

THE RAILROAD WORLD

THREE DELEGATES FROM UNITED STATES TO SCIENTIFIC CONGRESS HELD IN CHILE



The pan-American scientific congress, which begins its session in Santiago, Chile, Dec. 26, will bring together a remarkable array of the world's scientific men. It is expected to contribute much to the progress of science in South America. Among the delegates to the congress appointed by Secretary Root to represent the United States are: W. H. Holmes, chief of the bureau of ethnology, Smithsonian institution; Colonel William C. Gorgas, United States army, chief sanitary officer of the isthmian canal commission; Professors Bernard Moses, University of California; William Benjamin Smith, Tulane University of Louisiana; Paul S. Reinsch, University of Wisconsin; L. S. Rowe, University of Pennsylvania; William R. Shepherd, University of Columbia; Archibald C. Coolidge, Harvard university, and Hiram Bingham, Yale university.

(From Saturday's Daily.)
The following interesting address was delivered before the eleventh Biennial convention of the Brotherhood of Locomotive Firemen and Engineers by B. F. Yoakum, chairman of the executive committee, Rock Island-Frisco lines:

I am an employe and glad to meet with you as such. We have a common interest. Good times for the railroads mean good times for us all. Bad times for the railroads mean bad times for us all. No good can come to this country when the hands of the clock are at war with the dial, or when any part of the general machinery of our social life is out of harmony with its other parts. To succeed we must work together.

In talking to you I realize that you represent 70,000 locomotive firemen who generate the power which moves the traffic of the railroads of the nation, and that hard times has resulted in a large number of your membership being either out of employment or working on short time. Last year the firemen's pay roll was \$33,000,000, but since the panic of October it has been running at the rate of \$8,000,000 less per year.

Your organization is a membership of workers who travel while they work and burn money while they work. The average mileage that each fireman travels a year is over 25,000 miles and he uses \$2,500 worth of fuel. The importance of this will be more clearly illustrated when I say that fuel cost represents over ten per cent of the total expenses of railroad operation.

Every mile each fireman travels, ten cents is spent in fuel. This is seven cents of every dollar earned by the railroads. Of that dollar the employe gets forty-two cents. The forty-two cents to employe and seven cents for fuel shows where forty-nine cents out of every dollar taken in by the railroads go.

For five years attention has been called, and very wisely and very properly, to the duty of a trustee. In some cases trustees prove false to their trust. Corrective laws, enacted and enforced within the last few years, have been wise, and have made for honest business methods, and have strengthened the confidence of the world in us and in our enterprises. We have gone forth to the world giving notice everywhere that hereafter men who are charged with the large responsibilities of trusteeship in corporations must do their duty in their management. But did you ever think that with all the publicity given to the mismanagement of corporations, it is true that not one in a hundred of the corporations of this country has gone wrong?

What I desire to call your attention to is that underneath all this business there is a solid substrata of commercial integrity, that the business of this country is, with very rare exceptions, conducted upon honest lines, that the men who are in charge of large enterprises are, as a rule, honest and faithful.

At four per cent per annum, it requires the investment of \$19,000 to earn as much a year as the average earnings of the fireman—\$760. At present there are a million men, women, estates, trustees, corporations, banks, etc., who hold railroad securities as investments. It is just as essential for the prosperity and steadiness of the railroad business to have the man who invests \$19,000 in railroad securities feel safe and secure as it is that you, whose investment is your time, feel sure of your employment with the railroads. The danger which threatens the man's investment just as surely endangers your payroll. Money is timid. This is natural, as most of the men who invest money do so for others. Those making investments for others are held accountable for their judgment by those who own the money. If a trustee or a guardian or a banker invests the \$19,000 we are using to illustrate, for an estate, a ward, or a client, he tries to put it where he is sure of the \$760 a year for the benefit of the owner of the money.

He is just as careful about this as you are in receiving for your time \$760 per year. The investor hesitates to risk his money in a business which is being constantly attacked by our law makers. Continued agitation makes him afraid for the future. I want to make plain to you that the attacks on the business hit the employe harder than the man who invests in stocks or bonds, as the railroad employe gets forty-two cents of each dollar earned while the investor receives twenty-one cents. Keep these facts plainly in mind and

you will see that your interest and that of the investor are inseparably linked in a partnership, only you have twice as much at stake as the investor in the gross earnings of the railroads of this country. What can we hope to gain by our politicians continuing to stamp the bankers and capitalists as a body as unscrupulous in their business methods in dealing with our corporations and institutions?

The American Railway Employe's and Investors' association has been formed—not for political purposes or for any purpose detrimental or placing unfair burdens upon the public, but as set forth in the articles of organization "to do whatever lawful things may be necessary in order to secure a fair return alike to capital and labor invested in American railroads, with due regard at all times to efficient service, fair treatment and safety to the public."

George Harris, president of the Burlington, told me that his company last year purchased \$0,000 tons of new rails against none this year. It requires, on an average, two tons of iron ore, one ton of coke and one-half ton of limestone, all of which must be supplied by labor, to make one ton of steel rail. This one railroad not purchasing its requirements means the loss of 12,000 carloads of freight to the railroads, which loss falls largely on the employe, as he loses forty-two cents of every dollar that would have been earned in moving this freight. The number of tons of new rails and fastenings purchased by all the railroads of the country during the year 1907, was 3,000,000 tons, which meant the movement of 13,500,000 tons of raw material and finished product, or a total of 450,000 carloads of freight. This is taking money from the employe pretty fast. This forcibly illustrates the doctrine and the principles which we should preach that any political party or any candidate, either for national or state office, who stands for a policy that means the retarding of the growth of this country and the building of new railroads, the improvement of the old ones, stand for a policy that takes the throttle from the locomotive engineer, the shovel from the locomotive fireman, the bell cord from the conductor, the lantern "from" the brakeman and the flagman, the key from the telegraph operator, the hammer and the chisel from the shop man, and the track tools from the trackman. Further war against capital means war against labor; war against your wages; war against the farmer and merchant who need adequate facilities and safe and comfortable travel; war against the welfare of every manufacturer in the country and against every workman employed by them.

Any policy that stirs up internal strife, that prejudices one interest against another, that injures or endangers our groundwork of co-operation is hurtful alike to all. As a nation we should stand shoulder to shoulder for the rights of both the public and the law-abiding corporations, and the indiscriminate denunciation of all capital of the country should cease.

Those who have the true interest of the country at heart should work for the enforcement of the laws which have been made effective in the last few years, vigorously prosecuting every violator. In conclusion, I wish to say that I am heartily in sympathy with you in your work. I believe organized labor and organized capital can better work together and the future will so demonstrate. I believe every man who works is entitled to be classed as a working man, and I am still working, and I have worked, as most of you know, in the different departments of railroading. My first railroad work was on a section. From there to the traffic and operating departments until I reached my work of construction. Within the last twelve years I have planned and carried out the construction of more than five thousand miles of railroad. I am proud of this work. The railroads I have built are now employing 3,000 men, and with the employes and their families those railroads are now supporting over 100,000 souls. I wish I could continue to build roads in sections where they are needed, furnishing employment to deserving men, support of their families and means of education for their children.

Lawton News-Republican: A man on trial for murder in Indiana has been convicted of arson, which is almost as bad as the Irish magistrate who found the man who stole two mules guilty of bigamy.

EUROPE'S VIEW OF THE PACIFIC PACT

The world's fears have been set at rest on several important points by the new agreement between America and Japan, to judge from the comment of the foreign press. The fate of the Pacific as a road of commerce and the fate of China as an independent empire maintaining its open ports and its integrity have been hanging in the balance ever since the conclusion of the Russo-Japanese war.

A new difficulty was created by the conflict between Japanese immigrants and California citizens on the west coast of the American continent and it was actually supposed by some that in case of conflict Russia would support Japan against the United States. These apprehensions are now happily disposed of. In treating of this matter in a long article the Preussische Zeitung (Berlin) speaks as follows with regard to the Pacific problem:

"In America the view was at one time entertained that a decisive struggle was imminent between the United States and Japan to decide the problem of hegemony in the Pacific. It was in the first instance supposed that Japan might have depended upon the support of Russia. From today there can be no more mention of such an idea."

The London Daily Post also believes that the new agreement "postpones indefinitely the once much-talked-of struggle for the mastery of the Pacific." Reckoning it as one of the great compacts such as those between Japan and Great Britain or France and Russia, The Daily News (London) says that "apart from technicalities it might just as well be called an alliance." It is a "fresh guaranty of peace in the Far East," especially between the United States and Japan. These two countries will henceforth "repudiate the idea of rivalry in those regions," declares the Paris Temps; and the Journal (Paris) thinks that the signing of the compact at Washington pours a flood of glory upon the closing days

of President Roosevelt's official term, adding: "France, as the friend of both nations, is, like them, deeply interested in the maintenance of the status quo in the Far East, and is gratified by this new pledge of peace."

This idea that the agreement insures the solution of the Pacific problem and the maintenance of peace between the nations on its eastern and western shores is emphatically dwelt upon by the Journal des Debats (Paris) which praises Japan's unselfish conduct in the matter. Thus we read: "Japan has now given to Europe full proof of her disinterestedness. Asia and America will feel themselves compelled to come to some commercial agreement with Japan, especially as the opening of the Panama canal is destined to change, to the advantage of the latter, the various routes of trade."

The fate of China is also secured by the agreement or treaty between Washington and Tokyo, says the London Times, and it delicately expresses a hope that henceforth justice will be done to those portions of the Chinese empire which have been in the occupation of Japan, by the establishment there of a system of real commercial equality among the nations. This is particularly desirable, thinks the Action (Paris), because China, at this present moment, is the object of the commercial aspirations of them all, especially of Germany, hints the Liberte (Paris). Germany will be mightily irritated, thinks this Journal, by the last clause of the agreement, which provides for a mutual consultation, before taking individual action in case of any emergency which threatens the status quo.

The Figaro (Paris) dwells upon the matter from a completely commercial standpoint, and concludes that in matters of trade Japan, in spite of her proximity, has no more rights in China than America has:

"The interests of Japan in China are identical with those of America. . . . and consist very largely in guaranteeing an open market throughout the length and breadth of the great Middle Kingdom. We are now assured that the American government will not establish any relations with China detrimental to the legitimate interests and aspirations of Japan, and that Japan will welcome the activity of American enterprise in that country."

The German press, as a whole, approve the signing of the agreement, the Norddeutsche Allgemeine Zeitung (Berlin) agreeing with the Koelnsche Zeitung that it at any rate secures China's integrity from the machinations of Russia, Japan or England.—Translations made for The Literary Digest.

DRIVEN TO STREET IN NIGHT CLOTHES

Chicago, Dec. 26.—Thirty-five men and women, occupants of a rooming house in Wabash avenue, were driven into the streets in their night clothes early today by fire which destroyed an automobile garage adjoining the house. The loss was \$50,000.

WORK BEGINS ON A. R. & E. P.

Special to Daily Panhandle.
Childress, Texas, Dec. 26.—President Kennedy of the Altus, Roswell & El Paso railway, announces that all bonuses along his proposed railroad have been completed and contracts are being signed. He now has 110 teams at work. Grading will begin at Childress in January. Two outfits will work both ways out of Childress. The total amount of bonus money raised between Altus and Roswell was \$500,000, half of which is available for construction work. The Chase Construction company of St. Louis has received the contract. The Frisco will furnish motive power.

FARMER UNION OF TEXAS TO GOMPERS FUNERAL FOR A. S. DRAIN SUNDAY

Neil Sends Message—Court Severe in Remarks to Defendants

Fort Worth, Tex., Dec. 26.—Samuel Gompers, President Federation of Labor, Washington, D. C.: Two hundred thousand union farmers of Texas sympathize with you, Mitchell and Morrison. Advise us how to aid you. D. J. NEIL, President.

Washington, Dec. 26.—There is not much likelihood that Gompers, Mitchell and Morrison will ever go to jail, even if the court should sustain the judgment pronounced this afternoon by Judge Wright of the District supreme court.

Of course, no announcement is to be expected from the White House, but nevertheless, it is very well understood that if these labor leaders should lose an appeal a pardon will be very quickly forthcoming from the White House, whether at that time the president should be Roosevelt or Taft.

The decision of Justice Wright, which consumed two hours and twenty minutes in reading, was one of the most scathing arraignments that ever came from the bench in this city.

"Everywhere," the court said, "all over, within the court and out, utter, rampant, insolent defiance is heralded and proclaimed; unrefined insult, coarse affront, vulgar, indignant measures, the litigants' conception of the tribunal's due, wherein his cause still persists."

"The laws command," he said, "to stand hands off until justice in the matter can be asserted. But there has been a studied, determined, defiant conflict precipitated in the light of open day between the decrees of a tribunal ordained by the government of the federal union and of the federation grown up in the land."

"One or the other," he declared, "must succumb for those who would unlay the land are public enemies."

Conspiracy Restraining Trade.
Following an exhaustive discussion of conspiracies in restraint of trade, Judge Wright said:

"From the foregoing it ought to seem apparent to the thoughtful men that the defendants to the bill, each and all of them, have combined together for the purposes:

- "1. Of bringing about the breach of plaintiff's existing contracts with others.
- "2. Depriving plaintiff of property, the value of the good will of its business without due process of law.
- "3. Restraining trade among several states.
- "4. Restraining the commerce among the several states."

The ultimate purpose of the defendants, the court said in this connection, was unlawful, their concerted project an offense against the law, and it added, they are guilty of crime.

Coming to the question of the violation of the court's injunction Justice Wright said that Gompers and others had in advance of the injunction determined to violate it, if issued, and had, in advance of the injunction counseled all members of labor unions and of the American Federation of Labor and the public generally to violate it in "case" it should be issued, which points out also the general policies and mutual understanding of the organizations. Gompers Replies.

Asked if he had anything to say why sentence should not be pronounced, President Gompers declared that he had not consciously violated any law. There was much he would like to say, he said, but he could not do it at that time. He added, however, that "this is a struggle of the working people for the right. It is a struggle of the ages—a struggle of men of labor to throw off some of the burdens which have been heaped upon them, to abolish some of the wrongs and to secure some of the rights too long denied."

Mitchell and Morrison confined themselves to an indorsement of what Gompers had said. The various labor organizations in protesting to President Roosevelt against the sentences urge him to prevent the incarceration of the labor leaders.

'Uncle Abe's' Remains to Rest in Llano Cemetery—Sister Present

The funeral services above the remains of A. S. Drain, known among many friends in Amarillo as "Uncle Abe Drain," will be held in the Polk Street Methodist church tomorrow afternoon, Rev. O. F. Sensabaugh, the pastor, officiating.

The Odd Fellows fraternity, through representatives of the Subordinate, Encampment, Canton and Rebekahs, will be first in charge of the ceremonies, and will be assisted by the Brotherhood of Railway Car-men of America. All of the lodges and subdivision of lodges will be garbed in funeral regalia and paraphernalia. The body of Mr. Drain will be adorned with his full dress uniform of the Patriarchs Militant degree of the Odd Fellows organization, while his badge of membership in the carman's organization, will occupy a prominent place on his Tri-Link costume.

One Sister Present.
The committee in charge invites the public to attend the funeral. The only relative to be present is a sister, Mrs. S. E. Conda of Talaga, Okla. A brother of the dead man, residing in St. Joseph, Mo., can not be present and an aunt in California and a sister in New York can not reach here in time for the services.

Mr. Drain was a member of the Baptist church. He came here a number of years ago, being a native of Brooklyn, N. Y. For years his father, mother and sister resided with him in Amarillo, and he will be buried alongside of their last resting places in Llano cemetery. Although he was at the time of his death almost 54 years of age, he was as devoted as a child to the parents, the last one of whom died about a year ago. He provided a home for his parents and sister, and even did many deeds of kindness for those not related to him by blood. Many are today recounting Mr. Drain's acts of human beneficence. His purse and hand were always open to the poor and distressed around him, and no worthy cause was ever presented to his notice to be turned away without aid.

Friend of the Friendless.
"Uncle Abe" was a friend to the friendless despite the fact that he himself was but a wage earner. He had accumulated some property and a rare fund of friendship and good will. In all of his fraternal affiliations he was a man who stood prominent and will be sadly missed. The rituals of all orders with which he was connected will be used in connection with the funeral and burial services.

★ HARGIS JURY DISAGREES. ★
★ Associated Press. ★
★ Irvine, Ky., Dec. 26.—The ★ jury in the case of Beech Har- ★ gis, charged with the murder of ★ his father, Judge James Hargis, ★ reported this afternoon their in- ★ ability to agree and was dis- ★ charged. The jury stood nine ★ for acquittal and three for con- ★ viction. ★

The Illinois United Mine Workers of America sent this telegram signed by President John Walker, the vice president, secretary-treasurer and members of the executive board.
"In the name of 75,000 mine workers in Illinois we desire to protest against the recent decision committing to penal servitude those great commoners and representatives of the American labor movement, Samuel Gompers, John Mitchell and Frank Morrison. These men may be guilty of a breach of law, but a law that denies the use of a free press and free speech is a breach of the fundamental principles of our country."

Philadelphia, Dec. 26.—James Beck, of New York, of counsel for the Buck Stove company, was informed of the decision in the labor case at Washington while in this city today. Mr. Beck who made the closing argument upon the case said: "This case ought to be the death knell of the boycott."