

B. F. Yoakum Gives Interesting Views On Law Requiring Approval Of Interstate Commerce Commission Of Securities Issued By The Railroads.

(The communication following, dated March 14 of this year, was written by B. F. Yoakum and addressed to the chairman of the interstate and foreign commerce committee of the House, states a very interesting and very important problem in railroad building. It is surely worth reading by all who are interested in railroad development in the United States. Interesting from all standpoints—from the standpoint of the people and from that of railroad builders and promoters. Editor.)

In response to your suggestions, I write you my views upon the subject of a law requiring the approval of the Interstate Commerce Commission of securities issued by railroads.

As long as fourteen years ago I filed a document with the Interstate Commerce Commission suggesting a plan for cooperation between the government and the railroads. I am still of the same opinion and believe the time is opportune for the establishment of closer working relations.

There is no doubt as to the advisability of railroad securities being subject to the approval of some one established authority, either the Federal government or the different States, some of which now have laws supervising their issuance. The approval of the government would be preferable as to interstate railroads, and would simplify the work both for the government and the railroads. It would obviate the multitude of divergent views that might arise as to the necessity of issuing securities to carry on the work of development, additions and betterments asked for by interstate carriers.

This subject is such a broad one that it should be viewed from a more comprehensive standpoint than merely whether the national government or State authorities should control. Together with federal approval of securities there should also be a way found to establish effective cooperation between the government and the railroads. Among other things this would lead to cheaper money for the railroads for the improvement of their properties and facilities, and would enable them to more economically handle their freight and passenger business. The price of money to the railroads is just as much a factor in the cost of transportation as the price of coal and other things they must buy in conducting their business. To illustrate: if the coal consumed by the railroads in 1913 could have been purchased for 20 cents per ton less than was actually paid, it would have meant a saving in the cost of transportation in one year of approximately \$47,000,000. (These statistics are based

on the compilation of Slason Thompson.) Again, a reduction of 1 1/2 per cent per annum in interest on the \$11,000,000,000 funded debt of the railroads (Interstate Commerce Commission statistics of June 30, 1912) would effect an annual saving in cost of transportation of \$165,000,000, which now constitutes a mere economic waste.

In other words, each one-half of one per cent reduction in interest rates would mean a saving of \$55,000,000 per annum, or \$5,000,000 more than the government paid to the railroads of this country for carrying the mails last year.

In considering the problem of transportation for the future it is interesting to look back a few years. Thirty years ago, which is a short period in the life of a nation, there were 125,000 miles of railroad in the United States, and the mileage has doubled in the last thirty years. If our population increase in the same ratio in the next thirty years as in the last, or 77 per cent, there will be in 1944 about 175,000,000 people. If our railroad mileage increase in proportion to our population, which will be necessary for the country's development, it will require the construction of about 193,000 thousand miles of new railroad during the next thirty years; therefore, it is important to consider the transportation question not only for what we now need, but for the country's requirements in the near future.

The average cost of money for construction, additions and betterments, is estimated at about 5 1/2 per cent per annum, including discount. If the new railroad mileage in this country, including construction, ballasting, equipment and adequate terminal facilities cost say \$60,000 per mile, the next thirty year's requirements of 193,000 miles would call for about \$12,000,000. The difference between 4 and 5 1/2 per cent in the rate of interest on this amount is \$180,000,000 per annum, which colossal sum might be saved in the cost of transportation.

If the government should approve a railroad security, it would in effect, morally speaking, endorse it, and this high approval of the issue should make such a bond sell at the lowest rate of interest current for gilt edge securities, thereby reducing the cost of transportation.

A quasi co-partnership without risk or cost to the government might be established through a federal license or charter involving a profit sharing plan for such interstate railroads as prefer to operate under a federal charter. A national charter need not interfere with the authority of State railroad or public utility commissions in supervision of in-

terstate securities. These would come under a federal supervision only, and the government would participate in the profits of the road under an equitable profit sharing plan. The profits thus accruing to the government could be distributed for the benefit of the various communities served by such railroad, as for example, the upkeep of improved public highways.

The system of profit sharing of corporations and the public is proving successful and having a good effect upon all interests. I have one illustration particularly in mind. Prior to 1907 there was constant friction between the surface lines in Chicago and the city authorities as to extensions, facilities, service and fares. All the surface lines on the north and west side were consolidated into one company and all the lines on the south side were owned by another company. Under a mutual understanding, the city adopted a contract, ordinance February 11, 1907, under which the city receives 55 per cent of the net revenue of the surface companies after deducting interest, taxes, discount on bonds and a stipulated amount for depreciation and other contingencies. Within the last few months the two companies have been permitted to unite in a plan of joint operation, under which unification all facilities are used for the general interest, and the companies are able to handle traffic in congested districts where much trouble and expense had theretofore existed. The city's proportion of the net revenue from informed at the present time has aggregated about 12 million dollars, which under the terms of the ordinance must be expended for the improvement and extension of transportation facilities in the interest of the Chicago public. The success of this cooperative arrangement is further demonstrated by the fact that a passenger can ride back and forth in Chicago than in any other city. If this can be done with success in the largest city and interurban systems of the country, is there any reason why the same principle cannot be applied to and as successful in interstate business? Evolution of public sentiment and management legislation is unmistakably pointing this way. I believe that nothing short of a concrete experience of some profit-sharing lines will satisfactorily determine the question.

These are reasons why a working plan of this character with the government is better for the people than government ownership. Such a plan would lead to increased investments in railroad properties and other is of more importance to continue and encourage that those individual initiative force which has been the most potent factor in the building up of this country.

CONE JOHNSON NAMED FOR HIGH FEDERAL JOB

(By Associated Press.) Washington, D. C., March 20.—The White House announces today that Cone Johnson of Tyler, Texas, will be nominated solicitor for the State department and Robert Lansing of New York will be nominated counselor for that department.

AWAKE MOST OF THEM.

(From the Chicago Daily News.) Jim was a new porter in the hotel and he was putting in his first night at his new and responsible position. It was 5 o'clock in the morning and thus Jim had done all he was told and was getting on splendidly.

"Call 17 and 47," commanded the night clerk as he looked over his call sheet. Jim obeyed.

After he had been gone for a considerable time the clerk went up to see if he had called the rooms designated.

"Well," sighed the new porter, whom he found on the third floor, "I've got seven of 'em up but I haven't started on the other four yet."

HELPING THOSE WHO HELP THEMSELVES.

That is a function of the advertising printed in this newspaper every day.

It helps those who want guidance in judicious buying. It is the story of the market place telling you what is best for your wants and where it is sold.

Frequently prices are presented in competition with each other and advertising readers are always posted as to where their money will do the best work.

It is as foolish to purchase without first seeing what the advertisements say as it would be to purchase without looking at the goods themselves.

Advertising does not compel you to buy anything. It merely posts you so that at all times you can purchase to your best advantage.

It is only by making the advertiser pay you that the advertiser can hope to make it pay themselves.

Get your full service out of the advertising in this newspaper.

W. J. THROWER LANDS JOB

FORMER BROWNSVILLE MAN GOES WITH MEDINA VALLEY IRRIGATION CO. AT \$5,000 A YEAR.

In a letter to a friend, received today, W. J. Thrower, well known here and formerly in charge of the South Texas Gardens, writes that he has accepted a position with the Medina Valley Irrigation company, in Medina county, at \$5,000 a year. Mr. Thrower will be demonstration agent for the company, which now has underway one of the largest irrigation projects in the United States.

He is located at Natalia, in that county. Mr. Thrower left Brownsville about a year ago, going to the state of Idaho in the employ of the United States Department of Agriculture. He has large experience as an agriculturist and has been with the government many years.

Upon his expressed desire to return to the Lower Rio Grande valley, the Brownsville Chamber of Commerce last fall suggested his appointment as demonstration agent for Cameron county. However, the appointment was not made.

If you would always be sure of an audience, abuse somebody.



PEEP AT OUR NEW HATS

WHEN YOU MEET ANYBODY THE FIRST THING HE SEE IS YOUR HAT. NO MAN CAN AFFORD NOT TO WEAR A CLEAN, NEW HAT. WE'VE GOT JUST THE HAT YOU NEED. COME, GET IT.

A MAN SHOULD ALSO BE ON GOOD TERMS WITH HIMSELF. NOTHING GIVES A MAN MORE SELF-CONFIDENCE THAN WEARING GOOD CLOTHES. NEXT TO HIMSELF, COME IN AND LET US SHOW YOU SOME NEW PANAMA AND OTHER SHOW HATS. WE HAVE ALSO A FEW SELECT TRIMMEND HATS FOR LADIES.

WHO

IS NOT A CUSTOMER OF OURS WOULD SAVE MONEY BY GETTING IN THE GAME.

FURNITURE AND CLOTHING

CASH OR CREDIT

SUGARMAN SUPPLY CO.

A. BRAUNSTEIN

PRESIDENT

ADAMS AND 12TH STS. BROWNSVILLE, TEXAS. WRITE FOR OUR 700-PAGE CATALOGUE.

Sea Mussels: What They Are And How To Cook This Much Neglected Sea Food

Washington, D. C., March 20. With a tempting list of recipes, and backed by the experience of a unique and successful campaign in Boston, the United States Bureau of Fisheries has undertaken to add a new article to the popular diet in the form of sea mussels. Since the middle of January, by the aid of Professor I. A. Field of Clark University, and Mr. Charles Donnet, chief of the Hotel Brunswick, in Boston, the federal government has succeeded in bringing this hitherto neglected sea food into such prominence that each of a score or more of Boston's most prominent hotels and restaurants now make it a regular feature of their bills of fare.

Dealers as well as the hotels and house keepers have been quick to take advantage of the new opportunity. By means of placards advertising sea mussels and bearing the endorsement of the Bureau of Fisheries, the markets have exploited them extensively, and the demand has spread to other Massachusetts towns and to Rhode Island. In order to promote the work more fully, the federal agents have assisted the dealers in arranging for a supply, and the government will shortly hold demonstrations in the markets, serving mussels prepared in various ways.

The fresh mussels are the choice form, but several firms on both coasts now offer them canned in their own juice or pickled, in which form they retain their tenderness and most of their flavor.

All of this is part of a comprehensive undertaking on the part of the Bureau of Fisheries to develop this country's fishery resources in the interests of the public food supply. Appreciating that with the increasing cost of meats, the food requirements of the people must be met by a greatly increased consumption of seafoods, the bureau, through Professor Field, has for some time been recollecting data and making laboratory experiments to prove the wholesomeness and value of various neglected products. Among the most valuable of these unutilized resources are the enormous beds of sea mussels which extend along the Atlantic coast as far south as North Carolina and along the Pacific down to San Francisco.

Why this delicious food has been so neglected in America is not easily explained. In Great Britain, Holland and France, millions upon millions of pounds of sea mussels are consumed annually and in France and Holland the demand necessitates cultivation just as of oys-

ters. But until recently the general public of the United States has hardly known of the existence of the sea mussel.

The sea mussel is closely related to the oyster or the clam. It is not, however, to be confused with the fresh water mussel. As a nutritious and wholesome food it is equal to either the oyster or the clam, and many persons regard it as superior in flavor. Mr. Donnet, after the first introduction of sea mussels upon the menu of the Hotel Brunswick in Boston, found his patrons immediately calling for more and cafes and private homes increased the demand.

As a food they are especially good not only because of their high nutritive value and digestibility, but because, unlike the clam, all the meat is edible and because their shells are thin and tender. A barrel of mussels contains more edible material than a barrel of oysters. A peck of mussels in the shell will supply all the meat required for a meal for ten persons. In Boston a peck of mussels may be bought for 25 cents.

Of the recipes recommended by the Bureau of Fisheries, Mr. Donnet's mussels a la marinere is the most popular at the Hotel Brunswick. It is prepared if mussels were used in soups. Some of the other tempting dishes are mussels roasted, steamed, fried, creamed, mussel chowder, mussel loaf, mussel croquettes and mussels a la bouillotte. All of these recipes are included with illustrations as to the value of mussels, where to find them, when to buy them and why to buy them, in a booklet which is now in press for the Bureau of Fisheries and obtainable free of charge.

"Very few people, however, are doing their bit, until they have had a good try."

"As for education is completed no man will want to miss her."

In the case of such activities, perhaps the best of excuses for the insane will be of interest. It is impossible to fear the expense to individuals and families to counties and cities, but the maintenance of state institutions requires thousands of money. In New York over 20 per cent of the revenues of the state are used to the support of the insane. No doubt this is a provision which should also be maintained elsewhere.

Unfortunately, the worst politician doesn't always get roasted.

JOKESMITHS

INGREDIENTS OF HASH

I do not care a lot for hash. It's made of remnant lamb. Or remnant beef with just a dash Of chicken or of ham.

I always turn my head away When it comes to the board And for it I can't really say A single kindly word.

Yet recollection softly brings One kindly thought, oftsoons. While it contains a lot of things, It hasn't any prunes.

HORRORS OF WAR.

"Do you notice how the Balkan war affected styles? It was responsible for the Bulgarian fashions." "Yes and the horror of war was brought right home to us."

NOTHING DOING.

"Why do you send this bill for one telegraph pole to me?" demanded the automobile dealer. "You guaranteed repairs on the machine for a year; didn't you?" "On the machine, yes. But not on what you run into."

REMINERS OF HOME.

"Father never really began to feel at home until we struck Italy." "So?" "Yes; in Venice everything was flooded, and in Pompei the streets were all torn up."

'GOODBYE AT THE DOOR.'

Of all the memories of the past, That come like Summer dreams, Whose rainbow hues still o'er me cast Their bright their bright but fleeting beams. Dearest, dearest none can be, Than of days, long gone before, The lingering thought will ever be, The goodbye, the good-bye, at the door: The lingering thought will ever be, The goodbye, the good-bye, at the door: But time and place have quite estranged Each early friend we knew, How few remain, how many changed. Of those, of those we deemed so true, Those happy days again to me, But memory can restore, The lingering thought must ever be, The good-bye, the good-bye at the door, The lingering thought must ever be, The good-bye, the good-bye at the door. --Unidentified.

Never apologize for having been born. It wasn't your fault.

FRISCO LINES Electric Lighted, All Steel Sleeper Houston To Chicago Without Change. Connections Are Convenient. Leave Brownsville 3:30 A. M. Arrive In Chicago On Night Of The Third Day. Fred Harvey Dining Car Service HOUSTON TO CHICAGO. Through Sleeper To Houston. Ticket Office Open From 4:30 to 6 p. m. For Sale Of Pullman Tickets For Sleeper Departing At 3:30 a. m. Sleeper Open At 9 p. m. For Occupancy. Call Or Ring Phone 172 For Further Information. FRISCO LINES C. L. MACMANUS, General Agent.