

Illinois Central System Calls Attention to Things the Public Does Not See

The public is accustomed to see passenger and freight trains arrive at stations and depart from stations and travel between intermediate points on the railway, performing a necessary service without which almost all commerce would be paralyzed. It seldom gets a glimpse behind the scenes and realizes the magnitude and diversification of railway operation.

The public sees an engineer and fireman in charge of a locomotive—a conductor and brakeman in charge of the train. It sees comparatively little of all there is back of the actual running of a train—the executive and general officers, the heads of departments, the division officers, the train dispatchers, the signal maintainers, the foremen, the skilled and unskilled laborers, the shopmen, the track workers, the miners producing the coal, the workers producing the steel, the woodmen producing the ties and the plants where they are treated with preservative chemicals, the mills producing the lumber, the refineries producing the lubricants, the rock quarries and rock crushers, the gravel pits and steam shovels, and the thousand and one other operations which enter into the production of railway transportation.

Few outside of those whose business it is to do so ever examine the anatomy of a modern locomotive, a passenger coach, a refrigerator car or an ordinary freight car. A modern locomotive contains more than 4,200 parts, not including rivets and bolts, all of which must be inspected daily and kept in perfect condition, some requiring the constant attention of highly specialized experts. For example, the lighting system is cared for by a corps of trained electricians, the superheater attachment is looked after by specialists, the boiler requires the attention of expert boiler makers, the separate and distinct engine which operate the reversing mechanism must have special and constant attention and the airbrake system also demands the attention of experts.

A modern all-steel passenger coach, exclusive of bolts, rivets, screws, nuts, washers and nails, has more than 2,000 parts. The wheels, trucks, airbrakes and draw gear require constant inspection and special attention. The dynamo which generates electricity for lighting the coach when the train is running, also storing the batteries to provide lighting when the train is standing, must be carefully handled. The same is true of many other parts. The single item of cleaning and ventilating passenger coaches runs into large figures.

A modern refrigerator car has more than 1,500 parts. Perfect insulation must be maintained and the car must be kept absolutely clean. The ice boxes and many other parts require constant attention.

The ordinary box car has more than 500 parts which must be regularly and constantly inspected and kept in safe condition. Just as a chain is as strong as its weakest link, the safety of a train is gauged by the weakest car in the train.

The men who actually operate the trains on the Illinois Central System compose a comparatively small proportion of the more than 50,000 employees back of them.

One out of every eleven persons in the United States depends directly upon the railways for a living, counting one worker to every five persons.

Railway prosperity is necessary to national prosperity. Anything that injures the railways also injures the public. Anything that helps the railways helps the public.

The railways consume 28 per cent of all the bituminous coal produced in the United States. They consume 25 per cent of all the steel produced in the United States. They consume 18 per cent of all the lumber and lumber produced in the United States. They are also large users of lubricating oil, and other commodities.

The Illinois Central, like other railways, is a citizen of each town on its lines. It pays taxes an dime as much to the life of each community as any other business concern in the community. It has but one thing to sell—transportation. When you buy transportation, remember the investment in the property that makes it possible to run the train that furnishes you with service, and remember the great expense back of running that train, aside from the salaries of the engineers and firemen whom you see and the agent with whom you deal.

The railways do not claim perfection. Every railway in the United States has locomotives and cars that should be replaced by better ones; machinery and appliances that should be replaced by later and better models; steel rails that should be replaced by heavier ones; track that should be provided with better ballast; terminals that should be enlarged. The railways are striving to overcome these deficiencies. They are succeeding gradually. They are fighting to the privilege of serving you—the public. They ask no advantage of any kind. They ask only a square deal.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

FOR PARTIES



To the Miss who expects to attend at least one elaborate party this summer, this evening wrap will appeal. It is made of deep orange taffeta ribbon with ostrich tips of deeper orange, hue trimmings. It is worn over a white frock with scalloped hem and sash of orange velvet matching the hue of the ostrich tips on the wrap. Babe Stanton, hopped with beauty is wearing it as shown.

PROTECT THE FAMILY



Watch the fly as he stands on the lump of sugar industriously wiping his feet. He is wiping off disease germs, rubbing them on the sugar some one will eat, leaving the poison for that person to swallow. This does more to spread typhoid fever and cholera infantum and other intestinal diseases than any other cause. There is more health in a well screened house than in many a doctor's visit.

LET US SCREEN YOUR HOME

NOVELTY WOOD WORKS
Phone 138 510 Lockwood St. COVINGTON, LA.



Ship and Sail under the Stars and Stripes to all parts of the world

SHIPS with the Stars and Stripes blowing from their masts are once more sailing the seven seas. They are, by the Merchant Marine Act, 1920, ultimately to be owned and operated privately by citizens of the United States.

They are American ships, carrying passengers and, as President Harding has said, "carrying our cargoes in American bottoms to the marts of the world." Keep our splendid ships on the seven seas under the Stars and Stripes by sailing and shipping on them.

Free use of Shipping Board films
Use of Shipping Board motion picture films, four reels, free on request of any mayor, pastor, postmaster, or organization.

SHIPS FOR SALE
(To American citizens only)
Steel steamers, both oil and coal burners. Also wood steamers, wood hulls and ocean-going tugs. Further information may be obtained by request.

For sailings of passenger and freight ships to all parts of the world and all other information write to

U. S. Shipping Board WASHINGTON, D. C.

FOR SALE—1 lot of white Leghorn chickens, Hill's strain, \$1 each; 1 lot Barred Rock pullets, \$1 each; 1 lot Langshan pullets, \$1 each; 1 lot mixed hens, \$1.50 each; 2 milk cows. Apply at 1510 15th avenue, or phone 308.

COMING MONDAY O'Brien & Loomis Stock Company

Presenting the following well known artists in a repertoire of new and up-to-date comedies and dramas:

Mr. Edw. Dillon, leading man; Miss Eulalie Crovetta, emotional leading lady; Miss Billie Madden, soubrette leading lady; Mr. Otto Oretto, the South's funniest comedian; Mr. Steve Reed, late with Al. G. Fields minstrel show, singer and dancer; Mr. Joseph Booth, Mr. Woller Clayton, Mr. Nat C. Robinson, Miss Mary Appel

PROF. CARL MILONE and his big jazz orchestra

A number of these people were members of the Paul English Players on their last visit to Covington Monday Night's Play "The Belle of Richmond" a beautiful society comedy drama

AT PARKVIEW THEATRE
One Week Commencing Monday, June 6

SHE KNOWS BASEBALL FROM A TO Z



Shown a picture of this typical refined American mother, it would be hard to associate her with the great national game, baseball. Still she knows every player by name, knows the club they are with, and watches the box scores daily with all the interest of the most rabid fan. She is Mrs. Wilbur Robinson, wife of the manager of the Brooklyn National League team, last year champions in that circuit.

FARMERS ARE SHIPPING.

The agricultural department of the Covington Realty & Brokerage Company shipped some extra fancy beans and potatoes to the Chicago market last week, potatoes in 50-pound bampers. They left on the 12:30 train for Hammond and left Hammond on the 1. C. 4:35, getting to Chicago next day at 7:35, 36 hours after shipment.

Ten acres now planted in watermelons will be shipped in June. The Waldheim community is getting busy.

MR. BRIGGS' LETTER.

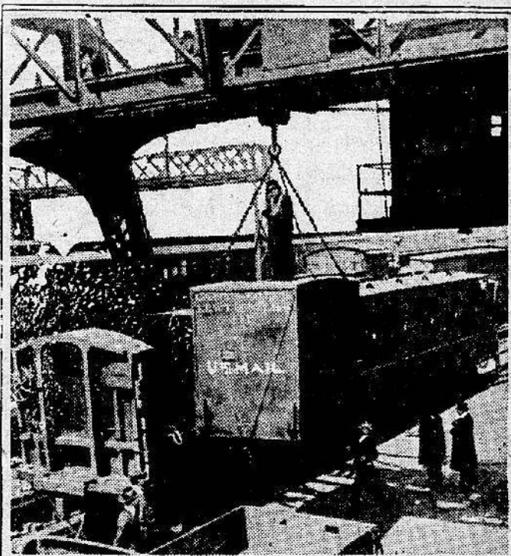
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parallel or equivalent in farming. To date forestry in this country has been almost wholly confined to the protection and preservation of natural forests. To reforest is a vitally different matter. When a forest has been cut down, whether it will pay to reforest or not depends on whether the land is incapable of utilization for farming purposes. From the foregoing figures there can be no question that the annual returns from farming lands are much greater than those from timber land. Farm land (not including the crop) is worth from \$50 to \$500 per acre; the land on which timber stand (not including the timber) cannot probably be worth more than \$10 per acre to yield a normal interest return on the investment. This fact greatly limits the quantity of land in this locality which can profitably be replanted in pine trees. The small return on the investment at best probably explains why there is no serious attempt at reforestation in this parish, why none of the big timber land owners are on their own account on their own lands carrying on any large scale of reforestation—at most they can be said merely to be permitting timber to grow, and it will with little or no care.

This statement from a government bulletin shows the practical limitation on reforestation: "Trees should as a rule, be located on land too poor to cultivate, such as gullied or very rocky land, swamps, steep slopes and barren soils. Unused corners and small uncultivated spots about the farm are good places for rapid-growing useful trees. The chief economic reason for timber growing on the farm is to get a profit from those portions which would otherwise be unproductive."

Reforestation Practicable Only in Farm Timberlot.

"Though the land on which the farm forest is situated may not be suitable for other crops, it should not be treated as waste land. By a little care it can be made to produce valuable timber." "A permanent woodland is an essential part of a well-equipped farm." "The home forest, in many sections of the country, will supply the timber

SPEEDING UP MAIL WITH COMPARTMENT CARS



Congested working conditions which made mail car robberies easy, delayed deliveries and in general, depleted mail service are all to be eliminated, says Uncle Sam. This is one of the new steps, a compartment car for carrying heavy mail, doing away with much useless lifting and transferring between central points. The new compartment cars look like the regular flat car—except that they are equipped with six compartments, all of which are removable to motor trucks at the destination through the use of electric cranes. The mail must now be sorted and routed from the starting point, and does away with a great deal of the detail work on the mail cars as formerly. The picture shows the first car arriving at Chicago from New York and a compartment being removed to a waiting motor truck.

which the farm needs for buildings, fences, fuel, repairs of all kinds, and many other uses; and there will often be a surplus which can be sold in the form of standing timber, saw logs, posts, poles, crossties, pulpwood, fuel wood, and blocks or billets for making spokes, handles, spools, boxes, barrels, and excelsior. A well-cared-for home forest serves also as a windbreak for buildings, a shelter for live stock, a protection of valuable lands from erosion on a means of profitable employment for men and teams during otherwise spare or idle time, a place of recreation, and an improvement in the appearance of the farm.

Hereafter then timber must be a subsidiary and not the main business of this parish. The extent of the timber industry, excepting in places where the timber is in an advanced state of growth, must be confined to the farm timberlot. As to the advantage of letting standing timber remain, the following facts may give some indication: "If fully stocked with trees and well cared for, an acre of hardwoods should grow yearly about one-half to one cord of wood and of pine from 1 to 2 cords. A cord being equivalent to about 500 board feet of saw timber. Posts and crossties may be grown in from 10 to 30 years, and most kinds of quick-growing trees will be large enough for saw timber in from 20 to 40 years." It is evident that the growth of timber is so slow that it is profitable to produce it only on waste lands.

In view of the difficulties in the way of reforestation, especially the devastating fires and the destructive hog, the considerable cost which is necessary to bring about a change in these conditions, and the comparatively small profit from the investment, is not the dream of general reforestation a forlorn hope? Are we not inevitably driven to the conclusion that the only place for reforestation is in the farm timberlot as a means for redeeming the few waste places, unfit for crops and incapable of profitable use for farms? If so, we are swiftly pushed to the other conclusion that to hold lands longer out of cultivation which may be made profitable by drainage is a loss of money to the landowner. He is faced with the alternative, either reforest with a risky normal interest return on the investment, or best, or drain and improve the land for farming; for in any event he cannot afford to own idle, unproductive land.

SPRING'S HERE WITH HAIR PLANTING DAYS



Ye men with shiny domes—cease to grieve. All may be little Lord Fountleroy's—if they so desire—now that Dr. S. J. Paragan, of New York, has invented a "hair planting" machine. He says it is practical, the injection of hairs into the epidermis on bald heads where they "catch on" and grow. Springtime of youth has returned, you smooth ones. Time to plant.

CARPENTIER IN FIRST WORKOUT



When you're going to fight, train in fighting clothes, is Georges Carpentier's method, as demonstrated at his Long Island, N. Y., training quarters, where the European champion is preparing for the title tussle with Jack Dempsey, at Jersey City, July 2. Georges had on a pair of real fight pants, from French army uniform, when he engaged in his first limbering up work, as shown here. He looks in tip-top condition now and says he is confident of lifting the championship crown from Dempsey's brow. The dog "Flip" shown here with Carpentier is a Belgian police dog which was with him before Verdun when he won highest French honors for bravery in action.

COST OF MARKETING MILK IN COLUMBUS, OHIO, RANGES FROM 11.3 TO 15.3 PER QUART.

The total cost of milk delivered to the consumer's door in Columbus, Ohio, during the first six months of 1920, ranged from 11.3 cents up to 15.3 cents per quart. If the costs of one company which does business in "certified" milk are omitted, according to the figures recently announced by the U. S. Department of Agriculture. The cost of the raw milk delivered at the dairy ranged from 8.7 cents to 10 cents per quart. The total cost of operating the dairy plant, including the pasteurizing and bottling of the milk, ranged from 1 cent to 1.4 cents per quart, and the cost of delivering the milk from the

dairy to the consumer ranged from 1.61 cents to 3.9 cents per quart.

The item of administrative expense varied widely, being as low as two-tenths of a cent per quart for one small company and as high as 1 cent per quart for a large concern. Two of the seven companies covered were small concerns which produced their own milk supply. The cost of producing the milk for the companies in 1920 was 8.9 cents per quart, which is very similar to the price paid for milk by the larger concerns.

Figures Obtained on Loss of Bottles.

One of the items of cost which has attracted most attention among the students of the milk business is the so-called "bottle loss." The department's study indicates that for the companies covered in Columbus this

item ranges from one-tenth to two-tenths of a cent per quart.

Great difficulty was experienced in getting any satisfactory information concerning the shrinkage which takes place in the handling and delivery of milk, but according to the best data available this item amounted to between 2.8 per cent and 5.5 per cent of the total volume of milk. Columbus is a city of 237,031 population, which is reported to consume about 27,000,000 quarts of milk per annum. This milk is supplied by over 2,000 producers, from 15 different counties, and is transported to Columbus from a territory having a radius of about 35 miles. Conditions appear to be fairly representative of many Middle Western cities.

The investigation covered seven companies, which sold about 16,500,000 quarts of milk and cream in 1920, or, approximately, 65 per cent of the total quantity consumed. The companies ranged in size from a very small one-wagon concern up to the largest, which operated 40 milk routes.

Handling Costs. From the point of view of the farmer and the consumer, the important question is: What does it cost to handle the milk from the farm to the consumer? The cost of milk was between 63 per cent and 75 per cent of the total cost of the milk as it reaches the consumer.

During the period under study the retail price of Grade A milk in Columbus, as quoted by the dealers investigated, ranged from 14 cents to 14.5 cents per quart, though during 1920 the two small dealers sold their milk, which comes from tuberculin-tested cows, for 15 cents per quart. At the same time the wholesale price of milk ranged from 12 cents to 12.5 cents.

If all the liquid milk products are combined and an average price computed, it is found that during 1919 the average price ranged from 12.5 cents to 15.8 cents, and during the first six months of 1920 from 12 cents to 15.3 cents. It is thus apparent that the six dealers did not make a large margin of profit and that the costs of some of them were higher than the price paid by the consumer. In fact, the department finds that one of the six companies was losing money throughout the period.

The average number of customers per route in 1920 ranged from 169 to 297 and the number of quarts per wagon ranged from 178 to 378, the average being 262. It is noteworthy that the most profitable company was the one having the largest average wagonload.

666 cures Malaria, Chills and Fever, Bilious Fever, Colds and Grippe. It kills the parasite that causes the fever. It is a splendid laxative and general tonic.—Adv.