

New Freight Car Promises to Revolutionize Railroading

Innovation Resembles Safety Deposit Traveling Lock Box

Commodities, Packed in Large Containers, Roll From Consignor to Consignee Safe From Thieves, Fire, Weather, Breakage; Lifted From Car by Cranes

By Wilbur Forrest
TRANSPORTATION congestion like that which tied up industry last year, mail, express and freight railroads which mean the loss of millions annually, and other railroad evils, all promise to fade into oblivion before what may prove one of the most important railroad innovations of the age.

Officials of the New York Central Railroad, following the conspicuous success in trials of a new "container car" say it may change the whole physical appearance of freight, express and mail rolling stock.

The innovation resembles nothing more than a long car loaded with large steel safes, in which commodities of all kinds travel from consignor to consignee, inviolate against thieves, fire, weather and breakage. The safes or containers are lifted on and off the cars by cranes, permitting the "parent" rolling stock to continue in immediate transportation circulation. Closely allied with the nation's gigantic road-building program and the increasingly important motor truck, railway congestion will become a rarity, it is said.

The crux of public interest, however, in the new invention is the conservation of space in already crowded terminals. The further expansion of terminal space and trackage, for example, in New York and adjacent points has almost reached the limit. Once filled with rolling stock they become a problem, damming up transportation for hundreds of miles behind them. Every New York terminal less than a year ago was so crammed with rolling stock that the carrying capacity of roads throughout the entire East was alarmingly cut down and transportation arteries throughout the country were affected. Under the attention of electric or steam cranes handling movable units of freight this situation could not have happened, say experts. Neither cars nor strings of cars would necessarily have been forced to remain long on invaluable trackage space, due to labor shortage, strikes, the inaction of shippers, limited truck or platform unloading space. The manufacturer whose factory depended on the raw materials standing in cars under the new picture could have sent his motor trucks to take it away and contributed thereby to his own welfare as well as that of the railway. Failing in this, the roads could have unloaded their "containers," refilled the cars with "empties" and thrown the cars back into much needed use along the system.

Ample supplies of extra "containers," according to New York Central officials, will be the salvation of transportation and business in the future.

The importance of the motor truck and good roads as contributory factors in the new rolling stock system was emphasized last year, when the switchmen's strike threatened Chicago with famine. Meat was the special commodity in this case, but goods of all kinds on which Chicago's commercial life depended were tied up at points outside the city or in railroad yards inside. A shortage of railway cars had already kept Chicago and outlying towns and cities on a one-day ration, and when the switchmen decided to strike not only the metropolis, but the outlying places, faced a serious shortage of food.

The Postoffice Department, it is announced, has endorsed the "safety deposit, travelling lock box" for all types of mail. Hitherto the safety of a million dollars in gold or valuable mail in transit has depended on the honesty or dexterity of armed guards who accompanied the shipment in express or mail cars and on motor trucks to its destination after it left the railway car. With the new system it may travel doubly locked from the point of shipment to its destination almost as safely as it would be in any other type of safety deposit contrivance.

It was not, however, the epidemic of express and mail order robberies during the last year that emphasized the need of the "container car" system. The idea was born of the disastrous railway congestions of 1920, and previous to that time, when stagnated transportation crippled almost every industry in the country. This situation, it is learned, set no railway official thinking harder than Alfred H. Smith, once a railroad office boy and now president of the New York Central. At President Smith's desk in the Grand Central Terminal was conceived the "container car," and a few days ago the railroad installed the invention

permanently on its line between New York and Chicago.

Initial trials were carried out, almost secretly, more than a month ago.

Seas of Cars Recently Choked Railroad Yards

About eight months ago almost every great railway yard in the East and the Middle West was choked with seas of cars, unable to flow in or out, due to general transportation congestion. The great terminals of New York City were jammed so that many industries, desperately in need of fuel or raw materials, were forced to close down. Coastwise and even trans-Atlantic shipping was seriously affected. The entire situation was due to the inability of the railroads to get rolling stock near platforms or places where cars could be unloaded and shored back into general circulation. The shortage of rolling stock due to the European war was a contributor to the situation.

Demonstrations carried on during the last few weeks have shown, it is announced, that the largest "container car" can be emptied of its nine "containers" by an ordinary crane in about twenty minutes. Fitted with other units, either empty or loaded, it can be back into circulation in about the same space of time. Either moving or stationary lifting cranes may be used for loading or unloading. The operation is possible directly onto waiting motor trucks, platforms or even on the ground.

Railway officials assert that the tremendous expense of maintaining box cars and other rolling stock equal to all emergencies will be materially cut down, because with the rapid handling of contents cars may provide double their present utility.

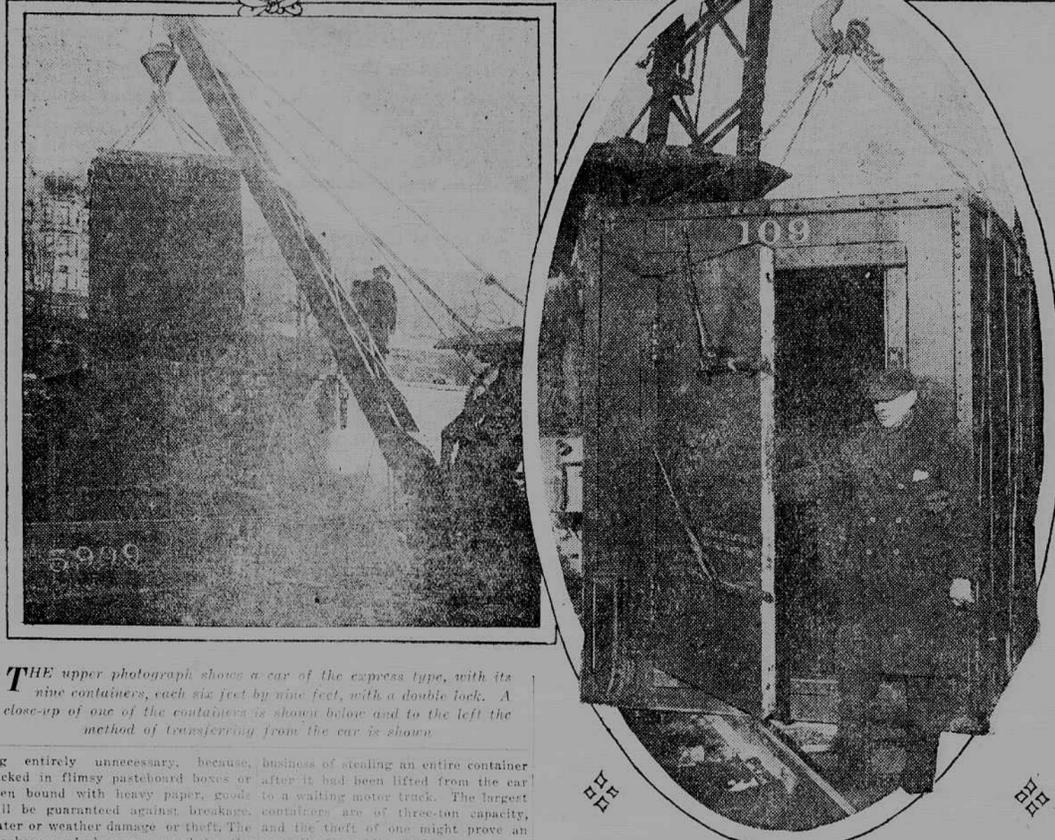
Some of the most important merchandising firms in the East and Middle West cooperated with the railroad in the trial trips of "container cars." On the first trip—from New York to Chicago—the nine "containers" of one car were "craned" to motor trucks by an ordinary wrecking derrick mounted on a diminutive flatcar in from three-quarters of a minute to three minutes each. All were off the car in twenty-two minutes. A truck delivered the first one to a department store a mile from the railway terminal in thirty-eight minutes and another "container" was delivered at its ultimate destination, five miles away, in one hour and fifteen minutes. All nine were unpacked by the various consignees in business houses, unpacked and returned to their bulkheads on the car, ready to start back East, within two hours.

Possibility of Cheaper Freight Rates Held Out

The multiplicity of savings inaugurated by the new invention is so involved that it seems to bear out promises of cheaper freight and express transportation, with savings to shippers, both of which must eventually bring down prices for the public. Costly packing and transportation play a large part in the price-making of necessities, whether eatables or clothing—the two main necessities.

American merchants annually ship hundreds of millions worth of goods which reach the ultimate buyer at higher cost because they travel encased in expensive shipping boxes, usually of pine. It is asserted that the "container car" will make costly pack-

The Container Car That Marks a New Epoch in Transportation



THE upper photograph shows a car of the express type, with its nine containers, each six feet by nine feet, with a double lock. A close-up of one of the containers is shown below and to the left the method of transferring from the car is shown.

ing entirely unnecessary, because, packed in flimsy pasteboard boxes or even bound with heavy paper, goods will be guaranteed against breakage, water or weather damage or theft. The breakage and damage caused by the ordinary freight car or express car runs into millions of dollars a year.

Forty Per Cent of Freight Now Tamped With

Railroads spend great sums annually to maintain coverage shops at intervals along their lines in which scores of men do nothing but repair packing cases, boxes and crates damaged in transit or broken by careless rehandling or shifting in the cars. These establishments, it is said, may be entirely abandoned when the "container car" comes into universal use—as it gives great promise of doing.

Thefts from express, mail and freight rolling stock run into millions annually. Crooked employees, train robbers, freight yard pilferers and dishonest truckmen are all thwarted, it is said. The only method by which crooks might gain would be the hazardous

business of stealing an entire container after it had been lifted from the car to a waiting motor truck. The largest containers are of thirteen capacity, and the theft of one might prove an exceedingly public performance.

Employees who act as freight handlers, clerks and checkers, necessary in transferring and keeping tab on less-than-carload lots, sometimes days en route and rehandled at three or four junction points. The railroad office budget of the future, it is indicated, will provide for a smaller army of this kind because shipments, placed in the "containers" by the shipper, will go without rehandling or checking to destination. Rehandling en route will be, it is said, a simple operation of shifting a "container" from one car to another which will take it to the addressee, who may unpack and check the shipment, either at his own place of

Cut in Transportation Costs Predicted by Traffic Officials

Invention Materially Expedites Handling of Freight; Containers, From Three to Six to a 53-Foot Car, Can Be Unloaded in About Twenty Minutes

Motor trucks were called into service. With specially and hurriedly constructed "containers" on the bodies of the trucks and other on trailers, commodities whizzed over the roads to Waukegan, Aurora, Elgin, Gary and other cities within a few hours. Likewise trucks unloaded stalled railway cars and carried the goods into Chicago.

The big Chicago packers took the lead. They had visualized the situation before it came and had purchased a large supply of specially designed tractor trailers, which were in reality small refrigerator cars. On trucks the packers sent their meat to the otherwise meatless outlying cities. Each trailer carried more than a ton of meat.

The largest "containers" so far tried out by the New York Central are upward of three tons capacity, and while this railroad has not yet inaugurated the refrigerator "container" it is announced that these will follow, not only for the initial transportation of meat but all other kinds of perishable food. Under normal circumstances the ordinary motor truck of proper burden may carry them safely and expeditiously even to towns or villages where railroads do not exist.

A detailed description of "container cars" already in the service of the road whose president invented them is as follows:

The freight type of standard equipment, 50 feet long, carries either three 15-foot or six 7½-foot "containers." Both classes of "safes" fit down into bulkhead grooves to prevent shifting in transit.

The express type car carries nine "containers" measuring nine feet wide by six long, with an inside clear height of seven feet four inches and a door three by six feet. They have wooden floors and special attachments and reinforcements for convenient lifting and handling.

The new type cars are being manufactured at East Rochester, N. Y., under the supervision of railroad equipment experts.



Corn Enders the old sort—and the new

Corns used to be treated by fakers. But science has found a better way to treat corns. And millions have adopted it. The modern way is Blue-jay—liquid or plaster. A famous chemist perfected this great surgical dressing house prepares it. Blue-jay is applied by a touch. The corn pain ends instantly. Then the corn is gently loosened. In a little while it comes out. It is folly to pare corns or to treat them in unscientific ways. This new way is ending some 20 million corns a year. It will end yours any time you let it. Prove this tonight.

Plaster or Liquid Blue-jay The Scientific Corn Ender

BAUER & BLACK Chicago New York Toronto Makers of B & B Sterile Surgical Dressings and Allied Products



"ROCK-BOTTOM" SALE Dining Room Suites

LESS THAN HALF PRICE at only \$210. We even go below the prevailing tendency in prices and offer the Queen Anne Walnut Dining Room Suite the 8 Pieces Sold for \$490 Seven Months ago. Furniture prices have come down BUT cannot stay down. Makers have curtailed production. The Public refrained from buying for quite a period. There will be a scarcity of furniture now that buying has resumed so heavily.

The T. D. OWEN CO. Inc., 34 EAST 23rd STREET (4th Ave. Subway—23d St. Station)

A Poet Describes the Iron Hand in Santo Domingo

How a storm of indignant protest from every capital of Central and South America poured into the White House and State Department at Washington against the autocratic rule of naval officials in Santo Domingo and against even what appeared to be the death sentence for two well known Latin-American writers who had violated American censorship regulations, is a secret of the Wilson Administration now told for the first time by Fabio Fiallo, one of the accused. Fabio is a poet whose name is known throughout Spanish-speaking America. He is now in the United States.

By Fabio Fiallo

IT is not generally known in the United States that Santo Domingo has been under martial law promulgated by American naval officers for nearly five years and held under a military dictatorship as autocratic and humiliating as any imposed on invaded countries during the recent European war.

Regardless of the pretexts which the Wilson Administration employed to occupy the little country, it is a fact that Santo Domingo's legally constituted authorities were ousted and its population subjected to an iron-hand rule under military government without any official notice being given to the American Congress or the American people at large. Through a strict censorship the whole thing was virtually kept an official or, rather, an Executive secret.

It was this ring of steel and secrecy around our unfortunate country which, myself and other fellow writers sought to break through when we ran the gauntlet of courts martial. I was arrested July 15, 1920, and brought to answer charges of sedition before a military commission that had been expressly authorized by the military governor (Admiral Snowden) to impose a death sentence.

Under oppression and censorship, less than a year ago Santo Domingo was figuratively, a somber-hearted jail

ruled by prison regulations, while the frowning guns on big warships kept guard just off shore. There was a widespread system of espionage operated through a worthless element of men imported from other Latin countries for that purpose. It was not uncommon to see honest and straightforward citizens, especially in the country districts, molested, thrown into prison and brought before courts martial on trivial charges. Needless to say, no criticism of a military régime imposed upon the people without their consent was tolerated, and the press was muzzleed to a ridiculous and incredible degree. All this was credited to the fear, on the part of the military government, of a revolt, though the population had been totally disarmed.

Press Campaign Launched in Aid of Santo Domingo

In June, 1920, the people made a decided effort for deliverance in the only direction they were permitted to do. They raised a public fund during a "patriotic week" to enable Dr. Henrique y Carvajal, the exiled President of Santo Domingo, to go to Latin America and present the country's case, as well as plead to public opinion in the United States.

During patriotic week, in company with two prominent Dominican scholars and jurists, Doctors Enrique Henriquez and Americo Lugo, I decided to launch a press campaign. We received the support of Manuel Flores Cabrera, publisher of Las Noticias, one of the leading newspapers. We held no purpose whatsoever to stir the people to revolt, which would have been nothing short of criminal, in view of their defenceless condition; but being personally known throughout South America on account of our literary work, we hoped to draw the attention of public opinion in these countries to our country's plight.

Lugo made a judicious review of the activities of the American military government, condemning certain of its most recent actions. In my article I took issue with the servility displayed

by certain employees of the government and appealed to my countrymen to resist every attempt of the occupation to turn them from their duty to the trampled rights of the republic.

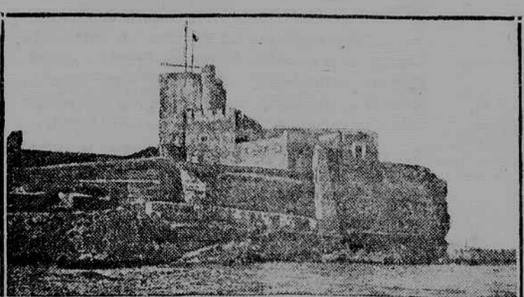
In this the military governor saw sufficient cause for a death penalty, which he expressly authorized the military commission to impose in the present case concerning the commission for the trial.

Locked in Medieval Jail Built in Fifteenth Century

Following my arrest I was locked up in the public jail. This was the original primitive citadel built by Bartholome Columbus, brother of Christopher Columbus, and first Governor of Santo Domingo, early in the fifteenth century. It consists of a medieval tower, flanked by two narrow wings and contains several dungeons, entirely unsuited for the confinement of any large number of persons. Within this structure were herded more than 600 convicts and with them I was held pending trial. Jail was offered but refused by the military authorities. It has been the policy of the occupational forces to lock up political offenders in

forced promiscuity with criminal convicts, under the most repugnant conditions, in view of inspiring additional dread of court martial proceedings.

The Castle Prison of Santo Domingo



IN this famous fortress, Fabio Fiallo, the poet, was imprisoned

The news that we were facing a death sentence before an American military commission in our own country leaked out through Cuba and Porto Rico to South America, and a storm of indignation and protest was raised in the sister countries. Cablegrams from every Latin-American capital were sent to Washington, to the White House and State Department. So widespread was the scandal that it tended to impress, perhaps, more than anything else upon the Washington authorities the necessity for a change in the conditions to which our country was subjected.

No death sentence was passed, but I received a sentence of five years at hard labor, which was later reduced to three years and a fine of \$2,500. In the mean time Cabrera had been similarly sentenced. Santo Domingo journalists seemed to be in bad favor elsewhere. Rafael Sanabia and Oscar Delanyo, two young writers, and Luis Castillo, formerly a Dominican Congressman, were all sentenced for alleged violation of censorship regulations. In Santiago, the second city of the republic, and at Moca and Puerto Plata the military authorities also had arrested and sentenced to hard labor several newspaper men who had incurred their displeasure.

Lugo's trial never was finished, because by the time he went on trial the scandal created in South America had induced the Washington authorities to order a suspension.

All the incarcerated newspaper men were subjected to the same treatment—mixed up with criminal convicts, forced to wear the convict garb, to share the coarse and insufficient prison fare, and some were put at hard labor in stone quarries and on road construction.

All the men sentenced, without exception, were Dominican citizens of refinement and education, whose only crime was to voice the grievances of their countrymen.

My own health began to give way after a certain time, due to the prison dampness and the insufficient food. The prison physicians recommended that I be allowed to receive food from

friends and relatives on the outside. Out of fear that I should share the food with others, however, they placed a guard over me while eating, and rather than submit to this humiliation I refused the privilege. On October 5, 1920, I was set free on direct orders from Washington, because of the intervention of South American countries, and a little later my fellow prisoners were liberated.

The gist of procedure as outlined by the Military Governor, justifying the sentences passed, was that which maintains the omnipotence of military law to supersede all legal statutes and in the unlimited powers it accorded to the military commanders who exercised it.

The Dominican people are able to appreciate the true spirit of American institutions, and their leaders always have urged them not to lay the ills they have been suffering under military invasion at the door of the American nation as a whole. There never has been personal ill feeling against Americans, and the few and slight signs of irritation brought about by the intervention will disappear instantaneously with the return of independence. That this act of justice in redress for a tragical mistake of the retiring Administration will be immediately accomplished by President Harding nobody in Santo Domingo doubts.

The people hailed his election as a promise of prompt and complete relief. This promise they construed out of his campaign speeches on the subject, when he condemned the "illegal" intervention and assured his countrymen that if elected he would not tread that road of injustices and treason to American ideals.

Mr. Harding is to all appearances too well identified with American traditions to have entered the subject in the spirit of mere political speculation, and what we have been able to learn about his character credits him with dignified simplicity and sterling frankness. South of the Gulf of Mexico a whole continent awaits his decision. It will have a bearing on the future relations of the Americas.