

INTERESTING FACTS ABOUT RAILROADS

IN ANNUAL YEAR BOOK

U. S. Rail Lines Are 33 Per Cent of Mileage of World; Other Information of Value Is Given

With less than eight per cent of the world's area and with less than six per cent of the world's population, the United States has more than 33 per cent of the world's railway mileage. This is one of the striking facts presented in the annual railway yearbook which has just been issued by the Western Railways' committee on Public Relations at Chicago.

Magnitude
As showing the magnitude of railway operations in this country this yearbook contains some interesting and illuminating information regarding the operations of the railways in an average hour. In one hour, on an average, the report states, the railways spend more than \$530,000 in operating expenses, pay more than 336,000 in wages to their employees (much of this total being included in operating expenses), and pay more than \$44,000 in taxes to national, state and local governments. In an hour more than 6,000 cars are loaded with revenue freight on the railways' lines, the total freight loaded in this period amounting to more than 150,000 tons. Likewise, 98,000 passengers on the average, board the railways' trains each sixty minutes. When the distance which this freight and these passengers are carried is considered, it appears that the average service performed each hour by the railways is equivalent to hauling more than fifty million tons of freight for the distance of one mile and to carry more than four million passengers for the same distance.

Importance
As regards the importance of our railways to the individual citizen, the yearbook shows striking and significant figures of the average railway service rendered per inhabitant. Last year, for example, the freight service received, on an average, by each individual in the country was equivalent to hauling 3,791 tons of freight for the distance of one mile. This figure represented an increase of 42 per cent over the 1911 average of 2,667 ton-miles. This increase, according to the report, presents one of the problems which the railways are solving and must continue to solve for the public welfare. That is, not only must the railways keep their facilities apace with the growth of population, but they must further make the necessary provisions to furnish efficiently the ever-increasing freight service which the average individual is demanding.

Unlike the freight service, however, the passenger service performed per inhabitant by the railways has shown a marked decline in recent years. In 1911, this service was equivalent to carrying each person in the United States on a trip of 346 miles. This average had increased to 441 miles in 1919 and 440 miles in 1920, after which a great drop occurred, due principally to motor vehicle competition. In each of the last six years, the average passenger service performed by the railways per inhabitant has been less than in 1911, the lowest figure—303 miles or a decrease of 12 per cent below 1911—being reached in 1926.

Regarding Rates
Regarding railway rates, the report presents some interesting comparisons between the increases which have occurred since 1911 in Western freight rates and in the farm prices of various agricultural products. According to the yearbook, the average amount received by the Western roads for hauling a ton of freight one mile was 0.939 cents in 1911 and 1.187 cents in 1926. In 1911, according to the U. S. Department of Agriculture, the farm price of wheat was 91.7 cents a bushel, while in 1926 it

was 145.9 cents a bushel. A bushel of wheat would thus pay for carrying a ton of freight 98 miles on the Western railways in 1911 and 123 miles in 1926. In other words, a bushel of wheat, on the average, would buy 26 per cent more Western freight transportation service in 1926 than in 1911.

Similar comparisons show that the purchasing power of potatoes per bushel in buying Western freight transportation has increased 138 per cent, while there have been like increases in purchasing power per unit of 13 per cent for cotton, 43 per cent for hogs, 67 per cent for lambs, 42 per cent for chickens, 59 per cent for wool, and 46 per cent for butter.

It is not contended, states the report, that the foregoing illustrations apply to every commodity. In some instances the increase in price since 1911 has been less than the increase in freight rates, while in certain other instances commodity prices in 1926 were actually lower than in 1911. Viewing the situation as a whole, however, the conclusion is reached that both agricultural commodities and commodities in general per unit will now buy more Western freight transportation than they would fifteen years ago.

In addition to the foregoing information included in the yearbook, sections are devoted to the railway plant and equipment, to railway service, rates and earnings, to the employees and their wages, and to the increase which have been made in recent years in the efficiency and economy of railway operation.

"NEW WOMAN" IS NOT DICTIONARY FEATURE

Term Almost Obsolete According to Latest Publications, Says Writer

There is no such thing as a "new woman" any more. The persons to whom the name was once applied, ladies with stiff collars and mannishly tailored suits, rejoicing in a struggle for the right to vote and enter masculine professions, have become so scarce that they do not rate a distinguishing nomenclature.

The word "new woman," itself, according to the Woman's Home Companion, will appear in forthcoming authoritative dictionaries with the notation, "almost obsolete." "The phrase was first used," says the article, "in 1894 in a controversy between Ouida and Sarah Grand. Some words become obsolete because the things they stand for disappear from the world. 'New woman' has fallen into disuse because the character it describes has become nearly universal. Since 1894 all women have been made new and the process still goes on."

The New English Dictionary, which has been in preparation for many years, was seriously delayed by the term. The compilers recently reached the latter part of the W section and when they came upon the sub-definition under the heading "woman," the long argument began which resulted in the decision to rule "new woman" almost, if not completely, out of the language.

The boys do not necessarily have to smash up their fathers' automobiles in order to show their ability to drive fast.

REFORESTATION IS FLOOD CONTROL AID

PROVE IMPORTANT FACTOR

Extensive Survey Under Way To Secure Information Regarding Needs In Mississippi Valley

An extensive survey under which will be brought together all available information upon the location and area of forests needed on the Mississippi watershed as a part of flood prevention and control has been started by the Forest Service of the United States Department of Agriculture and will be completed by early fall.

"The survey," says Col. William B. Greeley, chief forester, "will define the main tributaries of the Mississippi to be treated as units, and for each of these tributaries data will be brought together on the acreage, the amount and character of the precipitation, the more essential or more common soil classes, features of physiography, including ruggedness of topography, natural reservoirs, etc., the general character of the vegetative cover, and a rating of the value of the protective cover as a means of flood prevention and control."

The object of the survey is to bring out on this enormous drainage basin, the area of watersheds where, on account of rainfall, character of soil, topography, etc., forest cover has an important protective value.

Rating to Be Given
Considering especially character of soil, steepness of slope, and character of precipitation, a rating will be given the protective value of forest cover as an element of the particular watershed. The plan is to eliminate

watersheds where on account of these factors the maximum protective influence that a forest might exert would have a comparatively minor effect upon stream and flood conditions, and to locate the areas where, because of soil, topography, and precipitation, the effect of forest-cover would be important.

A somewhat similar rating of the protective efficiency of the existing forest cover on the Mississippi system's watersheds is proposed. The plan contemplates putting all this data as far as possible on a set of maps for ready consultation in the formulation of comprehensive plans for flood prevention and control in the

Mississippi valley. The data obtained by the Department of Agriculture through the Forest Service, will be correlated with that of the War Department and other agencies for the construction of reservoirs and other engineering methods of flood control. E. A. Sherman, associate forester, has been named to direct the survey.



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