

FROM OPERATOR TO PRESIDENT

ALBERT J. EARLING, chairman of the board of directors of the St. Paul railway, who recently resigned, means the removal from participation in the affairs of one of the largest western lines of one of the men who built up the great railway systems which have grown powerful and have extended from Chicago to the Pacific coast.

Ransom M. Calkins, formerly traffic manager of the St. Paul, who was elected president of the company in November, will assume the duties performed by Mr. Earling. Mr. Calkins left the St. Paul several months ago to take charge of shipbuilding interests on the Pacific coast, but returned to direct the corporate affairs of the company. H. E. Bryam, who succeeded Mr. Earling as president of the system in September, 1917, is now Federal manager of the road.

Mr. Earling was 71 years old in Jan. He entered the service of the St. Paul when it was a small line with headquarters at Milwaukee. He was then 17 years old. After six years as a station telegraph operator he became a dispatcher and then advanced through successive positions to that of general manager. In 1899 he became president as the successor to Roswell Miller.

Mr. Earling's monument in the railroad world is the Pacific coast extension of the St. Paul, the first line to use electricity in operating its trains across the continental divide. The electrification covers a distance of about 500 miles. This work was completed nine years ago. The St. Paul is the latest railway to reach the Pacific coast from Chicago.

MUST REFUND CENT A MILE

Railroads have been ordered by the Oklahoma corporation commission to make refund of 1 cent a mile in all cases where a cash fare of 4 cents a mile is collected from passengers in Oklahoma. The roads have been collecting 4 cents a mile in all cases where passengers were not provided with tickets. The commission will allow the railroads to continue the collection of 4 cents a mile as cash fare in order that the roads may have some check on such fares, but where a cash fare is collected the conductor will be required to give a refund slip for 1 cent for each mile.

HINES NOT TO DISPLAY NAME

Director General Hines will make one deviation from the policy for his predecessor nevertheless, interesting. He will keep his name off most of the railway literature. Before Mr. McAdoo had retired as Director-General his name adorned every timetable, poster and even ticket, in addition to the various forms of stationery. His successor has decided that it is not necessary to have the Director-General's name on anything but the official timetables used by employees, and he even has ordered that it is not necessary to remove Mr. McAdoo's name from contract forms and stationery on hand.

RETIRES AFTER 50 YEARS

COMPLETING almost 50 years of faithful service as an employe of the Cleveland division of the P. R. R. lines, John Wooley veteran T. A. at the Welsville depot, has been retired upon a pension, according to official announcement. He has retired to private life at his home on Buckeye avenue.

C. E. Lodge, of Riverside avenue, for several years F. A. at the depot was appointed T. A. to succeed Mr. Wooley. With this appointment, Mr. Lodge is in complete charge of the local depot, the duties as T. A. being in addition to those connected with the management of the freight office.

Mr. Wooley, who is one of the best known men in railroad circles on the P. R. R. lines west, entered the railroad service December 1, 1875. He was promoted to the position of conductor on one of the passenger runs in 1897. He served in this capacity until February 1, 1882, when he was appointed T. A. at Welsville. He held that position until his retirement from active management of the office on December 31, last. Arrangements for Mr. Wooley's pension was completed and he is recommended as being one of the most faithful and efficient employes ever in railroad service on this division.

Mr. Lodge, Mr. Wooley's successor is also well known in rail circles on the local division. He entered the railroad service as a brakeman in 1889 and was appointed a conductor five years later. He entered the station service in 1895 and was appointed head of the freight department on March 20, 1911.

Women to Remain

HIGH praise for woman railroad employes is contained in the annual report of the railroad administration's division of labor directed by W. S. Carter, recently made public. Between Jan. 1 and Oct. 1, 1918 the number of women on American railroads increased from 60,000 to 101,000, constituting about 5 per cent of the 2,000,000 employes, and nearly all of these are anxious to remain permanently, officials report.

"It appears that whenever women have been given proper instructions," says the report, "they have proved their value in practically all the clerical and semi-clerical occupations. Old prejudices are rapidly disappearing and they are recognized by many officials as permanent additions to the labor force."

Of the 101,000 woman employes 73,000 were in clerical or semi-clerical occupations, 5,555 were engaged in cleaning cars or offices and 5,091 in shopwork 2,613 telephone operators. Others were employed as bridge attendants, car employes, engine wipers, switch tenders, track workers and watchwomen. Few were given heavy work on tracks or in warehouses. A policy of employing women in groups rather than in twos or threes has been adopted by the administration.

Foremen in many cases report that women

Alphabetical Index to detailed Hotel Information

Page 11

more attentive to their work than men, the report notes, and were superior to men for some work. and even in shop crafts, including electric welding and lathe work, they have proved highly efficient, says the report.

S. A.'s. IMPORTANT PART

C. KAUFMAN, Agent,
Soo Line, Manfred, N. D.

Circular No. 3235 the *long suit* played by the Kaiser, his playing and fighting power were developed by the word "Economy." The most effective method of making the world a decent place to live in is to fight the "Devil" with his own weapons. Station Agents can play a very important part in this great struggle by economizing on station supplies. Below I write a few pointers pertaining to economy.

Every article wasted is a helping hand for the Kaiser.

Check your supplies carefully and return surplus stock to storekeeper.

Order supplies only that are absolutely necessary

Nothing you have on hand is Worthless.

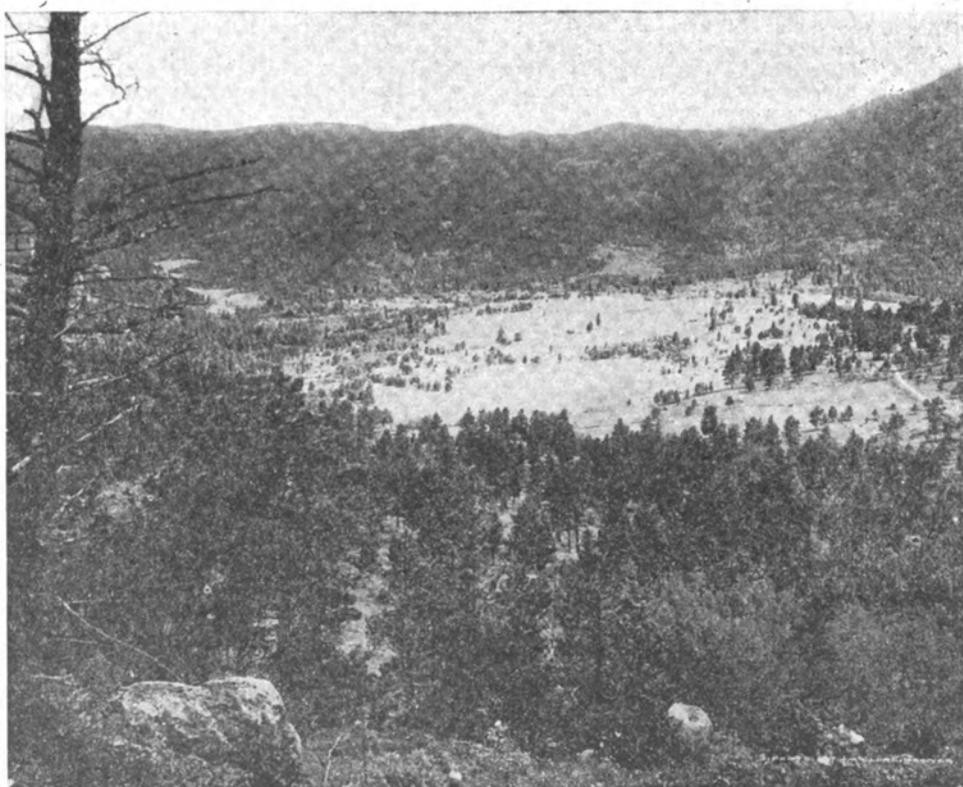
Omit articles listed that you have no use for

Make supplies last by keeping them clean and in order.

You may think they cost little, buy from your merchant and See.

DO IT NOW

—Soo Lines' "Keep Posted."



RAILROAD MEN'S MOUNTAIN HOME FOR CONVALESCENT RAILROAD MEN