

AMONG THE BOOKS.

A GLIMPSE AT THE PUBLIC LIBRARY

REPORT OF THE CITY LIBRARIAN.

A FINE EXHIBIT—THE GROWTH OF GENERAL READING.

The following is the report of the public librarian, submitted to the library committee at their last meeting:

GENTLEMEN: I herewith respectfully submit to you the first annual report of the library under my charge. Of the origin and history of the library up to the time of its opening to the public, April 9, 1873, it will not be necessary for me to speak, that having been shown in the preface to the catalogue; but of its present progress and usefulness, something which at first seemed to be doubtful, the statistics that I am able to present to you must be a cause of gratification to those who have to be closely watched in building growth, and the promise it presents of future usefulness. That a public library was needed, the gratifying results of the past year have clearly shown, and that this is no temporary success, can be inferred from the daily increasing membership, the circulation, the increased interest felt in it by all classes, both rich and poor, as shown in the gifts and the attendance, and the favorable comments of both press and people. The number of volumes at present belonging to the library is 14,300, received as follows:

By purchase.....10,171
By donation.....4,129
Total.....14,300

There have also been added 136 pamphlets, all of them being gifts. Of the 4,383 volumes given, 3,549 were the gift of the Indianapolis library association. Of this collection too much can not be said in its praise; selected with care and discrimination by its officers, this library throughout the good taste and knowledge of literature of its purchasing committee, and was exerting a large influence in forming the taste of its members. Seeing in a public library an opportunity for greater influence and more extended good than the association probably ever could, they have kindly donated their entire collection to the public. I would recommend, gentlemen, that a copy of the catalogue be presented to each of the members of the association as a slight acknowledgment of the value of the gift. The Rev. E. T. Fletcher has the honor of having donated to the library, by his father, the late Mr. Calvin Fletcher. The collection numbers 184 volumes, all of them in an excellent state of preservation, a number of them being unique. As an addition to the local history of the city the collection is invaluable. I would mention in this connection, the intention of the management to make the library the depository of everything in any way relating to the history of the city and state, and would ask the co-operation of all friends of the library to assist them; no book or pamphlet, however trivial, can be of so little value as it is to find a place in such a collection as it is our desire to make.

THE SCOPE OF THE COLLECTION.

At present there is no library in the state where the future historian can find his material at hand. Among other gifts, that of Mr. Charles Cox, of 148 volumes, is worthy of special mention. Our representatives in congress, Hon. O. P. Morton and Hon. John Coburn, have also kindly remembered the library during the past year. A list of all the donors of books and pamphlets will be found appended to this report. The total number of names registered during the year from April 1, 1873, to April 1, 1874, was 5,220; of these 11 have chosen to make the deposit, nine of whom have since withdrawn. This exhibit is a gratifying one, as showing how much the library was needed, and its popularity with all; and compares favorably with that of other cities. The registration at Cincinnati for 1873-4 being 4,410, and at Boston at the same time, 6,888. An examination of the table at the end of this report will show no falling off in the gains to the library in this respect. The number of days during which the library has been open for the delivery of books during the year was 313, and the number of hours of each day. The number of volumes received from the library during the year was 101,281. A comparison of the number of volumes in the library and the number taken during the year, will show that if every volume belonging to the library had been taken 213, and if it were not the case, each volume would have circulated nearly seven times. How this use of the library compares with that of other cities, will be seen from the following table, taken from the report of the Lawrence public library:

Table with 4 columns: Name of Library, No. of Volumes, No. of Volumes Taken, No. of Volumes Returned. Includes entries for Manchester, N. H., City; N. Y. Meriden; Cincinnati, Public; Charleston, Public; Indianapolis, Public; Boston, Lowell; Worcester, City; Lawrence, Public.

The Lawrence library, however, in its count of volumes does not include duplicates; nor is it a count of volumes but of books; which would lower its high per cent., although it would still show the largest use of the library, in comparison with the number of volumes. The average weekly circulation of the library for the year was 1,948; the largest weekly issue being that for March 19-20, when 2,544 volumes were drawn; the smallest, 1,303, in September 22-23. The average daily circulation for the year was 324; the largest number being drawn on February 14, 771; and the smallest, on December 3, 137.

CLASSIFICATION OF THE CIRCULATION.

The circulation of the library naturally leads to the question of the character of the books taken; and on this head we have nothing new to offer. Our experience has only been that of libraries organized before us; it will be the experience of public libraries that are to be. Three-fourths of the number of books taken will be works of fiction; and this appears to be a law unto itself; that in every community of similar social conditions, three-fourths will read for amusement, the remaining fourth being students, or those who read for improvement. You may lower the number of your works of fiction, or even discard them entirely from the shelves; you may end only in driving away those who would otherwise read, in discarding the positively immoral and vicious books, the library has done that a public library, taxed for the benefit of all classes of the people, have yet attempted to do, and succeeded. And let it be understood that by immoral and vicious books is not meant the class of books of which Mrs. Southworth and Mrs. Holmes are the exponents; these books are not immoral; they are not vicious; they are merely waste, and are meant for and do meet the wants of the class for whom they were intended; to eliminate them would be to discriminate unfairly against a class in

the community who crave and are only satisfied by them or their equivalents. The loud outcry against this class of reading does not emanate from those who, by experience, have learned the needs of the poorer classes of society. The report of public libraries are uniform in their opinion that this class of reading, should, in proper quantities, be supplied. The following table will show the classification of the circulation for the year. (April 1-31, not included.)

Table with 3 columns: Name of Book, No. of Copies, Percent of Circulation. Includes entries for Fiction, German and French, Poetry and Drama, Science and Art, History and Biography, Miscellaneous.

Our per centage of fiction for the year, is higher than that of other libraries for the same time. Cincinnati reporting for the last year 74.2, several causes have operated to make this so. Chief among which may be mentioned the want of a catalogue during the earlier months of the library's existence. Practically, the library was without a catalogue for the first eight months, and readers during this time necessarily called for books best known, those for the most part being of a light or readable character; and it was not until about the first of September, when the first sheets of the catalogue were accessible, that the decrease in the per centage of fictitious works began. From that time the decrease has been steady, and the proportion for the last three months will, with the exception of the summer months, be the proportion probably for the year. Lower than this we cannot expect, a higher per centage is more probable. This, however, is not a matter to be deplored; if it is, on the contrary, an indication of a healthy taste in a community, and, judiciously met, cannot but act favorably upon its future.

EXTREME IN TASTE.

The deepest students sometimes turn with pleasure and profit to the pages of the novelist; and there is difference only in degree, from the relaxation they experience in reading "Middlemarch"; and the momentary forgetfulness of her cares of the sewing girl, losing herself in the pages of the "Deserted Wife." Between these two extremes there lies a class of fiction, much of it pleasantly written and some of it of a strong moral tone, against which nothing can be said. The Rev. Mr. Mochel, Craik, Miss Yonge, and Mrs. Whitney, exert not only a pleasant, but unconsciously, a deep impression upon the minds of most of their readers—an impression that is not eradicated by the hasty and careless reading given to the works of Mrs. Southworth and Mrs. Holmes. The supply of the lighter and more sensational of the works of fiction has purposely been kept below the demand; and every endeavor made to place in the hands of disappointed applicants the healthier and better class of light literature. For this purpose these books, which are so much in demand, are kept below the demand; and every endeavor made to place in the hands of disappointed applicants the healthier and better class of light literature. For this purpose these books, which are so much in demand, are kept below the demand; and every endeavor made to place in the hands of disappointed applicants the healthier and better class of light literature.

APPENDIX I.—LIBRARY STATISTICS, 1874.

Table with 4 columns: Name of Author, No. of Vols., Name of Author, No. of Vols. Lists authors such as Muloch-Craik, Kavanagh, Yonge, etc.

In addition to the authors mentioned above, 87 others contributed one book each to the library, making a total of 82 volumes, representing 174 authors. It will be seen that all the authors against whom the charge of sensationalism can be made, furnish only about one-twelfth of the entire circulation; while the names of Dickens, Cooper, Scott, Balzer, and female novelists of nearly equal merit, are near enough to the head of the list to show that their works are not only read but appreciated.

READING ROOM.

This room has been open to the public for twelve hours on each and every day of the year, and has merited and received a large and liberal patronage. During the year 1873-74 this year the library is regularly in receipt of 110, inclusive of three daily newspapers. The liberal policy adopted at the commencement of keeping the library and reading room open on Sundays, has met with general favor; on no other day of the week is the attendance more general or the behavior more decorous. The largest use of the room on this day is made by young men; and I can not speak upon this fact as one of the best evidences of the good the library is doing. That this class, many of whom are without the religious feeling which prompts them to attend divine service on that day, and who are generally led to grace the corner of the streets, or other public places, for want of better employment, should find here a place congenial to their tastes and instructive to their minds, is worthy of your attention, that every inducement may be offered to attract and draw in others. The accommodations than the present reading-room affords, can not be too strongly urged; the seating capacity of the room is often less than the number of persons who are present, and it is not until a larger room is obtained this cannot be remedied. In fact, in all departments, the library has outgrown its accommodations, and the question of its removal to larger and more commodious quarters is worthy of your serious consideration. In no other way can its influence continue to be extended, and the full benefits of its privileges obtained.

CATALOGUES.

For the necessary economy and good working management of the library, three different methods of cataloguing are neces-

sary, the "Accession Catalogue," in which books are entered in the order of their arrival, and which furnishes an historical statement of all books from their purchase; the "Shelf Catalogue," or catalogue of the arrangement of the books on the shelves; and the "Card" and alphabetical catalogue, giving entries more or less as the book may require, under its author, title, and subject. From this last the printed catalogue, a volume of 357 pages octavo, was made, the work being completed and delivered at the library about the first day of November. The typographical execution and workmanship of the volume is excellent, and reflects credit not only on the Printing and Publishing House where it was executed, but through them upon the city. Copies of the catalogue have been sent to the principal libraries in this country and England, and valuable additions to the bibliographical department of the library have been received. Fifty copies have been sold. Through the courtesy of the daily papers, lists of the new books added to the library have been printed once a month, thus keeping readers informed in regard to the late additions. Appended to this report will be found a list of all books added to the library since the issue of the catalogue; and this list it is proposed to continue in subsequent reports, until such time as the growth of the library warrants the issue of a supplementary catalogue. During the year, 694 volumes have been bound and repaired, at a cost to the library of \$297 81; an average of 32 cents per volume. The item of binding will, in the future, be no considerable one, and I would recommend as a precautionary measure, the rapid wear of the books, as well as a preventative against soiled and greasy covers, that the volumes in greatest demand, namely: Fiction and Juvenile, be covered. The additional expense which this will entail will, I believe, be amply repaid by the greater comfort in handling and consulting them, as well as the added strength the cover will give the volume.

MISCELLANEOUS.

Fines amounting to \$457 86 have been collected during the year on 3,481 books, showing an average detention of about four days. I would take this opportunity to acknowledge the faithful and efficient services of my assistants, Miss Mary Bradshaw, Miss Fannie Currie and Misses Mary and Lottie H. Allen, who have performed the oftentimes irksome duties of their positions with credit to themselves and benefit to the library. The rapidly increasing circulation of the library, bringing with it as it does additional duties, would seem to fully justify an increase in the salaries of the day-assistants; at least, the placing of them, in this respect, more on a level with other departments of the educational system of the city. While advantages may not be so severe as those employed in the city schools, their labor is certainly more protracted, as fatiguing, and their work as intelligently and faithfully executed. The duties of night attendants during the year have been faithfully and well performed by Mr. B. P. Gardner. Changes of a merely personal character have been made in the night force, bringing with them, however, no increase in the number employed, nor in remuneration. It is hardly necessary for me in closing this report to again refer to the great need of additional room for library purposes, and the advisability of providing the library with a home of its own. There is no doubt that such a change would act beneficially, for besides affording it greater facilities to extend its influence, it is giving the library an individuality it will never have in its present quarters. It is now too often spoken of as being the high school library, the name implying a restriction in its use. This, it is true, is a small matter, but if, in placing it apart by itself as the public library, free to all, it speaks to any who would not otherwise be reached, this end is worthy a trial. In conclusion, I would remark upon the increased literary activity of the city during the past winter; never before have the number of "reading clubs" and "social meetings" for the discussion of literary topics been so numerous. This may or may not be attributed to the influence of the library; but certain it is that the impetus given by the opening of the library has awakened many to the fact that the intellectual growth of the city should keep pace with the moral growth; that they should go hand in hand to make the name of the city, not only the synonym of wealth and great business activity, but also for a large and liberal culture. The excellent school system of the city will do much to lay the foundation for this, and must look to the libraries to advance it and carry it on.

APPENDIX I.—LIBRARY STATISTICS, 1874.

Table with 12 columns: Month, Total, Fiction, Non-Fiction, etc. Shows monthly circulation statistics for 1874.

Respectfully submitted, CHAS. EVANS, Librarian.

One of the first stories of heroic life and death in modern times, is that of George Gordon, sixth earl of Aberdeen, who was lost at sea three years ago while serving on an American vessel sailing in the West Indies. Possessed of wealth and a generous heart, he believed that humanity had some claim on him, and he determined to prepare himself practically on the duties of his exalted position. He came to this country and under an assumed name, worked for a living with his hands, all unbeknown to his fellow workmen. He finally became an able seaman and was in a storm. His mother, the Countess of Aberdeen, has just sent a contribution of \$1,000 to the American Seaman's Friend Society, of Boston, for the purchase of books for sailors.

THE COST PROBLEM.

RAILROAD TRANSPORTATION.

IMPORTANT STATISTICS ON RAILWAY FREIGHT—WHAT IT COSTS TO TON OF FREIGHT A MILE—THE COMPARATIVE EXPENSES OF PASSENGER AND FREIGHT TRAINS.

At a regular meeting of the Chicago Engineers' Club, lately held in the Academy of Sciences, Mr. L. P. Moorehouse, of the Illinois Central railroad, read a paper "concerning the cost of transportation on railways," from which the following interesting extracts are taken: The business of transportation has hardly yet attained the position of an exact science, and, indeed, from the crude theories and contradictory statements so frequently met with in the discussion of the matter, it would seem that the very foundations which underlie the subject are not universally acknowledged. The object of this paper is to bring clearly to view two or three of the facts that may be called foundation stones. One of the most important questions involved is in relation to the reasonableness of rates, and inquiry should be made, if possible, what principle should govern the establishment of charges for transportation. It is evident that in estimating the cost of performing any work the actual outlay of money incurred is a very important element in determining what should be the amount received by the performer from the party for whom the work is done, and our first inquiry will be the cost of doing the business railways perform. If we ask what is the cost of transportation of railways we may be reminded that according to statistics of various routes, the cost of a ton-mile on all the roads of Ohio, Pennsylvania, Illinois, New York and Massachusetts, for the year 1872 was one dollar. But a glance at the figures shows this varied from 85 on the Ohio roads, to 131 cents on the Massachusetts roads; and, upon examination, we find that this latter amount represents an average of amounts varying from 10 to 175 cents. While, therefore, we accept one dollar as the average for the five states named, we see at once that it may be unfair to base our rates for any one of the above mentioned states, and probably much more so for application to any particular road. The expense for maintenance of way should be divided between the passenger and freight business in proportion to the damage done by each. This is in proportion to the weight and speed of trains.

THE WEIGHT OF FREIGHT TRAINS.

It is about twice that of passenger trains; is about about one-third less. A freight train of the same weight as a passenger train would do two-thirds the damage to track. The passenger train mileage, therefore, represents, so far as the maintenance of way is concerned, a freight train mileage of four-fifths that amount. Switching trains may be considered as representing one-third of freight trains; and construction and fuel trains may be taken as equivalent to freight trains. Taking the Illinois Central railroad for an example, Mr. Moorehouse then ascertains by careful statistics the cost of a ton-mile to be about one dollar and twenty cents, and then he states that, having found the expense per ton mile, we proceed to ascertain the cost per train. The average weight of a train is about three hundred and forty tons, and it hauls 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of 833 tons for the direct expense. The average train for the direct load, nine empty cars, and the way car. Could a load be secured for one of the empty cars, the additional expense would be small. A charge of three mills per mile would be a profit on this particular car load. If another loaded car were put into the train, the total cost would be less than four mills per ton. The detailed estimate is one-third. As to the cost of moving the whole train (including dead weight and load) we have: For a train of 340 tons, 3.50 mills per ton for 330 tons, 3.30 mills per ton for 10 tons, and 833 tons, including eight and one-half tons of company's material, so that the paying freight is 77 tons. The total expense of 121.84 cents, divided by the 77 tons, gives 1.58 cents for the total expense per ton, and the amount 63.4 cents represents the weight of