

or promise any money to the Board of Supervisors, and had never done so, and that he would not perjure himself to convict innocent men. The franchise was held up for nearly three years, when the so-called reform administration granted it under the public pressure which had been aroused and the fear of political retribution if they held it up longer. The result was that a most unprofitable street railroad was built, while the assessor states that real estate values tributary thereto advanced 800 per cent.

I suggest that the remedy is for the State to refuse to delegate the power of granting franchises and regulating their rates to varied local bodies, too frequently corrupt and irresponsible, but to reserve this great right to itself; to provide franchise courts or public service commissions composed of a few men of the highest ability, character and integrity, who should have the power to grant franchises only after the fullest public hearing. The court or public service commission should hold public meetings in the different cities and towns. The grant of franchises should be withdrawn entirely from politics and left to such court or commission.

The period when public pressure and the consideration of the public phase of railroading is brought close home to a street railroad manager is during a strike. Then it is necessary more than at any other time for a railroad manager to have a definite conception of his public duties and of his private rights. Tremendous pressure will be brought to bear upon him by civic and religious bodies, well-meaning to the core, but who, without knowledge of the great fundamental rights which lie at the basis of society, are willing to temporize and adopt any expedient which will produce a speedy resumption of traffic.

No man has so great an interest in the stability of property rights as the honest workman, of whatever calling, who has no property except the property to be acquired through his own labor. No prosperity can exist except where there is the utmost protection and safeguard to the rights of the individual in his property, whether it be in his labor today, or whether it be in the results of yesterday's labor which he has husbanded and saved. You cannot separate the rights of man from the rights of property acquired by his labor without depriving him of his liberty and reducing him to a condition of serfdom. Railroad franchises rest upon the law to the same degree that the title to the real estate fronting upon the streets rests upon the law. Both rights were acquired by grants from government, but the rights entrusted to our care are clothed with a public use, while the rights derived from a grant to a piece of real estate may be all private. It behooves us, therefore, more than any other class of men in the country, to study and to understand what are our private rights and what are our public duties.

It is the patriotic duty of the railroad manager, fighting demagogism and socialism on the outposts of society, to stand firmly for the protection of those limitations which form the basis of the liberty of the individual.

NEW INCORPORATIONS.

Hamilton.—Acme Motor, Carriage and Machinery Co., \$800,000; H. H. Kittson, P. D. Crerar, W. Southam.

Montreal.—Wayagamack Pulp and Paper Co., \$5,000,000; E. Languedoc, C. G. Greenshields, A. C. Calder. Jas. W. Pyke & Co., \$300,000; E. Languedoc, C. G. Greenshields, A. C. Calder.

METHODS OF HANDLING TOOL AND MATERIAL SUPPLY TRAINS FOR RAILWAY MAINTENANCE WORK.*

By Mr. A. S. Kellogg.†

This paper is a review of the supply car system as in operation on the Tucson division of the Southern Pacific Co. It is our purpose to deliver on a regular day every month of the year to section foremen and others what material they require for the ensuing thirty days, to pick up all tools in need of repairs, and all scrap on the entire division. We operate as follows:

Two regular supply cars are fitted up, one being the oil car, the other a living car for the supply car storekeeper and his helper, in which is also stored supplies for station men, pumpers, etc. To this equipment are added three common standard freight cars, in which are stored all spikes, track bolts, track tools, etc., for section men, and supplies for signal maintainers on the block signal system, and on leaving El Paso three empty flat cars with side boards and one empty box car, the latter being used to load all second-hand track tools for repairs, such as picks, tamping bars, shovels to be rehandled, etc., as well as all other material of that nature. On the three flat cars is loaded all scrap, the different classes of scrap being separated as much as possible. In one car all the car scrap and second-hand material, such as brake beams and couplers, found along the right of way, is placed. It is always understood that this scrap is assembled at section tool houses and piled conveniently near the tool house close to the track, where it can be loaded in the least possible time. For this purpose an air derrick with a capacity of three tons is used, which with the superintendent's business car and a caboose for the crew makes up the supply train.

This train is run as a special on the 18th of each month and is also used as a pay train, pay checks being delivered to the section foremen, extra gangs, etc., by a regular authorized division paymaster. On this trip are the superintendent, storekeeper and the several roadmasters, who go over their respective districts. At times the division engineer accompanies the train. It takes four days to make the main line trip from El Paso to Yuma, a distance of 560 miles. Every tool house is entered, personally gone over by the superintendent, storekeeper and roadmaster; pump houses, pumpers' quarters and station quarters are inspected. Wherever the section foreman has a surplus of tools they are turned over to the supply cars and due credit allowed. Where he may have an insufficient supply, he is fitted out with what is necessary to do good work. Every tool delivered is inspected. The superintendent knows when he leaves each section that its section foreman is equipped with tools and material to do good work for the following thirty days. Requisitions are always made out by the section foreman, approved by the superintendent, and are in the hands of the supply car storekeeper four or five days previous to the date the supply cars are scheduled to leave Tucson. On the ground oftentimes these requisitions are reduced or increased in quantity, as the case may be, as conditions may have changed between the time the section foreman placed his

*Paper read at the annual convention of the Railway Store Keepers' Association.

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