

RAILROAD MEN FORM NEW ORGANIZATION

NAME IS FEARFULLY AND WONDERFULLY MADE.

Big Part of Alphabet Is Collected in Monogram, but It Means a Bunch of Good Fellows Forgetting Rivalry Long Enough to Enjoy Each Other's Society for Two Days.

The men who get after the business for the railroads in the northwest—the passenger, freight, traveling and ticket agents, have combined. They have amalgamated, joined hands, and associated themselves together in a cabalistic and alphabetical organization known as the G. A. M. B. A. Y. C. (Get As Much Business As You Can) club, whose purpose is to meet at Duluth June 19 and 20 and have a good time together. Two hundred and fifty of



F. D. LYONS, President.

them have so far signed articles declaring this to be their intention, and others are to join. There are other objects to be accomplished, the chief of which will be the adoption of a plan for another reunion next year.

It will be a remarkable gathering of railroad men in that it will bring together in fraternal organization those who are largely in competition with each other the remaining 363 days of the year and who have thus acquired a respect for each other's prowess which induces the desire for better acquaintance.

Look to Benefits.

Aside from the social feature, there are plans to make the organization of practical benefit, which is to include insurance conducted on the lines of other fraternal societies. F. D. Lyons, of Minneapolis, traveling passenger agent of the Rock Island road, is president, and W. S. Chadwick, ticket agent at the Union depot, Duluth, secretary and treasurer.

Mr. Chadwick is more than this. He is to the G. A. M. B. A. Y. C. what Justus Rathbun was to the Knights of



W. S. CHADWICK, Secretary-Treasurer.

Pythias, and Charles Vivian to the Elks—the progenitor, and founder. For a number of years his cherubic countenance was seen in the city ticket office of the old St. Paul & Duluth line at Minneapolis. After removal to Duluth he longed for the sight of former railroad cronies, and so last year sent out invitations to "come on in; the water's fine."

The result was a happy reunion of about fifty railroaders who had the time of their lives at Duluth, and the G. A. M. B. A. Y. C. club resulted with non-assessable and non-transferable shares at \$2 each; no liabilities.

From this has grown what promises to be an organization of real purpose and importance. It is proposed to have some of the big railroad gals, general managers and superintendents, present to make addresses, and members are to take their wives, if they choose.

It is needless to say that Duluth has responded nobly to the occasion and among the features of the hospitality to be extended will be an excursion on the steamer America and the serving on board of a planked whitefish dinner, a ride on a special train provided by the Duluth, Missabe & Northern road, which will show the visitors some of the big mines of the Mesaba range, and a banquet at the Spalding hotel.

BUSINESS MEN TAKE ACTION

Rate Discrimination Will Not Be Allowed to Pass Unnoticed.

Altho the impression is abroad that Minneapolis is taking no interest in the plans of the western lines and the

THE GRIEVISH METHOD OF FITTING GLASSES. In both scientific and practical. Fine Spectacles and Eye-glasses. Artificial Eyes. 407 Nicollet Ave., Minneapolis.

TALKING MACHINES on Easy Payments. Minnesota Phonograph Co., 515 Nicollet Ave. Send for Edition and Victor Catalog. Store Open Evenings.

ROAD MATERIALS TESTED IN VARSITY LABORATORY

Engineering Department Will Collaborate with State Highway Commission in Experiments in Determining Value of Paving and Road-Making Material.

HOMESEEKERS BRING TRADE

Railroad Man Estimates What One Day's Rush Means.

Hazy notions entertained by newspaper readers about the homeseekers who crowd thru the station gates at the different railway stations, westward bound, and the advantage to the twin cities from the advent of these wanderers into the northwest can be made more distinct by a calculation today of a railroad man.

TRAINS ARE MISSED

Iowa Folks Feel Inconvenienced by Action of Iowa Central.

Special to The Journal. Marshalltown, Iowa, April 7.—The annual meeting of the Iowa Central passenger trains on the main line was held here today. This is especially true of the train north from Marshalltown in the evening, as a large territory in that direction is tributary, and people are unable to return home in the evening as heretofore. There is some talk that the suspension will be permanent even after the coal strike is settled, but some arrangements that will prove satisfactory are looked for.

FORM SOCIAL ORDER

Freight and Traffic Officials Get Together for Pleasure.

Washington, April 7.—The American Association of Freight Traffic Officials has organized here at a meeting of about 100 representatives of the freight and traffic departments of railroads in the United States, Canada and Mexico. D. M. Goodwyn of the Louisville & Nashville was elected president and E. L. McKeller of the Southern, secretary and treasurer. The organization is purely social. The next gathering will be held Oct. 17 in New York.

GRADERS RESUME WORK

Omaha and Alphabet Make Dirt Fly Near Mankato.

Railroad grading has been resumed near Mankato. Fifty men and teams are working on the Minnesota cut of the Omaha road and sixty men are filling a trench a slough between Ottawa and St. Paul.

Work is about to be resumed on the Alphabet line by Balch & Co., of Minneapolis. The road is to be completed to Mankato this season. Right of way has been bought as far as Cream. The work will begin in the fall. It will be again between Good Thunder and Armstrong. Representatives of the company say the road will build from Mankato to Duluth with another line to Fargo.

TROLLEY FOR BROOKINGS

South Dakota Company Will Construct Rural Electric Line.

Sioux Falls, S. D., April 7.—Articles of incorporation of the Brookings & City Railway company have been filed with the secretary of state. The capital of the company is placed at \$100,000, and it is intended to construct an electric line between Brookings and this city.

Neil Stewart of Brookings, one of those heavily interested in the company, states that work will begin on the Brookings end just as soon as the weather will permit, and that the line will be pushed to completion as rapidly as possible.

FARGO'S HOPES REVIVE

Indications Are that Soo Has Eyes on Red River City.

Special to The Journal. Fargo, N. D., April 7.—The arrival of the Soo right-of-way agents at a point near Moorhead has given the business men of Fargo another boost in their anticipation of getting the road into this city this summer. Notwithstanding absolute official denial by the company it is rumored that a site has already been secured here for the depot and shops thru purchases made by local parties, but there is no confirmation of the report.

BEATEN CANDIDATE WILL CARRY A GUN

Peter Ceder, Defeated for Assessor in North Pelham, N. Y., Gets First Permit.

Mount Vernon, N. Y., April 7.—The first permit issued in North Pelham for a man to carry a revolver has been given to Peter Ceder, who was defeated for assessor there in a recent election. Mr. Ceder believes his life is in danger because of intense political feeling.

More than thirty leading residents of the place have been summoned as witnesses before the Westchester county grand jury, which will meet in White Plains to investigate charges that the village clerk, James Caffery, accepted certificates of nomination for an independent ticket headed by James Reilly, "the village blacksmith," after the time for receiving such certificates had expired. Reilly was elected village president. Those proceedings were started by defeated candidates headed by Ceder.

HUMAN AIRSHIP

Insane Man "Flies" From New York "L" Structure.

New York, April 7.—Policeman Abraham Frankin of the Old Slip station was standing under the elevated structure at the Battery when he was approached by a man supposed to be Emanuel Grains, of No. 304 West Twenty-fourth street, who said: "I am an airship. Stand here a few minutes and see me fly." Frankin suspecting a joke, told the speaker to go home, and five minutes later he was astonished to see a man gaily skipping along the ties overhead in his direction. When the man arrived directly above he started to fly, but landed on the platform, bruised and much astonished that he could not navigate the upper regions.

Frankin placed him under arrest and called Dr. Morris of the Hudson street hospital. After a short examination, pronounced the man insane, and later he was taken to the psychopathic ward of Bellevue hospital.

ferent rocks more or less suitable for stone roads.

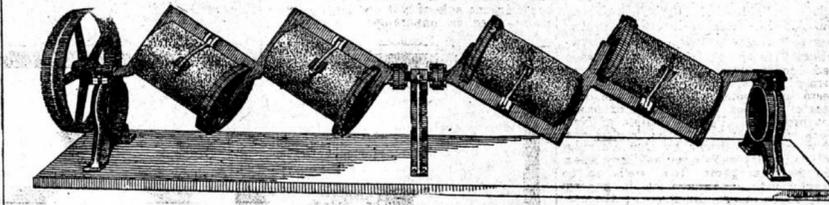
With these facts science had a foundation on which to build a systematic study of road and street material has been prosecuted during the last twenty-five years, partly by field tests, partly by laboratory methods.

First Machine for Testing Road Material.

At the Paris exposition in 1878 the French government exhibited the first machine constructed for the purpose of testing road materials. It was called the Deval machine, after the name of the inventor. The good stone roads about thru-out England and continental Europe, yet outside of France and Portugal little has been done to reduce their construction to a science. We have in this country the reverse of these conditions. With comparatively little stone road outside of Massachusetts and New Jersey, we have half a dozen well-equipped road material laboratories, where systematic work is being done to advance the science of road building. The last to join the ranks of the practical experimenters to further this public work is the University of Minnesota.

An Ancient Roman Road.

The Appian way, built by Appius Claudius about 300 B.C., is frequently cited as an example of a great highway built upon scientific principles but fully understood by modern roadbuilders, since it has endured nearly 2,200 years; indeed, outlived everything but old Father Time, and that, too, without repair, compare with our pavement on Nicollet avenue, requiring 10 per cent of its surface to be renewed



THE DEVAL MACHINE.

every year and the whole surface to be torn up and replaced every ten years, it would seem, at first thought, that Mayor Claudius had been especially fortunate in his selection of the committee on paving and that they were better skilled in the work of road-building than the committee selected by President Merrill of the Minneapolis city council, president, and could even instruct a street commissioner selected for his special knowledge of maintaining things—if nothing more than himself in office.

But the truth might as well be told about the Appian way even if it does lower it a bit among the great engineering works of the earlier builders. Counted in days labor, slave labor having been largely used in its building, it required the continuous labor of twenty-five slaves through their lifetime to build a single mile. This ought to bring relief to the present-day taxpayer because no considerable number of "high" ways, as Appius Claudius, need to be built in his district.

Again, the builders of this old Roman way had no conception of the true principle of a broken stone road. They kept far from the broken stone idea as possible, putting in only such large, flat stones as their means enabled them to handle.

The Appian way was only a masonry wall built horizontally on one vertical. It received none of the grinding action of metal, which really measures the life of any road or street surfacing material.

The average Minneapolis business street is subjected to more destructive action during the course of a week than the Appian Way received in a hundred years.

Road Science Is Modern.

Road building is strictly a modern science, so far as it has been reduced to a science. As an art it was practiced by earlier people, largely for military use, but the product was clumsy and costly.

During the last century it has been gradually changing from a mere imitative art to an applied science. It began about the middle of the eighteenth century with the discovery of the cementing power of finely divided stone. In France the work was carried forward under the direction of the Emperor Napoleon.

About the same time Macadam and Telford were giving to England stone roads, representing two distinct styles, which are known to this day as macadam or Telford road according as the foundation layer of stone is of small or large stone.

Laboratory Tests for Road Material.

For nearly a hundred years after the basic principle of stone road construction was ascertained by these road engineers in France and England, the only test of the value of road material was its actual use on a piece of road or street thruout a term of years. In 1865 France began an elaborate series of actual road-service tests on macadam roads. These tests were undertaken to determine the actual wearing qualities of different kinds of available stone. Observations were taken on about half a million cross-sections of important highways, covering 25,000 miles of French roads.

A careful census was kept of the traffic and accurate levels taken to show how much the surface had been worn off by the action of the traffic.

This field test extended over a quarter of a century and cost enough to have fully equipped the most modern road-material laboratory. They conducted the most exhaustive tests on all the different kinds of stone on the road, and had a fund remaining sufficient to perpetually care for all expenses of such laboratory.

Actual field tests are not only expensive in money, but also in time, which is not infrequently as detrimental to road projects as the needless use of money. Perhaps the most serious difficulty attending these service tests is the inability to recognize or to give due weight to the wide range of attendant conditions outside of the surface material itself. Such, for instance, as climate, nature of foundation as to stability and water, traffic, winds, drainage, etc. These service tests, however, have been useful in showing a wide range of value of dif-

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The last to join the ranks of the practical experimenters to further this public work is the University of Minnesota. Professor W. R. Hoag of the department of civil engineering, has long been interested in this branch of his work, but not until recently has been able to secure funds to develop it.

With the co-operation which is proposed between this department at the university and the state highway commission, it is expected that the department experiments to further this public work is the University of Minnesota.

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class that the road engineer is most concerned since with a properly constructed road 90 per cent of the need for repair is traceable directly to this class of agencies.

It is with this class that laboratory tests are mainly concerned. We here propose to crowd into a brief time the action upon a pavement or road surface which would require years to bring under the actual field conditions. While there are a half dozen or more machines—each suited to its special work, yet with the two now being installed in the civil engineering laboratory the most important examinations of road material may be successfully made.

The Deval Machine.

The Deval machine consists of a cast iron hollow cylinder, so mounted that its axis is at an angle of 30 degrees with the axis about which it is made to revolve. These cylinders are about eight inches in diameter by 15 inches long and are coupled in twos or fours simply to multiply the capacity of the machine.

The broken stone to be tested, of a definite size and amount, is put in this cylinder, having a tight-fitting cover, and the cylinders are rotated at the rate of 2,000 revolutions per hour for five hours. By carefully weighing the amount worn off during the test and determining the fineness of the dust the value of the rock for use in a macadam road can be estimated.

It is proposed at the new laboratory to further develop this test by making briquets of this dust and testing these in the ordinary briquet machine under tension. It is believed that this test will reveal much concerning the cementing power of the stone, which is important in a stone road material.

Test for Paving Brick.

With the rapid increase in use of brick as a paver for city streets there has been great effort made to perfect a scientific and reliable test for this product. The earlier tests, such as absorption, specific gravity, freezing, compression and tension have been largely discarded, since it has been shown that any brick which will stand the rattler test must be of texture and hardness which will easily enable it to satisfy all other tests.

The Brick Testing Machine.

In its latest form the brick tester consists of a cast iron cylinder, about four feet in diameter, on the inside of which the bricks are clamped. The bricks thus form the lining to the cylinder and are acted upon, on their edges alone, by the cast iron shot within.

These, so-called shot, are iron cubes

state highway commission and to all road officers thruout the state desiring information relative to road material.

DEADLY HERB SMOKED BY MEXICAN SOLDIERS

Many Driven Insane by Marijuana — War Department Prohibits Its Sale.

City of Mexico, April 7.—Mexico's war department has found it necessary to issue another order strictly prohibiting the selling of marijuana, the deadly herb which grows wild in parts of Mexico, to the soldiers. This action was taken because many soldiers became insane thru smoking the herb.

It was discovered recently that the soldiers continued to get hold of the herb and an investigation revealed that many women were engaged in the practice of gathering the herbs and secretly selling the poison to the soldiers.

The smoking of marijuana gives a pleasurable sensation that is almost indescribable. If the practice is kept up for a few weeks the user becomes violently insane. Altho the fatal power of the drug is well known to the people of the country, there are many who can not resist smoking the herb occasionally.

A THRILL OF HOPE.

Houston Post. Wife—Your new bulldog doesn't like mother. Hubby—Glor! Has he eaten her?

Announcement. The installation of our department for developing films and plates and finishing prints from negatives is now complete. We have spared no pains or expense to enable proper work to be done, and have engaged the most competent workmen to insure to our customers the best results. We therefore solicit your patronage and ask for an early trial order. O. H. Peck Company, 112-116 5th St. South, Photographer's Outfitters.

TOURIST'S \$3.00 Lady's Shoe. Every Tourist shoe is left on its last (shoe form) to dry for four days, so that it will hold its shape until worn out. Common machine-sewed shoes are left on their lasts less than 20 minutes. No stretch in Tourist shoes; we do the stretching before the leather goes into the shoe. Holding its shape makes the Tourist always stylish and comfortable. It costs but \$3. Sold by the best dealers everywhere. NORTH STAR SHOE CO. Minneapolis

Schuneman & Sons. Great Sale Suits and Skirts. Save Exactly One-Third on Your Easter Garments. Tomorrow morning we will inaugurate a sale of Women's Suits and Skirts at prices that will create a decided sensation. For who ever heard of selling the very newest and best apparel at a third off—with Easter but a week away? It's just another of the series of surprises we have been treating our friends to the past year. We have demonstrated that garments CAN be sold under price in season as well as out of season. In this case our cloak buyer (who has been in New York the past fortnight) secured the sample lines of six New York makers—men who have a reputation for turning out none but the best garments—and Monday we are going to give you the benefit of the transaction by turning these suits and skirts over to you at a guaranteed saving of one-third value. Now, don't hesitate—don't wait till your neighbor has secured the suit you would have bought. Come tomorrow—compare the garments and prices with any you have seen this season. In this sale, as in all our sales, there is positively no exaggeration. Extra salespeople have been engaged, so that all may be waited on promptly. Try to come in the morning—you'll find it easier to choose than later in the day when the department is crowded. 300 Suits at 1/3 Off. 500 Skirts at 1/3 Off.

Table listing prices for suits and skirts: \$15.75 Suits will be \$10.50, \$19.50 Suits will be \$13.00, \$22.50 Suits will be \$15.00, \$25.00 Suits will be \$16.67, \$30.00 Suits will be \$20.00, \$36.00 Suits will be \$24.00, \$40.00 Suits will be \$26.67, \$45.00 Suits will be \$30.00, \$50.00 Suits will be \$33.34, \$60.00 Suits will be \$40.00, \$4.50 Skirts will be \$3.00, \$5.00 Skirts will be \$3.67, \$6.00 Skirts will be \$4.00, \$7.50 Skirts will be \$5.00, \$9.75 Skirts will be \$6.50, \$12.00 Skirts will be \$8.00, \$15.00 Skirts will be \$10.00, \$18.00 Skirts will be \$12.34, \$19.50 Skirts will be \$13.00, \$21.00 Skirts will be \$14.00, \$24.50 Skirts will be \$16.34.