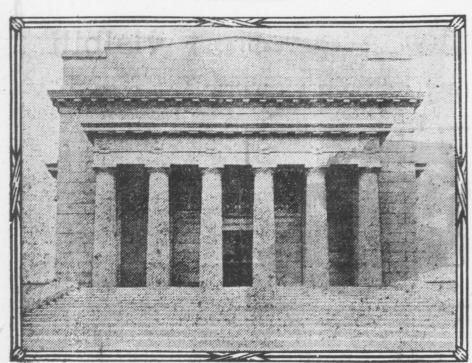
The Birthplace of Lincoln

The American People Now Own the Log Cabin Home or the Great Emancipator



signed a bill accepting on behalf of the federal government the log cabin in which Abraham Lincoln was born, near Hodgenville, Ky., and a memorial hall enclosing the cabin.

And with this act the American people have but paid another tribute to the greatest character in our national history. Of him it may well be said, as of another whose name has come down to us through the centuries, that he was "meek and lowly."

In a rude log cabin of unhewn logs, the chinks of which were daubed with clay, was born the Rail Splitter-Lawyer-President, the awkard, gangling backwoodsman whose physical characteristics raised a smile, whose qualities of brain and soul brought a nation to his feet in adoration.

Hanks, brought his bride to Larue 19th 1916:-County, then a part of Harden County, Kentucky, in 1806 and built with his own hands the cabin where on Feb. 12. 1809, Abraham Lincoln was born.

Every schoolboy is conversant with the details of Lincoln's life. Let us follow the career of the cabin.

An enterprising showman bought the cabin and exhibited it about the country for a time, but finally stored it away in a cellar, where it was found and purchased by Mr. Robert J. Col-

In 1906 the farm was ordered sold at auction and was also purchased by Mr. thrift days? How is it that young peo-Collier for \$3,600. The Lincoln Farm Association, being formed shortly aft- they must practice economy, when pracerward, Mr. Collier deeded both farm ticing of economy for them is an act of and cabin to it to be held in trust for the nation.

erection of a memorial over the cabin and children?"-Buffalo, Rochester & was met with quick and generous re- Pittsburgh Railway Employes' Maga-

On July 17, 1916, President Wilson ed amounts ranging From 25c. to \$25, 000, total of \$383,000 being raised.

The corner stone was laid by President Theodore Roosevelt, Feb. 12, 1909, and the Memorial dedicated by Pres:dent Wm. Taft, Nov. 9, 1911.

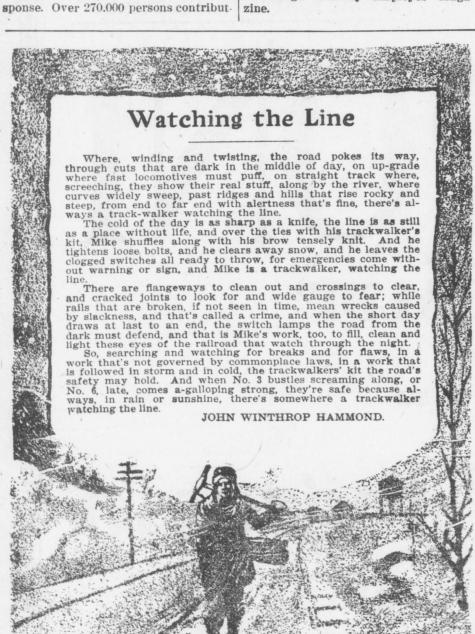
In the structure were used the largest pieces of marble ever set in any building in this country, each giant slab weighing 28 tons.

And within this handsome structure, surrounded by a heavy bronze chain, so that none may enter, stands the little cabin, its travels over, safe under the protection of a mighty and grateful people who revere the memories surrounding it.

There is another thought to be added here, and because it has been expressed by another far more able, we quote the following from the pen of Charles A. Green in a communication Thomas Lincoln married Nancy to the (Rochester) Herald of Nov.

> "It would appear from this that the loyal people of this country are not ashamed of the humble beginnings of their notable men. We point proudly to this cabin and then to the glorious career of the man who rose from this lowly condition to the highest pinnacle of fame. How is it, then, that many people are ashamed of humble beginnings, of the lowly life of their fathers, mothers or grandparents? How is it that the people are ashamed to wear plain clothes or live in small and unpretentious houses in these spendple are ashamed to have it known that noble self-sacrifice?

"Is there not a vast amount of false A campaign to raise funds for the pride existing among us as men, women



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Man is great! He is the crowning work of the Maker of all created things! But he gains his greatness and maintains his position of supremacy. solely because he possesses that conderful power: MIND-the ability to think, reason, and forge forward along such lines as he chooses. He is forever impassably separated from all other orders of creation-because no other has this Mind attribute.—Albert Lewis Pelton.

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"WHEN?" A Drinking Song.

The old bartender said, (You were with beer and whiskey wed; It's plain to see, for your nose is red.) "Say when."

(What sense you had is dead. You've had enough to fill your head With fumes to put your brains to bed.) "Say when.

(Some loving heart has bled With sorrow for the life you've led; Your honor gone, shame in its stead.) "Say when."

(All you held dear has fled, You broke the heart of the girl you wed;

Health, happiness and manhood dead.) "Say when. -A. D. Redfern in Buffalo, Rochester & Pittsburgh Railway Employes' Maga-

Method of Protecting Crossings on the Wanted-Sane and Safe Buffalo, Rochester & Pittsburgh Ry.



izing and improving the signals given to the public by crossing flagmen stationed at various highway and street crossings along the Buffalo, Rochester & Pittsburgh Railway, each flagman has been provided with a stop disc, replacing the white flag formerly used. These discs are eliptical in shape, the horizontal diameter is 18 inches and the vertical diameter 12 inches, provided with a short handle. They are painted white with the word "STOP" in red letters across the face on both sides, the letters measuring 5 inches in height and the whole word covering a space of 13 inches. This word is visible and c.n be read at a distance of several hundred

In addition to this visible signal, each crossing flagman is provided with a highpitched, powerful whistle

MAKING GASOLINE

FROM NATURAL GAS

An Interesting Enterprise In the

Bradford Oil Field.

This is a wonderful world-daily we

grow more efficient. Mother necessity

adds daily to the inventions which add

to human comfort or make for greater

Chicago pork packers, to illustrate

thing to account, have been fond of the

statement that they packed "all the pig

Countless examples might be cited in

similar vein. Right here we are going

kept pace with the increase in their

TO STORAGE TANK-

TO MAIN GAS LINE

6 1/4" CASING

2" TUBING

8" CASING

TO ACT

AN OIL WELL.

the price has more than doubled in

the last year or two. The usual meth-

Those who are familiar with the oil

country have noticed wells from which

a jet of flame burned constantly. This

is a method of getting rid of the nat-

ural gas which constantly escapes from

When the demand for gasoline in-

creased some thinking chap cast about

for a method of making more,-experi-

mented, figured and sat up nights a

gasoline. This is how such things al-

liquefied gas, or gasoline from gas.

Down on the Buffalo, Rochester &

plant, we got our first knowledge of

Bradford oil fields were the greatest

an oil well.

twenty miles.

od of production was from crude oil.

economy in the use of products.

but the squeal."

SUCKER ROD-

WHICH SIGN IS DIS-PLAYED WHEN TRAINS ARE APPROACHING.

SHOWING MANNER IN

crossing and blows the used to call attention to the sign and whistle to attract attention. No other signal given by the flagman. During signals are given by day flagmen.

When the drill has penetrated a distance of say 250 ft., a pipe or tube, eight inches in diameter, is driven to prevent the caving of quicksand in the wall of the well. When another hundred feet or so has been reached, a second tube, six and one-quarter inches in diameter, known as the casing, is

driven to shut off all fresh water. Inside of this casing the well is drilled until the oil and gas bearing rock is reached, which is generally at a depth of from 1,100 ft. to 2,500 ft. A third and smaller pipe is then let down, through which oil is pumped practically as water is pumped from a well. the degree to which they turned every- only on a larger scale and with power methods employed.

From the oil pool gas rises between the oil pipe and the outer casing. By capping the casing and attaching an outlet pipe to the side connection thereto tell about the making of gasoline in provided the gas can be conveyed to for the benefit and advantage of infrom natural gas. The advent of the any desired place. The securing of the vestor and nation jointly. automobile increased the demand for gas interferes in no way with the gasoline, a demand, which, naturally, pumping of the oil.

numbers. Due to this and other causes, through pipe lines to the converting necessary development of our railplant, where it enters a central, up roads, not one which makes investors right, dirt trap tank at the bottom. As gas rises, any sediment naturally costly. remains at the bottom of the tank. thus preventing any dirt or sediment from entering the compressor plant, interested in the prosperity of our railthis tank taking care of such dirt, etc.

At the Johnston-Matthews plant gas from 225 wells is used. Owing to the fact that some of the wells are distant tual livelihood for 9 million workers. three miles or more, a vacuum pump An additional 5 millions are employed is necessary to draw the gas into the by industries dependent upon the carplant. This operates at a vacuum of riers; while the security of 30 million fifteen inches or less, depending on the insurance policy-holders and 11 million

Through a pipe leading from the top of the trap tank mentioned gas is brought to the first condenser in the plant, first passing through a filter inside directly in front of compressor as a second preventative. Here it is placed under a 40-lb. pressure, which heats it moderately, and is then passed through pipes into a set of coils known as the condensers, on which cold water is constantly running. The sudden cooling throws a portion of the heated gas into a liquid form; gasoline of about 70°, which passes off into a tank and is then piped to large storage tanks, awaiting shipment to market,

The same gas, after obtaining the above mentioned gasoline, is again put roads to untie. through a similar operation, except that it is subjected to a pressure of 250 lbs., from which gasoline of about railroad mileage during the year 1915 90° test is obtained. Thus, whatever was the smallest annual addition to gasoline is left in the gas after compression of 40 lbs. is obtained under Last year's total was only 1098 miles. the 250 lb. pressure, unless it is a higher gravity gasoline. Under this meth-70° gasoline.

But that isn't the most interesting part. The gas still left is utilized for operating gas engines throughout the property and for heating and lighting purposes, and it is of a better quality than before. For whereas ordinary gas contains 1300 heat units, this gas has some 2200. The gasoline and wabit, and hit on a method of turning gas | ter thus taken from the gas is a hyinto liquefied gas, or better known as drocarbon and contains no heat, thus, this hydrocarbon eliminated, gives the ways happen-somebody gets a "hunch" gas a perfect heat, which is the same and stays with it until he makes good. as when slack coal is thrown into a There are many gasoline plants in op- clean fire, the slack must burn out beeration in this country today making fore heat is produced.

Talk about packing "everything but the squeal." This is taking something Pittsburgh Railway, in the Bradford from nothing and having the some oil field, at the Johnston & Matthews thing left-better than before.

The outlet for 90° gasoline is some what limited, being used by airships. how it is done. Forty years ago the racing cars, etc. For automobile use. producers in the country, and Bradford it is reduced to lower degree test by was some town. But that's another blending it with naphtha, a commostory. Passing through that section dity described as low grade gasoline one sees from the car windows or the or high grade kerosene. It is then observation platform, hundreds of der- piped to railroad siding (in this case ricks, each marking the location of a the Buffalo, Rochester & Pittsburgh). well, and these are but a small portion and loaded in tank cars for shipment of the wells which were drilled, as the to various parts for automobile use .field extends over an area of some Buffalo, Rochester & Pittsburgh Railway Employes' Magazine.

Railway Regulation

A System That Will Be National, Business-like and Comprehensive, Not One That Is Sectional, Uncoordinated and Burdensome

By FRANCIS H. SISSON, Assistant Chairman, Railway Executives' Advisory Committee

Nothing is ever really settled until train is approaching it is settled right, and no fair-minded the flagman must stand student of the question can be beside the track in the that our present system of r. center of the street or regulation is right. The railroad do highway with arms ex not, and they want a change. The tended parallel with the public is not satisfied and wants a track and with the stor change.

disc held in such a man-It is hoped that improvement may ner that the word STOP follow as a result of the inquiry begun can be seen by anyone by the Newlands Joint Committee of approaching the cross Congress. President Wilson suggested ing, blow the whistle to this investigation in his message to attract attention, and Congress in December, 1915, observing continue to blow it at that the whole governmental railroad short intervals until the policy ought to be investigated. In a train is on the crossing. letter to the House floor leader on As soon as the train has March 28, last, he again urged that the passed and the crossing resolution pending for such an inquiry is safe for use, the flag- be passed. Congress assented to this, man stands beside the and on July 20 the President approved track at one side of the its action. Four months later this instreet or highway with vestigation was started but was postarms extended parallel poned after a session of two weeks, in with the street or high- order to permit the members of the way, with disc so dis- House and Senate conducting this inplayed that the word quiry to report on the President's rail-STOP cannot be seen by road program now being considered by anyone approaching the Congress.

Few as were the sessions of the Joint Committee, the railroads through their counsel, Mr. Alfred P. Thom, made a noteworthy showing and when the hearings are .esumed the development of Mr. Thom's opening statement will

No Forty-nine Varieties.

All that the railroads want is efficient, consistent regulation. With regulation itself they have no quarrel; it is the accepted order. But to the fortynine varieties, handed out by Congress and forty-eight States, they have a positive objection.

They want a system that will be national, business-like and comprehensive -not one that is sectional, unco-ordinated and burdensome.

They want a system that shall protect their credit and financial integrity and shall respect the experience, initiative and judgment of their executives. They want a system that shall encourage and permit the exercise of these functions in the lawful operation and management of their properties,

They want a system under which new capital can be readily and reason-The gas is conveyed from the well ably attracted, for the continuous and hesitant and borrowing excessively

> Practically three-fifths, or 60 millions, of our people are directly and vitally

It is a basis of income for about 6 million investors, and a source of acsavings bank depositors rests largely on railroad earnings.

The railroads insist that the supervision of an industry of such tremendous importance to our national existence, both social and economic, can not longer be entrusted with safety to forty-nine different rulers, lacking the essentials of cohesion and co-operation.

Such a system has led to needless duplications, unfair and selfish discriminations, wasteful litigation, and unwarranted increases in cost of operation, with but little, if any, improvement in service or efficiency.

Such a system has bred endless confusion, because the States are working at cross-purposes. The resulting tangle is beyond the power of the rail-

Under it more than 40,000 miles of railroad are now bankrupt, and new the country's total since the civil war.

Under it needed railroad development is checked, for the capital requisite for od 1000 ft. of gas will give up about extensions, betterments and equipthree gallons of 90° and one gallon of ment is not forthcoming. This is due largely to the belief that the prevailing rule of 49 masters is a malady embodying within itself possibilities of

Under it is the interstate character of our railroads and of a large percentage of their traffic is subordinated to the prejudices and sectional beliefs of individual States.

Under it States, having no authority over such matters, and possessing at best only a tentative right over the moiety of traffic originating and ending within their borders, nullify the commerce clause of the Constitution by an assertion of so-called State's rights. Under it State rates have been low-

ered almost to the point of confiscation, and cost of operation of interstate carriers has been heavily increased. These developments are discriminations against the commerce of other States and against interstate commerce borne by the carriers in question.

Under it various States give preferences to their own shippers by imposing heavy penalties upon interstate carriers for failure to furnish freight cars, and, also, for failure to maintain a minimum daily movement of State shipments, fully twice as great as the average daily movement of a freight car throughout the country.

In some States the penalty is five dol

lars a car for each day's delay; in others, two dollars, and one dollar. Under the Federal system, there are no such

Hence, State regulation, in this respect, is used to discriminate against the commerce of other States, and against interstate commerce.

Since the question of fair distribution of car supply is of equal importance to shippers in all States, the railroads want it regulated by an authority representing all the States and not have its determination depend upon the selfishness of a particular state or

We hear much in the present of a movement to organize our business in general to meet a tremendous foreign competition after the European war. What of the railroads in this connec-

Is it possible for anyone to believe that commercial or industrial preparedness can be achieved without a coincident and concurrent quickening in railroad efficiency and expansion?

And when unity is the keynote of a purposeful program for business, must the railroads remain impotent under the sceptre of a widely scattered and devitalizing control?

Similarly, we hear much of another movement to develop foreign trade-an unprecedented opportunity for which is now at hand. What provision is being made hereunder for railroad growth and expansion, an essential feature of any such achievement?

That the States are now regulating interstate commerce and the commerce of other States is patent to all. That this policy can continue seems inconceivable, in the light of results attend-

What, then, is necessary as a corrective? Simply a remodeling of our system of railroad regulation upon a sane, modern and constructive basis, and the establishment of a supervision with creative opportunities for the fu-

Build For the Future.

This is possible only through Federal regulation.

We must ever build for the future; and a system of railroad control which frustrates, interferes with, or virtually enjoins this public duty of a carrier, is unwir and must be unsuccess-

Such a system is incredibly careless of our national well-being, and is, in effect, an impediment to progress.

Commerce everywhere is dependent upon two indispensable factors: money to finance production; transportation facilities to move the commodities tomarket. Banks supply the former prerequisite and railroads furnish the lat-The services rendered in either case

are national in scope and are interdependent. Goods or commodities are only commerce when they are moved; and while banks may assist in their production, the railroads alone can give them real value by the development of markets. Yet banks of issue-indeed, since the

establishment of the Federal Reserve system, we might say nearly all banks are under Federal regulation and states exercise neither jurisdiction nor control over them. The success of our banking system is not questioned; but the status and the prospects of the railroads are totally different.

In this close, intimate, indissoluble dependence of the nation upon our banks and railroads, there is a potent and persuasive suggestion for the solution of our railroad difficulties. And that is to govern our railroads as we do the banks of issue; through Federal authority only. The only striking particular in which

the railroad business differs from any other business is in this matter of regulation. All other problems it shares in common with other businesses. It is in this ineffective and uncertain system of regulation that we find the answer to impaired railroad credit and reduced railroad efficiency. When we view comparatively the

large earnings averaged by industry generally upon its property investment and the relatively low earnings of the railroads upon their property which they place at the service of the public, less than 5 per cent. even in 1915, and not even 6 per cent. in 1916, despite a billion-dollar total for net earnings, we have a graphic illustration of the effect of ill-directed regulation.

It is more nearly strangulation.

In reporting to the Massachusetts Legislature, recently, the condition of the New York, New Haven and Hartford Railroad, the Massachusetts Public Service Commission suggested the simplification of the problem of regulation that would follow a reorganization of that company under a single Federal charter with Federal control. The railroads generally favor Fed-

eral incorporation of their properties and complete emancipation from State control. That seems to offer the best solution of the railroad problem, and it should be possible to frame a law providing for it, containing every necessary safeguard demanded by the public interest. Such a result must inevitably follow, sooner or later, any intelligent and open-minded investigation into the subject.-Buffalo, Rochester & Pittsburgh Railway Employes

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