

PURELY PERSONAL

Continued from page 2

Mr. Quincy Joffron is the guest of his brother, on Ave. E.

Mr. L. F. Larrison, of Pleasant Hill, spent Sunday in Mandeville.

Mrs. A. R. Munson Jr. was a visitor to New Orleans on Monday.

Mr. E. Weber has returned to Bogalusa, from a visit to Litcher, La.

Mrs. M. B. Bergeron of Little Buffalo entertained the Bridge Club on Wednesday last.

Miss Zula Spring has returned to New Orleans after visiting relatives for the Xmas holidays.

D. H. Middleton returned Saturday from a visit with relatives and friends in Sabine Parish.

Secy. Valadie of the Chamber of Commerce has returned from a business trip in New Orleans.

Mr. and Mrs. Rufus Breitling will move into their new bungalow in North Bogalusa within the next week.

Mr. O. W. Perry, representing Philip Werlein Ltd. of New Orleans, was in the City Saturday on business.

Jas Cassidy, Supt. of the Warner-ton Camp, was in Bogalusa Sunday visiting his brother J. H. Cassidy and family.

S Lacy Dickerson has returned from New Orleans where he went to see that the Crescent City received the New Year properly.

Mrs. and Mrs. J. A. Gates of Picayune, Miss. returned home Tuesday after an enjoyable visit to the family of C. H. Allman, Pleasant Hill.

Mr. W. W. Tate accompanied by Miss Ray DeLoney and Miss Eveline DeLoney, visited friends at Franklinton, Saturday and Sunday.

Miss Susie Robinson after spending the holidays with Mrs. A. L. Ledoux on Mich. Ave. has returned to her home in New Orleans.

Mrs. L. A. Gibson of Pleasant Hill and her two grand children Lizzie and E. L. Loyd are spending a few weeks with her daughter, Mrs. Geo. Ray of Wesson, Miss.

Mrs. W. B. Bauchamp, 1005 Ave. D. with her daughter, Alamada, left Tuesday for New Orleans. Mrs. Bauchamp will return soon but little Alamada will go on to Baton Rouge, to visit relatives.

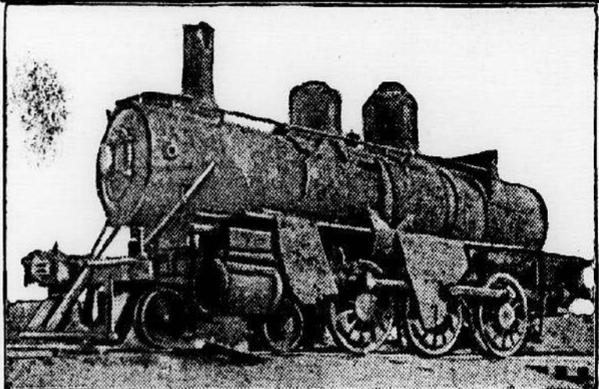
Mrs. Clotilde Simmons, Miss Sadie Magee and Miss Nancy Stringfield were the guest of Mr. W. J. Willoughby last Sunday, on their way to Ruston La. to resume their studies after a visit to relatives for the Xmas holidays.

We regret to hear that Mrs. A. K. Beall, who has been sick the past eleven months, suffering with a brain trouble, met with a bad but not necessarily serious relapse Saturday.

Phones For Police.

Commissioner Mills announces that arrangements are being made to have telephone booths so that the night officers can report to headquarters. Three phones will be located on Columbia St. and one in Richardstontown. The booths will be erected on the telephone poles and is a very metropolitan improvement for the efficiency of the police department.

PREPARING FOR THE SCRAP HEAP



After the Sheeting is Removed, the Locomotives Are Cut into Pieces With Oxy-acetylene Torches.

When railroad locomotives have served their time of usefulness, or are badly damaged through accidents, they are ordinarily scrapped and disposed of as salvage. This at least is the practice followed by many of the companies which turn over their obsolete equipment of this kind to firms which junk it. The accompanying photo-

graph shows an engine which has completed its service, waiting to be wrecked by the junk man. After the sheeting is removed from the sides of a locomotive, the cutting is done with oxy-acetylene torches. Castings, malleable iron and the different grades of metal are separated as the work proceeds.—Popular Mechanics.

THE STEEL ROAD

The railroad has been the subject of several poems recently, but of none more musical than this, which we take from the American Lumberman. There's a steel road, a real road, that runs among the trees, That dashes over cataracts and clambers over hills; There's a white road, a bright road, that's swifter than the breeze— And, easterly or westerly, it wanders where it will!

And it's hot! then, it's go then, along the shining rails, A speeder for your chariot upon a summer's day: It will lead you, will speed you, through green and dewy dales, The forest for your canopy upon your royal way! There is ne'er then a care then—the town is left behind, You're free as any meadow lark that circles in the blue; Like a swallow you follow the rails as they unwind— In all the world around you there is just the road and you!

And when play ends and day ends and ruddy is the west, When birds come stinging from the fields and sailors from the foam, Then the steel road, the real road, the road that leads to rest Is the white road, the bright road, the road that leads to home! —Douglas Malloch.

HEAVIEST CAR IS THE DINER

Weights Many Pounds More Than the Rest That Go to Make Up "Limited."

In most cases the heaviest of the cars comprising a "limited" train is the diner, which exceeds the other cars in weight by about 10,000 or 15,000 pounds. Such a car, with full equipment, usually weighs something like 140,000 pounds when ready to make its customary division run. A 16-section sleeper may weigh from 110,000 pounds to 125,000 pounds, while the buffet library car of the transcontinental type comes next at 107,000 pounds. The baggage car, weighing 85,000 pounds, may be the lightest in the train, but the postal car next to it weighs, on an average, 103,000 pounds. A chair car is full weight at 87,000 pounds, while the ordinary passenger coach tips the scales at 93,000 pounds. With a locomotive and tender weighing, say, 260,000 pounds, it is easy to estimate the enormous weight of some of the modern through trains of several cars.—Popular Mechanics.

Fewer Train Wrecks Occur.

A great decrease in the number of collisions and derailments of railroad trains for the quarter ended June 30, 1914, was reported by the Interstate Commerce commission. As compared with the corresponding quarter of 1913, there was a decrease of 737 in the number of train accidents. Defective roadway and defective equipment together caused more than seventy-two and three-tenths per cent of all derailments reported. In train accidents the total number of persons killed was 104, while 2,157 were injured.

Belt Railroad for Peking.

The Chinese ministry of communications has completed an arrangement with the city authorities of Peking to establish a line seven miles long, which will hug the wall its whole length, and connect the terminals of the Peking-Kalgan, Peking-Mukden, Peking-Tung-Chow and the Peking-Hankow railways. Two tunnels will be bored on either side of the existing arch forming the Chien-men; one will be used for the proposed tramways and the other for passenger traffic.—Scientific American.

Business Coming to America.

Automobile men estimate that the war is bringing to American manufacturers more than twenty million dollars' worth of business in auto trade. Three thousand motor trucks are under order and the representatives of the warring European nations are in the market for twice as many more.

MUST SHOW HIS VALUE

EACH RAILROAD MAN CAPITALIZED FOR CERTAIN SUM.

Just What This Means is Shown in the Following Article—Key to Whole Thing May Be Called Co-operative Economy.

Perhaps co-operative economy is the best way of designating the new method of railroad management. Without co-operation among the men it would not work. To save a nickel or a dime a day for the company, each man must be shown that he is capitalized along with the rest of the railroad property for a certain sum, and if he is any use he must earn interest on that capitalization, writes George Ethelbert Walsh in the Sunday magazine of the Chicago Herald.

A big railroad manager of an eastern road took the men into his confidence by addressing them in this way, by personal interviews and speech when he could, and by letters and circulars when the former was impracticable:

"How much are you capitalized at? Do you know? If not, stop a minute to figure it out. If you're getting a salary of \$1,500, your capital value is \$30,000, and you've got to earn five per cent on that or drop to a lower capitalization. If you're earning only \$800 a year, it is because you have failed to earn five per cent on any greater amount. This is one sure way of getting out of the lower wage class. Raise your capitalization? How! Show us that you're earning more than five per cent on your present rated capitalization. Hereafter wages are going to be based on this idea—individual capitalization."

A concrete illustration: A station agent at a salary of \$60 a month had a record of wasting the company's money through carelessness or a run of bad luck. Freight consigned to or shipped from his point had a way of meeting accidents that caused a lot of damage suits. The man was cautioned, warned and finally peremptorily fired.

Another took his position, with a warning that he would meet a similar fate if he did not look after the company's interests with greater care. He made a two years' clean record, and his capitalization went up to \$16,000; another year it was advanced to \$18,000 as the result of his earning capacity. Then came a letter couched in these words:

"We cannot pay more than \$900 at X. The business there will not warrant it. But we consider you worth more than \$900 a year, and you are hereby transferred to W, with a salary of \$1,200."

The station agent who mishandles a broom and wears it out beating the dog or using it for a baseball bat is the same man who roughly handles the freight and express packages, and lays the foundation for endless damage suits. He also leaves the station with the drafts all turned on the stove so that it consumes 20 per cent more coal than actually needed, and if by chance there is a wind blowing through the room it is his lamp chimneys that are always cracked by it or blown off.

Good Plan for New Tire.

It is a good plan to run a new tire for a day or two, even if not immediately needed, before putting it on the tire rack of the car. The running seems to have an advantageous effect in preventing the tire from deteriorating quickly. When the tire is put on the rack, remember that sunlight will cause it to oxidize, crack and become quite worthless within a short time, and so place a cover over it. This should preferably be of the waterproof variety. Do not carry a tire only in the paper wrapping in which it is sold, for this is comparatively little protection, and besides, will soon become unsightly.

Race A Hot One.

Some idea of the interest being taken in the race for postmaster of Shreveport can be gained from the fact that an average of 100 letters daily are reaching the office of Representative Watkins.

Will Take No Part

Baton Rouge, Jan. 4.—Because of the Louisiana Historical Society's failure to provide an official place for him and his staff in the centennial celebration of the battle of New Orleans, Gov. Hall will take no part in the celebration.

It became known Monday that the Governor had written the committee in charge declining the invitation. The order for the dispatch of the U. S. S Amphitrite to Baton Rouge to convey the Governor to the city for the occasion was recalled at his instance. Gov. Hall is maintaining silence regarding the matter.

Purvis Soid Business.

Mr. Jake Purvis has sold his confectionary business at the Tate building to Daniel & Hampton, who took possession the first of the month.

Mr. J. D. Hampton of the above firm is from Angie and Mr. C. T. Daniels is from Franklinton.

We welcome these young men to our city, and trust they will partake of the prosperity coming.

Select Official Organ.

At a meeting of the Truck Growers Association which was held Saturday, The Bogalusa American was made the official journal of the organization.

Nice Dividend.

Sect. A. N. Dobbs, of the Building and Loan Association has been busy this week mailing out dividend checks to stockholders. A semi annual dividend of 5 per cent was paid.

NEIGHBORHOOD NEWS ITEMS

Rio

W. P. Guidry is visiting in St. James.

J. E. New, of Jackson spent the holidays with Mrs. W. P. Guidry.

J. I. Waller motored to Covington and Mandeville Wednesday.

Mrs. C. W. Davidson was the guest of Mrs. R. E. Keaton Thursday.

S. H. Frazier of Bernice, spent the holidays here with his parents.

Miss Effie Mathews visited relatives in Ashland Ala. during the holidays.

School opened Monday morning with a number of new pupils.

T. P. Byrd returned to L.S.U. Sunday after spending the holidays here with relatives.

A. White, of Macon Miss., is the guest of his daughter, Mrs. C. A. Mathews.

Misses Edith and Ernestine Wood, Belina Burris and Letha Sheridan, of Franklinton, spent the week end here.

On Saturday night Mrs. J. I. Waller entertained a large number of young people at a New Year party.

The house was beautifully decorated with holly, mistletoe, poinsettas and cut flowers, Miss Helen Merritt and Agnes Ward served punch throughout the evening. A number of new and amusing games and contests were played, The refreshments were Ambrosia and coke. Mrs. Waller was assisted in receiving by Mrs. C. W. Davidson and Miss

Emma Williams. Out of town guests were Misses Lucy and Winnie Wadsworth, Margaret Cottrell Emma Williams and Iddo Wadsworth, of Bogalusa, Misses Helen Merritt, of Sunny Hill and Mary Elarton of Osyka, and Misses Agnes, Edith and Ernestine Wood, Belina Burris and Letha Sheridan of Franklinton.

Has Very Old Papers.

Frank J. Walsh, of the Acct'y Dept. of the N O G N, has two papers that are well preserved despite the fact that they are very old. One is The New World, carrying a New York City date line of Saturday April 30 1842. The other is the American Courier, of Philadelphia dated March 3 1849.

J. Y. Sanders Jr. Ill.

J. Y. Sanders Jr. the well known young attorney who left Bogalusa several days ago to spend the holidays with relatives and friends is ill at Napeolenville, suffering from acute indigestion. Reports from there Tuesday were to the effect that he was improving.

Camp Fire Girls.

The Camp Fire Girls held their first meeting for New Year Saturday P. M. The Blue Birds, the little sisters of the Camp Fire Girls, also held their first meeting, Saturday morning. Both had a pleasant and profitable time.

Kodak Party.

A delightful kodak party was held at the residence of Mrs. A. DeLoney of South Bogalusa Xmas night. Those present were Messrs Geo. W. Lester, Carl Hamilton, Graydon Cook, and Albert DeLoney. Miss Ray DeLoney, Miss Ellen DeLoney, Miss Zula Mizell, Miss Hallie DeLoney. The party was chaperoned by Mrs. Allen Cox.

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