912 was \$4,438,000 and it increased with little variation every year until in 1921 it was \$14,836,000. Taxes in that period had more than tripled and the mileage had not increased.



Taxes for each mile operated were \$414 in 1912 and \$1,270 in 1921. That is the story told in that advertisement and we have no reason to doubt its accuracy.

\* \* \*

**A**NY other railroad in the country, as we have said, could show a similar increase in its tax bill. Then there is a clamor for reduced rates. The futility of attempting to reduce railroad rates, while constantly boosting taxes and other fixed charges must be apparent. Even a radical like Senator Borah saw that when he said: "It will be very difficult to reduce freight rates, if we continue in this country to increase taxes upon railroads as we have for the last four years." The railroads are not in the same position as the Simmons company of Kenosha. They cannot move away to some state which has more favorable tax laws. They must pay what they are assessed and the tax bill comes ahead of everything. We do not mean that railroads and other utilities should not pay just and reasonable taxes. The point we are trying to make is, that when any unreasonable tax is imposed on a railroad or other utility, the cost is shifted on to the consumer and he has to pay it in another way. It isn't always easy to shift the burden, either, because one body levies the taxes and another regulates the rates and often it is a long, tedious process to reconcile the work of the one body with that of the other. Meanwhile the railroad is the goat, which is one of a number of reasons why railroads are handicapped in the way of procuring capital to put in equipment, new stations and other improvements necessary to give the public service.

\* \* \*

**W**E might advance a great many other reasons to show why the Constitution should be amended to stop the national and state governments issuing bonds that are tax-exempt, while there is little that can be said in the present day in favor of the system. At the time the Constitution was adopted and for many years afterward, there was a good deal to be said in favor of the system. By exempting government, state and municipal bonds from taxation, it was possible for governments to procure capital at a lower rate of interest, and as the interest had to be paid out of taxes levied on all the people, the tendency was to keep taxes down. The theory was correct, of course, and is correct today for that matter, but the abuses which have grown out of the system more than offset the advantages. Industrial and financial conditions the world over were distributed by the great war. National debts were piled up at the most alarming rate the world ever saw. Billions of capital went up in smoke and destruction. That means that it must be replaced before there can be financial stability, so that the great need of today is capital. Commercial enterprise has to compete in the money market with the national and state govern-



ments and pay high taxes and surtaxes from which the national and state governments are exempt. The result is that it is difficult, and in some cases impossible, to finance large industrial enterprises. The investor with an income of \$250,000 or more finds it more profitable to buy a tax-exempt bond paying 5 per cent than to put his money into a business enterprise paying twice that return, because of the high federal income surtaxes he has to pay.

\* \* \*

**W**HEN we started this column we had in mind writing something on the patriotic line, but then this will make a pretty good substitute, after all. It really is patriotism in a way, because we feel that the tax question is one of the most important problems in our industrial life today. We happened a day or two ago to attend a luncheon of the Racine Kiwanis Club and in conversation at the table one of the business men spoke of reading something in this column a year or two ago on the subject of taxes, which he thought very interesting. The fact that the particular editorial had stayed in his mind that length of time makes us feel hopeful that there may be something interesting in the foregoing, which is a good excuse for writing it. Besides, there is no question before the people that is less understood than the subject of taxes, while there is none that has a more direct bearing on their welfare. If we have helped to throw even a little light on the subject, we shall feel amply repaid for the trouble, although we have barely scratched the surface.

\* \* \*

**A**NOTHER subject we had in mind to tell about in line with patriotism is told in another section of the BULLETIN. That is the splendid educational work which the North Shore Line is carrying on among its alien workmen and what it has accomplished in that direction. But we might go outside of the North Shore Line and tell you something of a few other utility companies in the same group. Nowhere in the country, we believe, is there a similar situation. You know there are a number of public utility companies throughout the country, largely in the Middle West, under the direction of Samuel Insull of Chicago. These companies include the Peoples Gas, the Commonwealth Edison, the Chicago Elevated Railroads, the North Shore Line, the Public Service Company of Northern Illinois and the Middle West Utilities Company. A survey made of the employes of the combined companies, as of December 1 last, showed a total of 24,214 on the payroll, and of that number only 51 were aliens. How's that for a story in Americanism? We feel that it is so extraordinary that it deserves a somewhat more detailed explanation.



**T**HE three large Chicago companies were practically 100 per cent. The Peoples Gas Company had 3,398 employes on the payroll at the time of the survey, every one an American citizen, or in possession of first papers. The Commonwealth Edison Company had 6,631 employes, with only 11 who did not have naturalization papers. Of that number two were minors and orphans, who will apply for their papers as soon as eligible, and nine are ineligible for citizenship, so that the score is practically 100 per cent. The Chicago Elevated Railroads had 5,488 employes, only two of whom were not citizens. At this writing the score is 100 per cent. The Public Service Company had 2,150 employes, only two of whom did not have first papers. The Middle West had 4,702 employes, only four of whom did not have first papers, and the North Shore Line had 1,350 employes, 32 of whom were aliens. In explanation of the last-named company, it should be said that the alien employes are all in the track department, a class of work that does not exist in the other companies, and one in which foreign-born workmen always predominate. Of the 32 aliens at the time of the survey, 20 expressed a desire to take out their papers as soon as possible. They are now being schooled in citizenship and knowledge of the English language.

\* \* \*

**I**T might also interest readers to know that the present rule in all the companies mentioned requires an applicant for work to be an American citizen or to have declared his intention of becoming one, before he can obtain employment. But the figures quoted in the foregoing paragraphs are interesting and illuminating. The companies are all engaged in giving service to the public, and they see to it that the service is given by American citizens. We question whether as good a showing in Americanism can be made by any similar group of companies anywhere in the country, which shows that the North Shore Line is in good company. In conclusion, maybe we have shown some patriotism, after all.

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(Continued from Inside Front Cover)

no difference whether a company is capitalized at a million, or a billion dollars, it is allowed to earn only a fair return on the fair value of the property used in public service, that value being determined by actual appraisal of the property. That is an important point which is not generally understood by the public, and which leads to the meaningless

talk of "watered stock," which cannot exist under present-day regulation.

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#### LEGAL UPS AND DOWN

Flatbush: "You say your wife went to college before you married her?"

Bensonhurst: "Yes, she did."

Flatbush: "And she thought of taking up law, you said?"

Bensonhurst: "Yes, but now she's satisfied to lay it down."



# How Educational and Americanization Work Is Carried on by the North Shore Line

## Illiterate Alien Track Laborers Being Made Into Educated Patriotic Americans

**I**N some previous issues of the BULLETIN we have referred to the educational work which the North Shore Line has been carrying on for the last two years, in the direction of educating and Americanizing the track laborers.

Last month we told you of the Christmas party given for the track laborers and their families and how much these men appreciate the interest which the company shows in their welfare. It might interest readers to know what outsiders think of this work, so we are going to reprint the following story which appeared in the January issue of "Railway Engineering and Maintenance":

"During the last few years the Chicago North Shore & Milwaukee has been carrying on a rather unique and decidedly interesting work in its maintenance of way department in the form of an educational movement among the track forces. Unlike many educational movements among workers, regular schools have been established where the men are gathered in classes at regular intervals and are taught how to speak, read and write in the English language as well as about American ways and about the railroad on which they work. Nor is the work limited to these schools, for, in addition, courses of instruction are given for foremen and those who care to become foremen, and social gatherings are provided in which the workmen and their families meet together in wholesome recreational activities. In the opinion of the management the experiment has proved very successful. The foreign workers have en-

tered into the spirit of the work, and the company, originally skeptical, considers itself well repaid in various ways for the attention given this subject.

### The Work Began as an Americanization Program

"The work was undertaken about two years ago as an Americanization program. The need for something of this kind suggested itself during the war. There were then employed in the neighborhood of 200 trackmen. As on other roads, these men were almost all of foreign birth and all of foreign parentage. Altogether 14 nationalities were represented with Croatians and Italians predominating. As usual they were hired through labor agencies. During the war the attention given to selling liberty bonds to these men and to scrutinizing them in the interest of the government disclosed that they were living in a decidedly un-American atmosphere and were harboring un-American ideas to an alarming degree. It was apparent that little in the way of improvement was being accomplished by the customary practice of working through foremen and labor agencies and that something should be done to overcome the old world ideas which these men entertained about their work and their relations with their employers.

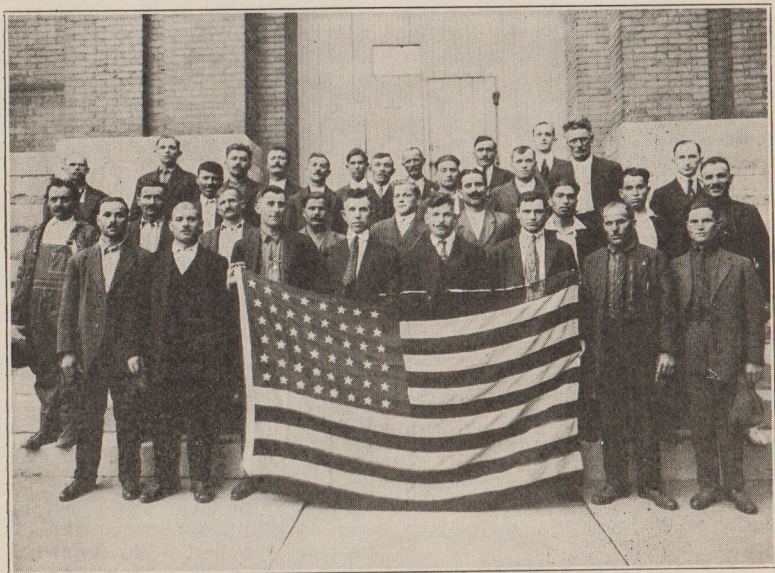
"As an initial step in this direction the practice of keeping labor in boarding camps maintained by contractors was replaced by a system of company camps constructed and main-



tained to attract the better class of men and keep them contented. An improvement was made in the commissary, baths were provided, close attention given to fumigation and finally a Y. M. C. A. secretary was employed to look after their recreation.

"While this work was in the right direction it became increasingly evident that what the men needed was Americanization and

survey revealed some startling figures. Among other things it was disclosed that while more than 88 per cent of the men had been in this country over five years, 90 per cent were not citizens and the remainder had only taken out the first papers. The survey showed further that over 30 per cent of these men, whose ages ranged from 18 to 60 years, and averaged 36 years, could not



North Shore Line Trackmen Taking Out Citizenship Papers

after some hesitation it was decided to encourage and by a systematic course of education to assist these foreign born employees in becoming citizens. To this end a committee was selected, composed of four officers of the maintenance of way department and four foreign track foremen to cooperate with and to advise the Y. M. C. A. secretary in carrying forward the work.

"As a first step in the program a complete survey was made to ascertain the educational and citizenship needs of these men. This

survey revealed some startling figures. Among other things it was disclosed that while more than 88 per cent of the men had been in this country over five years, 90 per cent were not citizens and the remainder had only taken out the first papers. The survey showed further that over 30 per cent of these men, whose ages ranged from 18 to 60 years, and averaged 36 years, could not speak the English language, 75 per cent could not read it, and 80 per cent could not write it, while 25 per cent could not even read or write in their own language. The problem, therefore, was one of planning a course of instruction to meet the varying requirements of the men and which at the same time would not be looked upon with suspicion by those receiving the instruction and which could be made accessible to all regardless of the place of their employment. As carried out the plans involved putting up classrooms at



convenient points along the line where all gangs could meet on local trains passing their houses. In all about six classrooms were provided.

### Teaching the Men English

"The first step of instructions was that of teaching the men English. For this purpose Roberts System of English for Foreigners was selected, it being a course of study requiring no interpreters nor any reference whatever to the students' native tongues. Briefly, the system consists of placing a series of words on a sheet of paper, with a sentence opposite each word to show how the word is used. On the back of this sheet each of the sentences found on the front is printed to show how it appears when written in long hand. The following is a sample of such a sheet:

#### Writing a Letter

take	:	I take a sheet of writing paper.
dip	:	I take the pen and dip it into the ink.
write	:	I write the letter.
sign	:	I sign my name to the letter.
dry	:	I dry the wet ink with the blotter
fold	:	and fold the letter.
take	:	I take an envelope.
write	:	I write the address on the envelope.
clean	:	I clean the ink off the pen.

"The instructor, by means of his voice, shows how the word sounds and explains its meaning by going through the proper motions. For example, when teaching the word "drop," the instructor points out the word on the paper, pronounces it and then drops something so that the student can connect the sound of the word with the motion indicated. To promote the interest as well as enlarge upon the value of the work to the men, attention was given to tying the instruction up with track work and as a method of keeping the study from getting tiresome use was made of motion pictures at these classes.

"As the work progressed, English was supplemented with simple courses of study in grammar, government and arithmetic, and here, as in the case of English, the instruction was associated with the work the men were actually doing. For example, in arithmetic, a problem would be given as follows: If 350 ties are unloaded for renewals in track and 85 ties have been renewed, how many ties are left?

"Beginning late in 1920, two hourly classes were held on two evenings of each week, excepting for two months during the summer, when the program was confined to pictures and recreational pastimes. Instruction was rendered voluntarily by men in clerical and supervisory positions in the service of the company, and all study was conducted on the men's own time. Early in the campaign it developed that not every foreigner was willing to take up this training, and it was thereupon decided to require all men to attend on the ground that it was advisable from a safety standpoint for all men working on track to have some understanding of English, and foremen were instructed to keep in their gangs as far as practical only such men as could read and write English and were willing to attend schools provided for them. The order had a good effect upon attendance to classes, bringing a number of men into the school who had previously shown no interest, and while it necessitated discharging a few men, it does not appear that those remaining entertained any bad feelings over this order.

### Much Interest Was Displayed in the Work

"Almost from the start a great deal of interest was taken in the work and creditable progress was made by the men in their studies. As indicating the interest taken in the work by some, one man over 40 years of age, who though many years in this country, had



not learned the language, said to an interpreter at the close of the first lesson, 'I would rather learn English than to have \$1,000.' Even the men who could not read in their own languages began early to make progress in reading and writing English, and the progress was such that a day in May was selected as 'first paper' day, upon



**J. S. Hyatt, Engineer, Maintenance of Way, Under Whose Direction Americanization Work Has Been Carried On**

which all foreign employees on the road who had not yet declared their intentions to become American citizens, could do so. When the day arrived (May 19), every court house from Chicago to Milwaukee was visited by groups of these men, the day being made quite an occasion. As a result of this, the number of employees not yet having declared their intentions to become citizens dropped to 27 per cent, of which six intended going back to Europe, nine did not as yet understand, and seven refused.

### **A Foreman School Was Instituted**

"So successful did the work of the English class progress, that it was decided not only to continue these classes, but also to establish a school for foremen and all who desired to become foremen. As a matter of fact, a survey showed that some of the foremen were almost as much in need of the training as the men under them, and instances were recalled where foremen had been discharged for disobeying instructions which, as it was found out later, through ignorance, they did not understand. These schools are conducted in the form of a club at which lectures are given on methods of maintaining track. The men are not required to study lessons, but it is required that all foremen send in answers to series of questions discussed in the lectures given them. In addition to studies in track methods, foremen also discuss in these club meetings the relation of capital and labor as well as other subjects pertaining to the railroad and their relation to it.

"As an example of the method of instruction, the following portion of a lecture is reproduced below, together with a list of examination questions covering this subject.

#### **Lecture on Drainage**

**Definition**—Drainage is the provision by which surface water is drained from the roadway and the track structure supported by the roadway.

**Importance**—The importance of drainage in good track maintenance cannot be overestimated, as may be best shown by considering the evil effects resulting from improper drainage. These evil effects are most noticeable in a territory which has a soil such as that along the North Shore where there are no natural provisions for drainage, but where all such provisions must be made by the road builders. In many soils, such as gravel and the like, nature provides her own drainage and it is not necessary that the road builders give this subject the attention that is required here, but where the subgrade is of an impervious clay such as we have prac-



tically the whole length of our line, it makes the subject of drainage of paramount importance, and it will be well to consider the evil effects of improper drainage in detail.

**Improper Drainage**—When water is allowed to stand upon clay soil it so softens the material that it will run like jelly. If a track is laid on this softened clay soil and trains are run over the same, the impact of the moving trains pounds the ballast down into the softened clay and forces up the jelly-like substance in between the stones comprising the ballast, thus fouling the ballast and rendering it impervious to water, making the ballast of the nature of a gravelly loam soil instead of a solid porous substance. This, of course, will go on more in one place than in another, as clay does not soften uniformly under water, and there will be places that have better drainage than others. The result of this is that the track settles out of line and surface not uniformly, giving us a rough riding track. This un-uniform settlement produces excessive strain on the rails, resulting in bent or broken rails, and as the joint is the weakest place in the rail structure the settlement here is the greatest, producing what is known as low joints.

#### Questions on Drainage

What do you mean by track drainage?

Name four bad effects of improper drainage.

What do we mean by "sub-grade"?

Why is drainage more of a problem in our clay soil than in most soils?

What are the different ways by which we get drainage?

Which one of these ways is most important on your section? Tell why.

Where is the poorest drained spot on your section?

Name the evil effects which show here?

What methods would you suggest to remedy the drainage in this particular spot?

Why is poor track drainage a hindrance to the best safety?

"Aside from showing how the foremen grasp the instruction given, their answers show a decided proficiency as having been acquired by some of them in writing English, a result which in many cases was partially due to the assistance given by their children.

#### The Work Has Been Very Successful

"At the present time the Americanization program and the larger educational program into which it has grown have been conducted for two years and have proven very successful both from the standpoint of the men and the railroad. The carefully systematized instruction given the track men in the classes, supplemented as it is by family gatherings, has gone a long way not only to enlarge his interest in the work he is doing, but also to readjust his viewpoint concerning American institutions, and while much of the benefit to the railroad is not measurable, it has plainly been beneficial from a safety standpoint, has materially reduced the labor turnover and minimized labor difficulties.

"All of the schools are now grouped at two locations and it is the intention of the management to continue the courses and thus maintain the close contact with these men which is possible in such a work. The work is carried on under the jurisdiction of J. S. Hyatt, engineer maintenance of way, to whom we are indebted for the above information."

## DIPLOMAS AWARDED FIRST AID TEAM

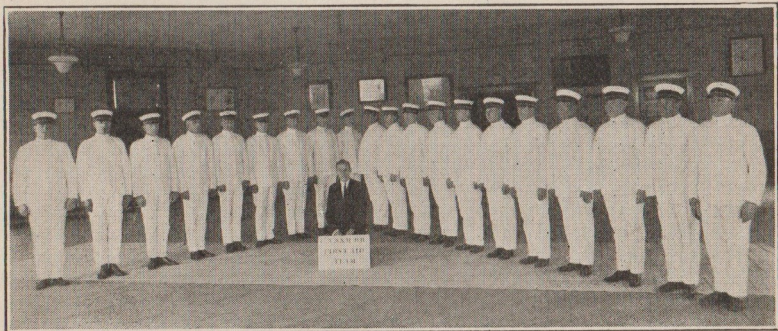
THE recently organized First Aid Drill Team of the North Shore Line has given a number of demonstrations in various cities along the line, always receiving enthusiastic applause wherever it has appeared.

The team is a credit to Dr. Hart E. Fisher, chief surgeon of the company, who got it started, and to Captain W. C. Pegalow, who trained the men. They give demonstrations of dressing wounds, putting splints on broken arms or legs and of applying the prone



pressure system of resuscitation from electrical shock, that are a revelation to those who watch them.

president of the companies, presented two of the employees of the Elevated Railroads with gold medals, for having been in-

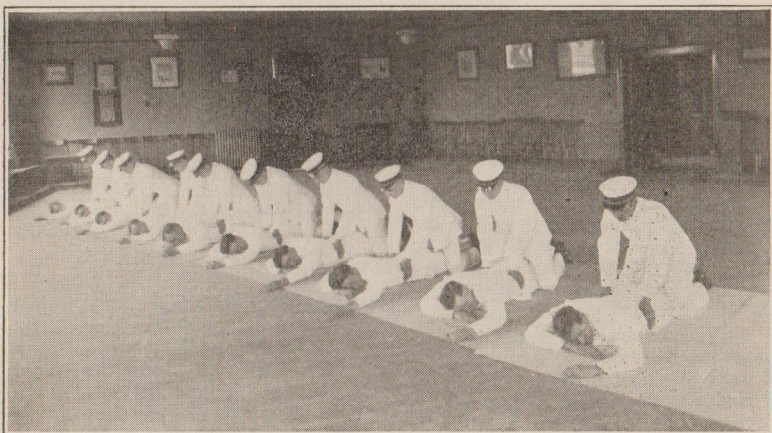


**North Shore Line First Aid Team**

At a dinner given in honor of the drill teams of the North Shore Line and the Chicago Elevated Railroads on February 6, at the Chicago Engineers Club, the forty-eight men, comprising the two teams, were awarded diplomas for skill in first aid work. At the same meeting Britton I. Budd,

instrumental in saving the life of a fellow workman.

The circumstances which called for awarding the medals were these: A work train was unloading material in the Howard street yards on the Elevated Lines, when one of the workmen fell off the car and came in contact with the third rail. Arthur Washo, a



**First Aid Team Applying Prone Pressure System of Resuscitation**



switchman, and Tony Futera, a conductor, both of whom had served on the First Aid Drill Team, ran to the rescue of their fellow workman. A hurry call was sent for a doctor and while awaiting his arrival, the first aid men took turns in applying artificial respiration by the prone pressure method. When the doctor arrived and saw what the men were doing, he told them to keep it up, as there was nothing more that could be done. After about thirty minutes' work the victim began to breathe and was hurried to a hospital. He soon recovered and returned to work in a few days.

It is to be prepared to meet just such emergencies that the First Aid Drill Teams are organized and after one set of men have become thoroughly familiar with the work, another set of men begin the training. To have such trained men always available in an emergency has a wonderful effect on the morale of the entire working forces. It shows that the North Shore Line is up to date in its methods and looks out for the welfare of its employes, as it does for the comfort and convenience of its patrons.

#### LEGION POST GIVES SUCCESSFUL DANCE

**T**HE North Shore Railroad Post of the American Legion gave a very successful dance in Santi's Hall in Highwood on January 26. The music was supplied by the North Shore Line Orchestra, which is attracting a great deal of attention along the road for the excellence of its performances.

The dance was attended by couples from Chicago, Libertyville, Waukegan and other neighboring cities, showing that the Post, although organized only recently, is a live one.

## DOING GOOD WORK

**T**HE Employees Mutual Benefit Association of the North Shore Line held its annual meeting at the Deerfield-Shields High School, in Highland Park, on the evening of January 17, and the reports submitted by the officers showed that the association did splendid work during the last year.

This association is maintained jointly by the employes and by the company. The members pay monthly dues of \$1, to which the company adds 50 cents. During the year the association paid to its members \$11,141 in sick, accident and death benefits. At the close of the year the association had a cash balance of \$6,717, with no liabilities.

The association had 900 members at the close of the year and the number should be larger. Every employe of the company who is eligible should hold a membership in this association. It is the cheapest form of insurance they can find and the man who does not carry some protection against sickness and accident, is not treating his dependents fairly.

Members who are incapacitated through sickness or accident, receive \$15 a week and upon death their dependents are paid \$300. During the last year 122 members received sick benefit, 22 accident benefit and there were 6 death benefits paid.

## CELEBRATE BURNS ANNIVERSARY

**S**OME experiences of last month about convinces us that Burns is the most popular poet among the folks along the North Shore Line. Every city and town, or at least most of them, held celebrations in honor of the plowman poet's birthday.



We attended a celebration at Evanston on January 20, and one at Racine on January 26. We understand that Winnetka and Kenosha both held Burns' celebrations on January 27. Being a Burns' enthusiast ourself, we were gratified to see how his memory is cherished along the North Shore.

The Racine gathering was something of a surprise to us. We had no idea that there were as many Scots in that city, for there must have been at least 500 at the meeting. The chief speaker of the evening was our friend Rev. William T. Dorward of Milwaukee. He is always interesting and entertaining, and though he did not confine his talk entirely to Burns, he showed that he was thoroughly familiar with the poet's work. The Racine Scots gave an excellent entertainment and the editor of the BULLETIN wishes to thank them for the enjoyable evening he spent with them.

Incidentally, we might say that we were agreeably surprised to find so many BULLETIN readers in the audience. Although they never had met the editor before, a number of them said they watched eagerly to hear from him once a month, and there is nothing that flatters the heart of an editor as much as to know that his work is being noticed. This was even more noticeable at the Evanston meeting. When the editor was unexpectedly called on by the chairman to say a few words, nothing was said to identify him with the BULLETIN. Evidently the introduction did not suit Robert Lorimer, an enthusiastic BULLETIN fan, for before we had time to open our lips, Mr. Lorimer jumped up and in stentorian tones, and wonderful Scotch accent, announced, "Ladies and Gentlemen, this is the fellow who writes that little North Shore Bulletin." The welcome which instantly followed showed that the BULLETIN is

fairly well known in classic Evanston, and what pleased us most was the number of women who came up afterward to shake hands and tell us they read this publication every month. Why can't we have a few more women correspondents? Now ladies, that is a gentle hint. Don't let the men folks have all the say in the contrib's column.

One thought struck as forcibly as we tried to see something of the larger meaning of these Burns celebrations. Scots are known to be clannish, which, after all, isn't a heinous crime. They are noted for their love of their native country. Perhaps, the answer is Burns. He was intensely patriotic. He sang of Scotia's banks and braes in a way which made his readers not only love the poet himself, but the scenes of which he sang. Love of Burns and love of country are two things on which all Scots unite, and the thought occurs to us that they are inseparable.

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### TIMELY ADVICE

Clancy and Casey met after an absence of twenty years.

"Well, well, Casey, and did you ever get married?"

"Yes, I have eleven children."

"Well, the Lord certainly smiled on you."

"Yes, and I'm glad He didn't laugh outright. Are you married?"

"Oh, yes, I have five children. You see we lived a while in St. Paul and everything was all right. We moved to Twin Cities and my wife presented me with twins. Then we moved to Three Rivers and she presented me with triplets."

"For hivin' sake, Clancy, keep away from the Thousand Islands."



## COMMENDATIONS

**T**HE following letter comes from a Chicago business man, whose name we are not at liberty to disclose, as it was marked "Personal," but it illustrates the character of service given by employees on the North Shore Line:

I am in the habit of dining frequently at Kenilworth. By taking the 11:05 Chicago Express on the North Shore Line and transferring to the surface lines at Wilson avenue, I can reach my home on Aldine avenue in forty-five minutes from Kenilworth. This, I take it, is remarkably good time.

Last Tuesday night by mistake I took the local train that runs immediately before the Chicago Express. At the conductor's suggestion, I left the local at Wilmette and waited for the Express. In my hurry I left a small package lying on the seat of the car. Upon arriving at Church street on the Express train a few minutes later, the package was there waiting for me. The conductor of the local train had taken the trouble to have some one meet the Express train, so that the package could be returned to me.

This was a little thing perhaps, but it is just such service as this that will gradually endear the Chicago North Shore Line to the traveling public. I confess I have now a very different feeling toward the road than I ever had before and will not readily forget it.

Another letter of similar import reads:

I desire to bring to your attention the courteous attention which I recently received from your station agent at the Linden avenue station. I do not know the young man's name, but I do know that he goes on duty at 3:00 P. M. and is on duty there until late in the evening.

I lost a valuable ring recently and thought that perhaps I might have lost it on a North Shore car on which I had ridden from Adams street to Linden avenue, and requested this young man to make inquiry for me at Highwood, to see, if by any chance the ring had been found and turned in. He not only did this for me, but spent considerable time and effort in trying to get information from other sources.

I later found the ring, which had been misplaced, but I sincerely appreciated his efforts in my behalf

and feel that such exceptional courtesy as he displayed should be brought to your attention.

Yours very truly,  
Miss C. L. Barrow.

A pleased patron, who lives in Wilmette and uses the North Shore Line daily to Chicago, writes the following among other things:

I want to say a word about the service your line is giving. I live in Wilmette and have usually patronized the steam road, but for the last six months I have been astonished at the wonderful service your road is giving between Wilmette and Chicago. The steam trains are always a little late, but I have never found your trains late at the Wilmette station. Four members of my family are using your line from time to time, and it is especially nice in the evening to get on a train in the loop at the Wabash avenue station and ride to within a block of your home in a nicely lighted, warm car such as your company furnishes. I also notice that the courtesy and service on the part of the conductors is unusually good.

Yours very truly,  
W. J. McDowell.

## PRAISES MERCHANDISE DESPATCH SERVICE

Here is a letter from a Kenosha bicycle shop proprietor which tells its own story of the wonderful service given by the North Shore Merchandise Despatch:

Was just reading one of your BULLETINS and note several comments about your service, which I say has got them all going. Here is a little incident which happened to me a short time ago. I was in need of some supplies from Chicago in a big hurry. Naturally thinking that our U. S. mail was the fastest I called my supply house in Chicago and ordered the goods sent out by parcel post, rush. This was about noon. The next day at noon, I did not have my goods and I called up again and had them send a duplicate order by Merchandise Despatch on the North Shore Line.

To cut it short it took just 26 hours by mail and just six hours by the North Shore from the time I called Chicago until I had the goods in my store. Both shipments were given the same attention by the shipper in Chicago.

Now that's what I call service.



Talk about flying machines. They will have to take a back seat for the North Shore Line. What road do I recommend? The North Shore always.

M. T. Main,  
West Side Bicycle Shop, Kenosha.

By a curious coincidence the same mail which brought the foregoing letter, brought a form letter from Postmaster Lueder of Chicago, extending an invitation to visit the new parcel post building of the Chicago post office at Van Buren street and the river. The letter describes the wonderful efficiency of the new building, and the remarkable methods whereby 10,000 sacks of parcel post mail can be handled in an hour. No doubt the new building is all that is claimed for it, but the letter from Mr. Main would indicate that they do not begin to handle the 10,000 sacks soon enough, or, at least, not with the promptness that such stuff is handled by the North Shore Line.

#### SOME MORE FAST SERVICE

To show that the incident described above by a customer is not unusual, we might cite a recent case where the Chicago representative of the Weinbrenner Shoe Company of Milwaukee, called up and ordered a shipment of shoes, consisting of 350 cases. The shipment was delivered to a special car in Milwaukee at 11 o'clock a. m. The special car arrived in Chicago at 1:40 p. m. and was met by a fleet of trucks to transfer the shoes to the Chicago store of the Weinbrenner Company, where they were on display in the show windows at 4:00 p. m. the same afternoon.

That speaks volumes for North Shore Merchandise Despatch service, but it also shows that Tom Gregg, the general traffic manager of the Weinbrenner Shoe Company, knows how to get goods in a hurry. It can be done when a man who knows how goes at the job.

#### A GOOD HUSTLER FOR BUSINESS

The Traffic Department commends Norman L. Herbst, gate-man at the Milwaukee Terminal, for his interest in the company and going after business. The company needs such wide-awake men on the job, for it must have business to keep the wheels turning.

#### ATTACKED BY AN UN-MUZZLED GOOSE

THE following official report was sent in by a conductor to the Superintendent of Transportation:

Today on train No. 18, Motor 400, a woman passenger got on carrying a live goose and several bundles. While I assisted her on with the goose, it caught hold of my arm and bit me, drawing the blood. I opened the First Aid box on car 400 and used one application of iodine. This for your information to account for the iodine.

If passengers are to carry dangerous geese without having them muzzled, it would seem that chloroform ought to be added to the medical supplies in the First Aid boxes. The report doesn't state whether the iodine was used on the goose or on the injured arm, but the goose had a dose of it coming for playing a trick like that.

#### A GOOD SCHOOL

Two Jews met in a railway station in Edinburgh, Scotland.

"Where are you going?" asked one.

"I am going to Aberdeen."

"You can't make any money there."

"I don't expect to make any money. I am going there to complete my education."



## With the Bulletin Family

**O**UR best-known correspondent "Loophound," having "bawled us out" for being late the last month or two, we have decided to mend our ways and get this thing out of our system earlier in the month.

Having made an earlier start, we have received fewer letters for this column than usual, but don't let that deter you from writing. If they do not appear this month, they will next month, and what is a matter of a month or two between friends.

We are going to get even with "Loophound" by knocking him off his pedestal at the top of this column. We have two reasons for that, one because he called us down, and the other—and more important—because we have with us this month a lady correspondent, from whom we have not heard in a long time. We like to give the women preference, anyway, having been married for a number of years and being fairly well trained.

Our woman correspondent says her letter does not need to appear in print, as it is quite personal, but the more personal they are the better we like them. It is that personal, human sort of tone that makes this BULLETIN just a little different from others of its kind and more interesting to the readers of this column. Let's keep it up and make it even more personal, for as Emerson, or some other philosopher, once remarked, the most interesting thing in the world is how the family next door lives, or words to that effect.

However, let us hear from our Milwaukuee woman correspondent. She writes:

I wish to thank you for the Christmas card remembrance and the BULLETIN which you have

been kind enough to send me during all last year, although I was one of the very worst delinquents, I believe, of your BULLETIN family.

I resolved that the new year would not have a chance to get very old before I had fulfilled my honorable duty in this regard.

I am not as frequent a traveler on your splendid North Shore Line of late as I was, after 27 years of service in the fraternal field as solicitor for the American Insurance Union. I resigned last May and am enjoying the pleasure of home duties, caring for a husband and an aged mother, who heretofore did not have me with them much of the time. I regretted so much to give up the business life at the time, but am fully repaid by their appreciation and genuine satisfaction of having me with them all the time.

However, as a member of our National Board of Regents, I have the pleasure of visiting Racine, Kenosha and Chicago frequently and never think of traveling over any road but the North Shore.

I really miss the happy, pleasant faces of the employes of your road, who were always most courteous to me and I have advised the man and his wife who have taken my former position with our company, to always use the North Shore Line.

Now, Mr. Editor, this does not need to appear in print as you see it is quite personal, but I feel that I can write you in this manner and I feel ashamed to receive so much from you and every one connected with the North Shore Line with whom I came in contact, and not be able to let you know.

I thank you for all the splendid courtesies. I should miss the BULLETIN more than I can express and hope it will continue to find its way to our address.

With sincere good wishes for a prosperous, healthy and happy new year to all.

Sincerely,  
Mrs. Daisy D. Callow.

What's that about "while the lamp holds out to burn, etc.?" Not that we mean you are a sinner, Mrs. Callow, but we're glad you have returned to the fold. We need you in this Family and you can be with us occasionally without neglecting the other family of



which you speak. You can rest assured that the BULLETIN will continue to go to your address. If it should fail to do so, just a post card will bring it, because we can't always guarantee that there may not be a slip in the mail somewhere.

That good old scout Michigander has reformed. Some of the regulars like Loophound and Peebles used to refer to Michigander as an "annual event." Well, he isn't that any more. He's a quarterly, or a bi-monthly, and maybe during the coming year he will get into the monthly class. We're always glad to hear from him, anyway, and this year he started out well. He just missed last month's issue by a nose, so we are going to print his little "piece" this month. He writes:

I am out to keep my good name clean by writing when I get a little time, for otherwise I might fall back into old habits of being forced to write to retain my subscription to the BULLETIN.

I have been expecting to hear from my fellow townsman, or rather townswoman, Mrs. Esther B. Clark, who said she was to try to look me up when in town. I'm afraid, though, that if she asked for "Michigander" she would be greeted with a look of surprise, and should she try to explain, she might be suspected of kidding. You see although I receive the BULLETIN at the office, I doubt if anyone suspects the identity of "Michigander."

Apparently Mrs. Clark has moved from Detroit, for she used the expression "next time she came to town," so I will be unable to get in touch with her, unless you can give me her present address. I doubt whether she can get in touch with me, so I thought of doing that little thing myself. Her name stirs up memories, for I once knew a young lady named Esther, who invited me to see the other fellow marry her. No, I do not think that it was Mrs. Clark who was guilty.

Just a word about the Waterway to the Sea. We in Detroit are taking more than passing interest in this question. We realize that should this project go through as planned, it would mean Detroit would soon outstrip every other city on the lakes as an inland port. Just think, one could board a palatial trans-Atlantic liner in Detroit

and not have to get off until he arrived at his destination in Europe, or wherever he might be going. This would do away with the unpleasant trip by rail and all the inconvenience of transferring at New York. And just imagine the pleasure of that trip down the beautiful St. Lawrence River among the Thousand Islands and past many historical and interesting points. It would be the making of Detroit and you really should not blame us for enthusiastically supporting the movement.

On the contrary, it would not benefit Chicago directly, as the large ocean liners would be unable to pass through the Soo locks, so I don't blame you in Chicago for not being so all-fired "het up" over the question.

I fear I have said too much, so will close this asking that you be sure to keep the BULLETIN coming promptly every month, otherwise I may be tempted to go to Chicago for my copy at any time I may suspect it of being held up.

Almost neglected to acknowledge the greeting card received with the BULLETIN. I think it was very nice.

Sincerely,  
Michigander.

Hope we didn't dampen your enthusiasm on that waterway project by what we said about it last month. When we got your letter we hadn't written our editorial comments, so you furnished us with a suggestion, for which we thank you. No need to spoil that beautiful dream of yours about boarding an ocean liner in Detroit and sailing away forever. But where do you get that stuff about "unpleasant" railroad travel? Were you ever on an Atlantic liner in the middle of the ocean in a storm? It's perfectly lovely. You see a great big valley open in front of you and the boat dives into it nose first. You don't know whether she's going to come up again, and you don't give a hang, either. You feel you would like her to stay down and be through with it. But she always comes up, just like everything else. We have never had the pleasure of seeing the beautiful St. Lawrence, so can't speak from actual knowledge, but we have many times seen the majestic



Hudson from Albany down to New York and it is a wonderfully beautiful sight—viewed from the windows of the Twentieth Century. But dream on, old boy, while you are young, because if that waterway ever is built, it will be a government job, which means that you will be an old man long before it is finished.

Feeling that we have punished "Loophound" enough by putting him down in the class, we will now let him make his little spiel. We like the cuss, even if he did call us down. We simply couldn't get mad at that fellow and, besides, he wouldn't care a rap if we did. This is what he says:

Dear Bulletin:

It is getting along to that time of the month when the mail man stops on every round, bringing 57 varieties of bills from as many sources, and if it wasn't that the same Indian brought the BULLETIN, I'd set a trap for him.

What the Sam Hill has happened to make the one really welcome piece of mail so doggone late the last few months? It's the only department of the North Shore that arrives behind schedule. As this Chinese party Dr. Cue says: "Every month, it comes but wunth, and 'nough better, it's later and later."

In another respect, however, the BULLETIN has a strong appeal to us intelligent readers, for no matter how late its arrival, its ideas are timely and well seasoned, so we forget the long vigil. I suppose we should be grateful to get it as often as we do, which is once a month, after all.

Your printer doesn't figure that this mailing business works out as my grandmother did. When I moved to Arizona from Minnesota she started writing twice as often so I'd get the same number of letters. I was twice as far away.

Yesterday I was up in a Pennsylvania blizzard, but tonight am comfortably seated by an open window in the old Capitol of the Southern Confederacy. Richmond is quite a historic city and is now the capital city of Virginia. The same structure wherein Jeff Davis and his colleagues gathered during the stirring days of the Civil War, serves as the state capitol building today. There have been alterations, however, and a few additions. Nevertheless by many of the older resi-

dents it is still proudly pointed out as the capitol of the old confederacy.

A few blocks away stands the old southern White House where Jeff Davis lived as president and where his young son met his death by falling from an upper story. It serves as a historical library and I regret that I located it after closing hours.

In the Virginians you will doubtless find the nearest approach to pure Anglo-Saxon citizens in America. They are fully as industrious and efficient as in the cities of like size in the north, yet they always have time for an interview. Their courtesy is proverbial and their desire to accommodate one is marked. I had the pleasure of breakfasting at the same table as a retired clergyman this morning and I mentioned this trait of the native Virginian. His reply would suggest that they also have a sense of humor. He said they just naturally try to give a man what he wants. Once a party named Patrick Henry made a request that he be given "Liberty or Death" and they gave him both. There is nothing half-hearted about your Virginian. He'll please you if it kills you.

Tomorrow I go to Norfolk and Newport News, then back to Pennsylvania. My next trip here will be less strenuous and I hope to drive and bring the family. Virginia is a state well worth cultivating.

If you can read this, Luke, you don't need an eye doctor.

Yours,

Loophound.

Why, we could read something twice as bad and never bat an eye. It's all right. When you haven't a trusty typewriter an old pencil is good enough. We're glad to note as you go gallivanting around that you occasionally associate with ministers, even though retired ones. It wouldn't hurt you to have breakfast once in a while with an active minister, however much it might hurt the minister. As for our being late, we're going to improve, but haven't you noticed that you get 24 pages where you used to get 16, and we haven't raised the price?

It is quite some time since we heard from our genial correspondent, Joseph M. Markley of Canton, Ohio, but he reads the BULLETIN regularly and apparently



celebrates Burns' anniversary just as regularly. Any man who does both these things is on the road to heaven, whether he ever gets there or not. Mr. Markley sends an original poem he read at the Burns' anniversary celebration and writes:

William G. Miller and I are sitting here talking about you and the wonderful editorials which you write in the NORTH SHORE BULLETIN.

We had a celebration of Burns' birthday last Saturday night, January 27, and wish you could have been with us. It was a most inspiring event, magnificent addresses, music and a regular Scottish night.

"For some hae meat, and canna eat,  
And some hae nane and want it,  
But we hae meat, and we can eat,  
And sae the Lord be thankit."

The attached is a copy of a poem which I wrote for this occasion, as has been my custom for the past two years. You will remember the previous one which I sent you.

Yours,

Joseph M. Markley.

Following is the poem written by Markley:

In Seventeen and Fifty-nine,  
In Scotland o'er the sea,  
A little babe with features fine  
Was born to set men free.

In lowly cottage, humble, poor,  
Grew up this brave young lad;  
The wolf oft came so near the door,  
It made his home life sad.

His heart was coined of purest gold;  
His vision keen and clear;  
His purpose strong, and we are told  
He held no thought of fear.

When Robert lived, kings ruled the earth,

In pride and lust and scorn;  
But when he taught mankind its worth,

Democracy was born.

The simple language of his pen  
Was mightier than swords;  
It swayed the hearts of common men,

As well as kings and lords.

Poor Burns was honest, good and kind,

Warm-hearted to the end;  
And always used his noble mind  
To benefit a friend.

The faults he had, like other men,  
Were human just the same.

His good deeds live beyond his ken,  
And give him lasting fame.

Though Burns is dead his spirit lives  
And thrills the hearts of men,  
And to the world will ever give,  
The treasures of his pen.

So celebrate and praise his name;  
Thank God for Burns, The Scot;  
Let every year increase his fame,  
For all the good he wrought.

We're glad to note, Mr. Markley, that you have become a Burns enthusiast. That, no doubt, comes partly, at least, from associating with Mr. Miller. We like to hear from you, if only on Burns' anniversary, but would enjoy an occasional letter between birthdays.

Our other Canton, Ohio, correspondent, William G. Miller, appears to be in a better frame of mind than when he last wrote. You recall on that occasion he was warm under the collar over what he regarded as an unwarranted slur on the memory of his favorite poet Burns, by a lecturer in his home town. It would seem that "The Jolly Beggars" of Canton celebrated the poet's anniversary in real fashion and that it has restored Mr. Miller's good humor. He writes:

The BULLETIN received a few days ago and read from cover to cover with the same pleasure as all previous copies, and that is saying much.

Your dog story, the return of the lost package by the dog, impressed me very much, and your statement that you believed it may appear odd to some, but I also believe it. You and I who have seen sheep dogs at work in Scotland, have seen them do work in the fields and at the markets that is almost unbelievable. And then the affection which those who know dogs bestow on them.

Luath was Burns' constant companion and was the means of him giving the world that most beautiful and truthful dialogue. "The Twa Dogs." One can well imagine the sorrow of the poet on losing his companion, when some miscreant poisoned him, at a time when they were expecting their father to die at any minute. The death occurred the following day and after the funeral Robert said to his brother



Gilbert that he would like to confer something memorable on his friend Luath. The Twa Dogs was the result.

Caesar, the other dog, was the creation of the poet's imagination and was used to bring out a true statement of conditions.

Now how about this dog? Two evenings before the BULLETIN arrived, Mrs. Miller attended a lecture in one of our churches in Canton. The lecturer was talking on affection and he told an experience. He said he had a dog once who was his constant companion. They had not been separated for years and he talked to his dog as to a person and the dog seemed to understand. There came a time, however, when he had to leave home, and he missed the companionship of his dog. Every day he felt the loss more and more and wondered how the dog felt about it. At the end of two weeks, not being able to get home, he felt he could not stand it longer and decided to write the dog a letter. He thought it would ease his own mind, if not the dog's. He secured a typewriter (presumably to enable the dog to read the letter more easily than you will read this). He wrote the letter with a lot of bow wows, addressed it to the dog and mailed it. Now the dog had been taught to receive the mail from the letter carrier and was always on the lookout for him. The lecturer said he was told afterward that the dog was more uneasy than usual the day the letter arrived and received the mail with great glee, taking it inside and barking loudly after depositing it on the floor. When he came to his own letter, he gave a few extra barks and tore it open. It seems that the man knew what the dog liked most and had enclosed a salt herring in the letter. I told Mrs. Miller as she recited the story, that the dog was like the rest of us, always felt good when we got what pleased us most. We are all dogs in that respect.

But that man and dog, it seems to me, must have traveled or lived near the North Shore Line, to see and learn the fitness of things, so that when they meet changes they realize what constitutes the best to please, giving and getting what one wants.

We had a fine time Jan. 27, an evening enjoyed by all. J. M. Markley read a fine poem, written by himself for the occasion.

I see by this morning's British American that you and the Rev. Dorward were in Racine, Wis. They had a good program here and could have got along without me, and had you let me know, I might have gone up and heard you and Mr. Dorward,

and in that case I would have written Mr. Peebles to be there and help me to take care of the haggis. Wouldn't that have been glorious? You know I have never met Mr. Peebles. I think he is rather a bright man, certainly a good fellow.

With kind regards,

Yours truly,

Wm. G. Miller.

Somehow we felt that dog story in last month's issue would appeal to dog lovers, and we guessed right. That is a good dog story of yours, Mr. Miller. Maybe if we have space we'll tell some more dog stories in this issue, as we know a number of good ones. That must have been a sea dog you speak of, seeing he was so fond of salt herring. That story makes us think of another about a friend of ours who is a traveling man. When he goes away on a trip, his dog is heart-broken during his absence. Now this dog noticed that every time his master went away, he carried a grip. One evening the man was packing his grip preparatory to leaving on a trip and left it for a few minutes open on the floor. When he returned to finish his packing and close the grip, he found that the dog had taken out a number of articles and had snugly cuddled up in the grip, evidently determined not to be left behind again.

Our friend Harry Lyons, the best real estate salesman on the North Shore, who is the Kenilworth manager of McGuire & Orr, is now in Stuart, Florida. Last month we told you about the box of fruit he sent instead of a letter for this column. We haven't yet received a letter, but he did send us an invitation to attend an "Informal Floridian Dinner" which was given January 16. We notice that he is chairman of the publicity committee. That fellow just naturally won't keep still, no matter where he goes. He encloses with the invitation a number of newspaper clippings, which indicate that he is very much on



the job as a publicity man, and adds a postscript which reads:

And I came here to REST. As chairman of the publicity committee I work harder than ever, but it is restful.

I enclose some photographs, some clippings and will try to write a story soon. I hunted four days last week, anyway. My boy is the young fellow in each picture. Glad you liked the fruit.

Harry Lyons.

We judge from the pictures that Mr. Lyons is having a pretty good time of it, notwithstanding his activities in boosting Stuart as the one and only place worth while in Florida. More power to you, old man, and we'll be glad to see you on your return in April.

The irrepressible Jim Ham sends in his usual monthly contribution and illustrates it as follows:

Previous to the time his chest slipped into his lap, the corners of his mouth arched downward, his brow became corrugated, the part in his hair widened most to his ears and his pet peevishness grew into full fledged grouches, Gabriel Gloom was a livable critter and was not impos-

sible to those with whom he came in contact. Hadn't seen Gabe for sometime 'till last week he boarded "our Limited" at Adams Street and promptly made hisself felt by depositing his grouches, pudgy carcass, and weather beaten, mangy, baggage over, in and among two seats (or accommodations usually required for four passengers). Gabe hadn't changed a lot in physical beauty but a hek of a lot in principle. He had increased in girth but decreased in disposition and consideration for his fellow being. 'Course I hadn't met up with him since Prohibition, but that "aint" the answer.

Gabriel Gloom, like some few unfortunates we chance upon in life, was predestined to travel life's channel with but one mission, it would seem—that of making himself and others as miserable as possible.

Course Gabe didn't belong on a North Shore Train and if he knew it (and I think he did) he didn't care. Might be well to post "our" ticket agents to refuse him admission, but then s'pose we have to take 'em as they come. At any rate Chief, next time I see Gabe promise to try to talk things over with him and should you chance upon him, tender him a copy of Our Bulletin. It might work wonders with his disposition.

It's good to realize how few Gabriel Gloom's we catch up with and I s'pose the scarcity of the specie renders the occasional Gabe all the more obnoxious. I've never had the "pleasure" of an introduction to a skunk but imagine the experiences bear some similarity to one another. But then Chief, we can help Gabe (though I don't think we'd care to help a skunk) so, as aforementioned, let's do it if we cross his pathway or vice-versa.

Faithfully,

Jim Ham.

P. S. Speaking of the much talked of joke—Prohibition—

I understand a party of Senators adopted the following resolution during a recent visit to Canada:

Four and twenty Senators, feeling awful dry.

Went over to Canada and bought a case of Rye.

When the case was opened they all began to sing

"To Hell with the President, God save the King."

Seems to us Jim, we read that resolution in an English newspaper, but they blamed it on a lot of American traveling men who were in London. Being a traveling man yourself, you know that



Gabe'



they would hardly be guilty of such a thing, while Senators—oh, what's the use?

Here is one from a new correspondent in Chicago, who gives promise of being a valuable addition to our Family. He writes:

I have intended for a long time to write you asking if I might be placed on the mailing list for the NORTH SHORE BULLETIN. Until recently I have been a very frequent traveler on your line to Milwaukee, and I found the BULLETIN extremely interesting, not only for its editorials, but also for the news of improvements in the service, and what others think of the line. Since I don't have occasion to use the North Shore Line, except infrequently, I must miss a great many issues of the BULLETIN unless my plea is granted.

I returned not long ago from a year's stay in sunny California, where the great Pacific Electric holds forth, and I can say from experience that, from the standpoint of service, it is like the Toonerville trolley in comparison with the North Shore Line. Maybe my enthusiasm for the North Shore Line colors my judgment slightly, but no more than that.

I shall thank you very much if you can honor my request.

Sincerely,  
Wm. R. Meachem.

Well, Mr. Meachem, your name goes on the mailing list at once, even though you don't use the line as much as formerly. We'll be glad to hear from you occasionally.

Our good friend Conrad Shearer of Kenosha has temporarily moved his office over to Madison and as a member of the Legislature, is busy helping to make laws, just as if we didn't have plenty of laws now. From the tone of the following letter, however, we judge that some of the laws are not exactly to Mr. Shearer's liking, which is not to be wondered at, seeing that he is a man of good common sense. He writes:

The receipt of the January BULLETIN reminds me that I have not had the pleasure of seeing you since that fine celebration dinner in honor of the opening of the Wau-

kegan-Kenosha bus line in December. Say, Luke, how soon are you going to open another line? I do enjoy dinners.

By the way, I have been traveling to and from Madison for a whole month, waiting for you to establish Milwaukee-Madison bus service. You perhaps recall that I placed an order for service about two months ago. Perhaps you are waiting to see how heavy a tax our Legislature intends to place on your busses before starting any more lines. They tell me there is a bus line between Milwaukee and Madison, but, of course, it is not like the good North Shore.

Wisconsin is getting some unfavorable publicity at present on account of the proposed acts of its radical Legislature. Kenosha has received a body blow in the announcement that the splendid Simmons Company will move its head offices to New York. Mr. Simmons, the mainspring of our city, is tired of the cheap politics of the Badger state and determined to operate in a more favorable community. The loss of this magnificent organization to Kenosha is too great for us to venture an estimate. When will the electors of our commonwealth awaken to the fact that their interests are best protected by sane legislation?

Well, Brother Grant, enough said. Just keep the good BULLETIN coming with your fine editorials and our country may yet be saved.

Sincerely yours,  
Conrad Shearer.

Well, Mr. Shearer, as we have often remarked, we try our level best to save the country and we'll keep up the fight on that line if it takes us all summer, and next winter, too. We have been following the interesting controversy between your Governor and Mr. Simmons. We like Mr. Simmons' style of expression. It is clear and delivered with a punch straight from the shoulder. More power to his typewriter.

As to your request for bus service, we think you had better move the state capital over to Lake Geneva and the North Shore Line can accommodate you. Besides, Lake Geneva is larger than any lake in the vicinity of Madison and would be very convenient should some of your reformers wish to jump in.

Another Kenosha correspond-



ent, the well-known "Canuck," writes:

Once again the Christmas holidays have passed leaving with us pleasant memories of gifts received and given, also of our new year resolutions. What are yours? One of mine was to be sure that I send in my contrib. to the BULLETIN in time for publication, but I believe I have almost broken it already.

Well, you see I lost one of my wisdom teeth in 1920 and now I have to lose the other, so I have no wisdom left and am not as bright, nor as wise as I should be. I still know enough not to neglect the old reliable and best North Shore.

I was in the Kenosha station the other day waiting for a train when in came a man who had been celebrating the holidays in the old-fashioned way. He asked for a ticket to Milwaukee, but the agent said, "No." Of course, the man insisted and mingled a little profanity with his demand. With that the agent came out from behind the window and said "We do not allow drunken persons to travel on the North Shore Line. Get outside and sober up, then come back," and he went.

I have been in many public places where men have caused a disturbance and little attention was paid to them, but, believe me I am glad to see the North Shore insist on keeping its places free from that kind of stuff, where one knows that he can leave his wife, or sister or mother alone without danger of being insulted.

Three cheers for the North Shore service.

As ever,  
Canuck.

You shouldn't worry, Canuck, about your wisdom teeth. You have enough wisdom still to appreciate North Shore service, and wisdom teeth are a nuisance, anyway.

A Racine contributor has had a touch of remorse over neglecting his duty to the readers of this column and proceeds to ease his conscience as follows:

I see upon reading the January issue of the BULLETIN that it is high time for me to pay my subscription in the terms mentioned, namely one letter a year at least. That is dirt cheap when one takes into consideration the quality of that splendid little publication which compares favorably with larger magazines in the scope of its reading matter.

I find myself in a position like

Mark Twain once found himself. It is told of Twain that he was to deliver an address at one time to a gathering of business men in a town in Missouri, at which there were two or three other speakers. Mark being last on the program was astounded when the speaker immediately preceding him gave identically the speech he intended to give. I had a nice funny story up my sleeve, intending to pass it on to you, but when I looked over the January issue, I saw there the very same story, so I find myself in Twain's predicament.

However, I think I still have a story to inflict upon the long suffering patience of our merry BULLETIN family and I will feel better for getting it out of my system.

A resident of Racine and a resident of Chicago were discussing the products and achievements of their respective cities. "Why," said the Racine man, "the farmers up our way grow cabbages so large that a small army could camp under one."

"Down in our city," said the Chicago man, "we have a factory which makes Kettles, so large that five hundred men working on one of them are so far apart that they can't hear each other talk."

"Why, that is absurd, who on earth would want a kettle that size? What do you use them for?" queried the Racine man.

"We use them for boiling your Racine cabbages," replied the Chicago man, as he vanished into a convenient restaurant.

Well, I think this squares me, so wishing you and the BULLETIN family another successful year,

Yours truly,  
M. E. Best.

Glad to have you with us, Mr. Best, and hope you will continue to write occasionally.

We have had several letters from Mr. Peebles, our Plymouth correspondent, which show that he started the new year right. He says he spent the first few hours of the New Year in the company of Burns, and we can't think of a better way of starting the year right.

"How on earth, Harold, did you manage to get your clothes so frightfully torn?"

"I tried to save a little boy from getting licked."

"That was good of you, darling. Who was the little boy?"

"Me."



## LOVE OF COUNTRY

**B**REATHES there a man with soul so dead  
Who never to himself hath said:

"This is my own, my native land!"

Whose heart hath ne'er within him burned

As home his footsteps he hath turned,

From wandering in a foreign strand!

If such there breathe, go mark him well;

For him no minstrel raptures swell;

High though his titles, proud his name,

Boundless his wealth as wish can claim;

Despite those titles, power and pelf,

The wretch concentrated all in self,

Living, shall forfeit fair renown,

And, doubly dying, shall go down

To the vile dust from whence he sprung,

Unwept, unhonored, and unsung.

—Sir Walter Scott.