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INLAND WATERWAYS AND THE RAILROADS

**The Industrial and Economic Co-operation That Is Inevitable.
Regardless of the Motives and Purposes That
Promote It**

Development of our inland waterways and plans to use the river transportation facilities of the country to the limit of their capacity to supplement railroad transportation in moving the immense war time traffic, will be considered at the annual convention of the National Rivers and Harbors Congress at Washington, D. C., on Dec. 5, 6 and 7.

The object of the convention, it is pointed out by Jos. E. Ransdell, president of the congress, is not to urge appropriations for new projects but to plan how the Government, the cities and the people may most effectively co-operate to use the waterways and help to solve the present transportation problem.

While today the more than 250,000 miles of railroads in the United States are being run with great increase in efficiency as one continental system under the direction of five men composing the Railroads War Board, those qualified to judge have no illusions as to the capacity of the railroads to meet alone the transportation needs of the country in the present emergency.

Daniel Willard, president of the Baltimore & Ohio Railroad and chairman of the advisory commission to the Council of National Defense, some time ago said:

"The railroads of the United States, operated as one system, are carrying more freight than ever before in the history of the country, but when they have carried traffic up to 100 per cent. of their capacity there still remains, 15, 25, perhaps 30 per cent. of traffic which it is impossible for them to carry at all."

Co-operation, a lesson taught by the war, is the principal agency that has promoted the efficiency of the railroads in the present transportation crisis, according to Mr. George Dallas Dixon, Vice-President in charge of traffic, Pennsylvania Railroad, who thus expressed himself in an address before the Traffic Club of Philadelphia on October 8, 1917. The definition of "co-operation" as "the association of a number of persons for their common benefit," however, did not meet with Mr. Dixon's idea of the meaning of the word which he was pleased to define as "working together." Thus his view of co-operation is confined simply to the moving of traffic under existing conditions imposed by the war and the lesson of co-operation learned, evidently does not in his vision include the dawning of a real co-operative movement in the operating of railroads, a lesson which doubtless will meet with most vigorous opposition from all monied interests. But Mr. Dixon sees in the management of the

railroads for the single purpose of performing their public duties in the best possible way a degree of co-operation and willing helpfulness from their commercial patrons—both shippers and passengers—which he says is more than gratifying.

"Any one who had prophesied, or attempted to picture such a situation five years ago, or even four years ago, would surely have been thought mad," Mr. Dixon asserted.

Continuing he said:

"Without any material increase in facilities, the railroads are now, and for months have been, handling a far larger volume of traffic than ever before in their history. The effective capacity of the railroad plant of the country has been greatly increased without physical enlargement, and this result would have been utterly impossible but for public co-operation.

"Since May 1 the railroads have carried about 25 per cent. more freight and 11½ per cent. greater passenger traffic, not including any of the troop movements, than in the corresponding period of last year, a period which in itself broke all previous records for volume of traffic. They have reduced the unfilled car orders from 150,000 to 30,000 cars, in round figures. The amount of express shipments handled almost passes belief. Our best passenger trains are daily carrying hundreds of tons of mail more than ever before. And all this, accomplished without anything approaching a corresponding increase in facilities, is to a very material extent the fruit of public co-operation."

Mr. Samuel Rea, President of the Pennsylvania Railroad system, and a member of the Railroads' War Board, in an address before the National Association of Railroad Commissioners at Washington, D. C., on October 17, 1917, said the day is here for the consolidation and unification of railroad systems. He said that 2,300 of the 2,385 separate railroad corporations which report to the Interstate Commerce Commission could be merged into the bigger systems with vast benefits to the public and every one else concerned.

"Under the spur of the great necessities arising out of the needs of the common defense we may be forced to go very far," he said. "In order measurably to protect the investment of the public in our railroads and promptly secure needed transportation we may be compelled to pool traffic and train service, shift locomotives from one line to another and do many other things in the nation's interest which are not now recognized by any law but the necessities of war."

So it is to the spirit of co-operation born of the war that the Nation, of necessity, is turning for its salvation in time of stress. The motives which prompt the promotion of the inevitable co-operative movement may be widely diver-

SOMETHING ABOUT GOVERNOR FRAZIER

By H. M. OSTRANDER.

An article commending Governor Frazier's action in taking steps to suppress "law and order" mobs in North Dakota, published in a recent issue of the Magazine, encourages me to believe that a movement to get more men like Governor Frazier not only in State but in Federal offices will gain the support of labor organizations.

I attended a meeting of the Non-Partisan League at Minot, N. D., at which Gov. Frazier, Mr. A. E. Townley of the Non-Partisan League and three other officers spoke and gave the most astounding statistics showing the enormous amounts of grain in the elevators "grown" in 1916. The statements disclosing the methods of greedy speculators, their schemes and manipulations were a revelation not only to the tillers of the soil but every one else in the audience. I met Governor Frazier after the meeting and found him to be a most democratic man. I was in my work clothes but he shook hands with me most cordially and in commenting on some of the good bills that were defeated in the State legislature he said it was the twenty-four reactionary holdover senators that had blocked these bills and that the people would get these legislators out of the State capitol next election, get some real laws enacted, repeal the bad ones and see that the present good laws are enforced.

WHAT FREE LAND WOULD MEAN TO HUMANITY

Clarence Darrow Discusses Economic Evils

At a dinner recently given by the Los Angeles Single Tax Club, Clarence Darrow delivered an address in which he struck directly at the root of our present economic evils—viz.: private ownership and control of the sources of life's necessities.

Mr. Darrow spoke in part as follows:

"I don't look to see the single tax idea incorporated into our economic system for some time to come—it is too simple, too sane, too direct, too easy of application, too fundamental, and the world does not want fundamental reform.

"Every sin is a product of law as witness the franchises, the wicked land laws, the sin and crime growing out of the private monopoly of land, mines, railroads and the products of nature. Nature toils a billion years to make a coal mine for the use of the people of the earth—no, for the profit of some thief who has grabbed the mine and holds it under our iniquitous laws.

The Consequences of Private Ownership

"Private ownership of land means increasing wealth for the few and increasing poverty for the masses. Workingmen take no account of fundamentals, any more than other folks. Millions of workingmen have organized themselves into unions to attempt the well-nigh impossible task of controlling the labor market instead of doing the fundamental thing, namely, changing the conditions under which they live. If a small fraction of the millions that have been spent on labor unions had been spent on fundamentals there would be no need of labor unions today.

"I am a single taxer unlimited. I don't want merely a new fiscal system, a new system of taxation. I want the earth for all the people—all the earth for all men. The dead have no right to legislate for the living. When one generation is dead it ought to stay dead and not reach out its dead hand and tell us who are alive how much of the earth we have a right to.

Poor Because He Is a Worker

"The working man goes out to where the car service is poor and living conditions undesirable and pays \$10 a month

rent for a cottage in which to live—and work. He is poor because he is a workingman. If he wasn't poor he wouldn't be a workingman, and if he wasn't a workingman he wouldn't be poor. Everyone who works is poor, and all, or nearly all, poor persons work, and usually the harder one works the poorer he is. You can't get rich by working for it. I never tried it, but I've seen persons who did. Well, this poor workingman goes out in the suburbs and rents his cottage and along comes a bunch of practical reformers who lay out a park, improve the car service, and the rent goes up to \$20 a month, and the workingman goes still farther out where the car service is poor for the right to live and keep on working.

The Land Value Tax

"All taxes are a curse excepting the land value tax. That is a positive blessing, because the more you tax land the more it increases. It is the only thing that grows by taxation. You want a city of a million. Who will be benefited? Not the workingman. He will be far worse off than at present because the greater the city the greater the poverty. No, the only person benefited will be the man who owns the land.

"When we learn that the land belongs to all of us and to each only so much as he can use, then we will be free men—no need for labor unions then; no need to legislate to keep men and women from working themselves to death; no need to legislate against the white slave traffic. When it pays to behave, men will behave. They'll do it because they want to. There will be no class distinctions in that time, no awful poverty, and no awful wealth."

THE FREEDOM OF THE SHEEP

(A Fable)

By A. A. GRAHAM, Topeka, Kas.

The Sheep, at last realizing that, as between Man and the Wolf, they were sure to lose their lives, held a great council. After the temporary and the permanent organizations had been effected and a resolution to make the association perpetual had been unanimously adopted, the Bell Wether arose to state the purpose of the meeting.

In a great, impassioned speech he told the Sheep that they had always been denied justice, ever destined to suffer death, because of their value, at the hands of the Wolf or the Man, the Wolf allowing them some freedom, but the Man always keeping them under restraint. The time, he thought, had come for an end of these oppressions, calling attention to the fact that they had long, strong horns, constituting powerful weapons, which they had always used with great effectiveness against each other, and, in addition, that they were all headstrong so that they could butt up against any proposition with great force, and that no Wolf or pack of Wolves could withstand the blow from their heads or the thrust of their horns.

Tremendous applause here interrupted the speaker, and the Sheep all arose, shook their heads from side to side to show the play of their horns, snorted, and squared back as if to make a head rush; but, just at that moment, a lone Wolf, hearing the commotion, showed up in the distance, whereupon the whole flock scampered off at a dead run, and did not stop until they had gotten within their fold, where they found the Man busy stowing away salt to cure their hides, and immediately they all fell to licking his hands.

MORAL: The people, like the sheep, possess both the physical means and the power, which they freely use against each other, but lack the moral courage to attack their enemies, fleeing from the trust magnates in a panic and licking the hands of the politicians for favors, to both of whom they must give up their lives.