

# TRANSPORTATION PROBLEMS OF MISSISSIPPI TO BE SOLVED

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Transportation economy throughout the drainage basin of the Mississippi river, which is served by more than 13,000 miles of navigable waterways, has passed through two distinct periods, and is now entering a third.

First, in the order of their development, there was the raft, then the temporary barge, and finally the great steamboat with its extraneous and waste, and the steam towboat and towed barges.

In this period, floating craft enjoyed a complete monopoly. It had no competitor. There was no impelling incentive to do things in an economic way. It mattered little to the boat owner that the rain spoiled cargo at unimproved landings, since the shipper paid the loss; or that the shipper complained of the service, since the shipper must continue using the boat as there was no other way in which to move his commerce.

Cities developed on the banks of the streams where most convenient to the boats, and these cities controlled all of the interior commerce. The movement of commerce was north and south, the natural channel of least resistance.

Next came the railroads. There being no concentrated commerce except that along the navigable streams which the boats had developed, the railroads began seeking means of taking over the business the boats had.

The railroads soon found that outlay for rails, equipment and overhead made the per ton mile cost of transportation by rail greater than by water. They also found that the cost of handling freight to and from boats, which had practically no terminal facilities, was excessive and that the cost of handling commodities to and from railroad cars could be greatly reduced through the building of convenient and economic terminal facilities.

Then began the systematic development of the railroad terminal at the little towns and the big cities, and at the ports. Shippers soon found that such facilities were very convenient. The railroads found them not only profitable but a great advantage in controlling freight movement.

System in the solicitation of freight became a big factor in behalf of the railroads, and freedom to quote any rate that might be found necessary to take business from the boats developed into a far-reaching power.

East and west railroad systems were built, and the handicap of mountain ranges was overcome by terminal efficiency, by systematic business methods, and by free play in the making of rates.

Under such conditions, the boats were starved into the junk pile, the north and south route of least natural resistance lost its controlling factor, and a large volume of valley commerce moved over the new artificial east and west routes. As the western half of the country developed under the influence of the railroads, valley trade centers began to grow in a remarkable way.

St. Louis, by rail, is 1,000 miles nearer the west than is any Atlantic coast trade center. The same is true of other valley trade centers. Consequently, the west traded with the developed valley cities, and the growth of the Pacific coast country helped them to a very important extent.

The system of transportation worked splendidly for most of the Mississippi valley until a few years ago, when the influence of two new factors began to be felt.

Non-river towns began to chafe under higher rates than the rates enjoyed by the river towns, and to ask for relief from the Interstate Commerce commission on the ground there were no boats on the rivers and that the river towns had no right to expect continued low rates at the expense of interior towns.

The opening of the Panama canal opened the way for a water route between the east and west consists of the country which, in normal times, make the all-water haul from the Atlantic to the Pacific coast cheaper than the all-rail haul from a valley city to the Pacific coast, which completely upsets valley transportation economy.

Then came the war. By imposing an increased burden on the American railroads the war has necessitated the use of additional means of transportation.

By imposing a monster debt bur-

den on practically the entire world, the war has forced the people of the United States, along with everybody else, to eliminate waste and to conduct their affairs in an economic manner.

And so it follows, that the third period in Mississippi valley transportation economy is now beginning.

This cannot fail to result in two far-reaching improvements in a now unfavorable situation.

The efficiency of the railroads will be increased by a better character of local legislation and by a higher character of scientific management.

The navigable streams of the valley will again be used to move commerce along natural north and south trade channels of least resistance.

In this third period it is logical to expect the shippers of the Mississippi valley to do their own thinking on the subject of transportation economy. They had no opportunity to do so in the days when the boats enjoyed a monopoly, and no disposition to do so in the days when the railroads were offering greater convenience of service than the boats had been giving them.

Today the railroads alone cannot protect the valley shippers, and the boats, through whose assistance absolute protection can be assured, are not yet in operation.

But when a channel of relief is available, American business men can be depended on to correct an intolerable condition in short order. It is, therefore, reasonable to expect that in the not distant future adequately financed and economically equipped boat lines, served by practical loading, unloading and housing facilities, and enjoying close connection and interchange with the railroads, will come into being first as an emergency measure and later as a permanent part of the valley's transportation equipment.

As a working start to attain this goal the United States department of commerce has begun specialized endeavor to encourage shippers to use the waterways for the movement of commerce.

A sub-committee of the National Defense Council, headed by General W. M. Black, is engaged in solving the physical difficulties confronting the boat lines.

The Interstate Commerce Commission is prepared to enforce the law which provides for the physical connection between rail and water, and the issuance of joint bills of lading.

The railroad committee of the National Defense Council, recognizing the inability of the railroads to fully meet the demands being made on them, have expressed willingness and desire to assist in the development of water-borne commerce as a relief measure.

Mississippi valley business men have organized a valley-wide association which, in turn, has begun the organization and financing of two navigation companies.

Valley trade centers, led by the river port of New Orleans, are now making distinct progress in the building of river front co-ordinative river-rail terminal and warehouse facilities.

Shippers, lacking cars for the prompt movement of their commodities, have begun to depend on boat lines to bring them relief.

It has been many years since the boats were actual movers of commerce in important volume, and the

# May Play Part in the Great War

Lieutenant-Colonel William S. Graves, secretary to the general staff, was born in Texas March 27, 1865, and appointed to the military academy from that state in 1884. In 1889 he was promoted to a second-lieutenancy and assigned to the Seventh infantry, and has continued in that arm of the service. He is serving his second detail as secretary to the general staff.

Colonel Graves is an exceptionally fine infantry officer, and for his recognized ability in that line was chosen by Secretary of War Baker to accompany General Pershing on his present expedition in France as an observer. He will remain with General Pershing for several months and then return to his regular duties and will also impart the information gained in France to his fellow-officers through the army war college.

Colonel Graves has done excellent work on the line, having gained recognition for his services in the Philippines and also commended for his work on the Mexican border.

# 1,000-POUND GRIZZLY LASSED BY TRAPPER

Santa Fe, N. M., July 21. A thousand-pound grizzly bear was lassoed in the Santa Fe national forest by J. E. McMullen, trapper of the United States biological survey. The animal was trailed down as she raged through the woods with a forty-five-pound trap and a six-foot drag hanging to its feet.

McMullen tied the bear and sent a man to the Mountain View ranch to bring an audience of ranchers and tourists to see and photograph the brute before it was given the death shot. The bear has killed many cattle recently.

# BREWERY MADE OVER INTO PACKING PLANT

Macon, Ga., July 21.—Rapid progress is being made in the construction of the million-dollar packing house plant on the site of, and by the conversion of the old Acme Brewing plant. The new plant will be in operation by October 1. It will have a capacity of 1,000 hogs and 100 cattle per day and will create a ready market for all live-stock in this section of the state. The old brewing kettle, holding 14,000 gallons and bought at cost of \$9,000, has been broken up and sold for junk.

business machinery necessary to the operation of a system of inland waterway transportation must be created. But that should come in the near future.

River insurance companies have had little or no business during so many years that the lack "averages" for a time may stand in the way of low cost insurance on boat cargoes.

Boats have had little value as bank or mortgage collateral during the past twenty-five years, and for a while boat owners may experience some difficulty in borrowing money on mortgage.

But the need for the boat now exists, and that need promises to increase, and surrounding conditions are now favorable to the development of boat traffic.

In other words, both necessity and good business principles now prompt the valley to redevelop its waterway transportation system, at a time when the federal government and even the railroads are anxious to do every possible thing to make the movement a success.

Under these circumstances the third period of Mississippi valley transportation economy is being ushered in in a most auspicious manner.

# TOURS, WHERE THE FIRST AMERICAN AIRMAN RECENTLY DIED FOR FRANCE

"News of the first fatality among the Americans of the expeditionary force in France under Major General Pershing, reveals the fact that American fliers are undergoing training in an aviation camp established in one of the most famous cities of western Europe," says a war geography bulletin of the National Geographic society concerning Tours. This town was the scene of the death of Thomas Winch Barrett, a member of the over-seas forces of the United States, who fell 1,000 feet in a blazing airplane while on a trial flight with a French army instructor.

"Situating in the garden section of central France, in the fertile valley of the Loire, Tours is 145 miles southwest of Paris by rail, and nearly 200 miles in an airline north-east of Bordeaux. It is the chief trade and population center of the department of Indre-et-Loire, and stretches for nearly two miles from the left bank of the Loire to the right bank of the Cher, which flows into the Loire a few miles west of the city. Before the war, it was a favorite city with English and American tourists.

"While Tours has numerous important industrial establishments, such as iron foundries, steel, cement, pottery, and chemical works, leather, boot and shoe manufacturing, and automobile factories, besides its famous confectionery establishments, its chief interest for American aviation students will be its historic associations.

"The town takes its name from the Gallic tribe of Turones. It was an ally of Vercingetorix, the leader of the insurrection against the authority of Julius Caesar in Gaul in 52 B. C. Thereafter the town was known as Caesarodunum for many years. It fell before the Visigoths just three years prior to the final collapse of the empire of Rome. Early in the 6th century it came into the possession of Clovis, but it was not until 722 that there was fought in this vicinity a battle which takes its name from the town and which saved Europe from the domination of Mohammedans. The Saracens, who had entered Gaul from Spain, which they had overrun, here met and were defeated by Duke Charles, commander of the Frankish forces. The battle raged all day and the Moslem leader, Ad-derrahman, was slain together with a vast multitude of his followers, estimated by ancient chroniclers at 375,000. In commemoration of his great victory for Christian Europe, Charles received the surname of Martel, "the Hammer," on account of the mighty blows of his huge battle-axe. This was the grandfather of Charlemagne.

"One of the most interesting medieval treasures of Tours is the cathedral of Saint Gatien, begun in 1170, but not completed for nearly four centuries. Two other famous structures are the towers of St. Martin and of Charlemagne. The first commemorates the deeds of the great apostle of Gaul, patron saint of France, who aided Clovis against Alaric and who is returned received many rare gifts for his Tours church from the grateful Frankish leader. The Charlemagne tower is so-called because it marks the burial place of that monarch's third wife, Luitgard.

"A little more than a mile to the southwest of the city rise the ruins of the chateau of Plessis-les-Tours, famous as the favorite residence of Louis XI, the 'bourgeois king' of France, who died here in 1483, surrounded by astrologers. Today there is but little in the crumbling masonry to suggest the famous 'spider's nest' with its many watch towers, so graphically described by Sir Walter Scott in his novel 'Quentin Durward'.

"Louis XI is supposed to have introduced the manufacture of silk into Tours, and it was during the reign of that monarch that the city attained a population of 80,000. It had slightly less than 75,000 in 1911. The silk industry, and subsequently the whole commercial life of the city declined after the revocation of the Edict of Nantes.

"Tours was for a number of years the capital of the province of Touraine and as such it was an appanage of Mary, Queen of Scots, yielding that unhappy monarch a substantial revenue up to the time of her death.

"During the Franco-Prussian war Tours was the city in which Gambetta, after escaping from the beleaguered Paris in a balloon, established the delegation of the government of National Defence on September 13, 1870. In December the delegation was forced by the menacing approach of the Germans to remove to Bordeaux, and the enemy occupied the city the following month.

"Besides St. Martin, Tours had two other famous churchmen—Bishop Gregory, the first historian of the Franks, whose carefully compiled chronicles won for him the pseudonym of the 'Herodotus of the barbarians'; and Berengarius, the theologian whose teachings and writing about the doctrine of transubstantiation made him a precursor of Protestantism.

"Honorié de Balzac, one of France's greatest literary geniuses, was born in Tours, while Desartès and Rabalais were born in neighboring villages.

"The arrangement of these buildings has been worked out to insure as much convenience as possible. Where two large barrack buildings are put up a space is left in between wide enough for two lavatories with the entrances facing the steps leading up to the doors of the barracks on either side. Sewerage pipes will connect each lavatory with the main sewerage system running beyond the cantonment.

While the soldiers are in training, all rubbish will be gathered in sealed cans, proof against flies, and after wards destroyed. The solid slop from kitchens and mess halls will be turned over to hog raisers.

The water flowing into the camp is absolutely pure.

**Bigger Job Than Panama Canal**  
Even the Panama canal and the New York subway seem rather simple compared to the size of the construction job the United States government has taken on its shoulders in the building of sixteen cantonments. The task is absolutely unique in construction history, nothing just like it ever having been attempted before. To make sure that it is done with the maximum efficiency, the minimum expense and what is more important, on time the government has enlisted the voluntary services of nationally known experts through the Council of National Defense engineers, contractors, landscape architects and town planners, material men draught-men

and the like. Each cantonment will be virtually a city in itself, with streets, blocks, sewers, electric lights, railroad yards, water lines, garbage memorials and the like, in addition to the hundreds of buildings required. In the construction of the Panama canal the government expended about \$10,000,000 a year; for the cantonments fully as much probably will be expended in a quarter of the time. Each cantonment will require about 1,000 carloads of material, it is estimated, assuming that all the material must be brought to the cantonment by rail. This makes a total of 64,000 carloads for the sixteen cantonments proposed.

# CIVIL WAR VETERAN, 74, WANTS TO ENLIST

Atlanta, Ga., July 21. You can't tell W. A. Ellis that he isn't as good a man at 74 as he was fifty years ago, when he ranged half a dozen countries as a soldier of fortune, and led a company of Georgia volunteers through the war between the states.

Mr. Ellis, an inmate of the Old Soldiers' home, wants to enter the service of his country and to help beat the Kaiser. So far he has not been able to induce recruiting officers in any branch to accept him. Until two years ago he was a resident of Griffin, except when he was fighting for the Confederacy or with Lee Christmas, the famous filibusterer, in Central American and Mexico.

# CLEVELAND TO HAVE BIGGEST PUBLIC HALL

Cleveland, July 21. Ground will be broken July 22 for the public hall, one of the new group of buildings on the lake front. The building will cost over \$3,000,000. It will seat 16,000 persons and will cover almost an entire block. It is to be finished in 1919 and will be the biggest public hall in the country.

# U. S. ARMY IS BUILDING CITIES IN ONE DAY

(Continued from page Three.)  
The ditches are cut in the soil sides sloping inward. The banks on the top are shaved of all growths, such as weeds and underbrush, to prevent them from growing and hanging over into the running water and interfering with the draining process. These ditches will be kept in this condition at all times to keep the drainage perfect.

Wherever a stagnant pool is found oil is poured on the surface to kill these larvae of the mosquitoes.

In connection with each barrack there will be one lavatory. The floors of these are being laid in concrete. At one end will be the toilets and at the other end shower baths.

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# MISSING SONS MAY BE FOUND THROUGH DRAFT

Indianapolis, July 21. Many sorrowful mothers and fathers are going to be made happy by the conscription act. Hundreds of them will find their long lost sons. Already the state conscription office is being bombarded with appeals from mothers and fathers to help them locate their boys through the registration records.

One father, who appeared at the state office, told Jesse Eschbach, state conscription officer, that the provost-marshal general had written him that as soon the registration records are compiled in Washington a search will be made through them for the name of his boy.

# WOULDST CATCH A FLY? USE FLAT, STALE BEER

Chicago, July 21. Would you trap the buzzing fly, would you soak him in the eye, would you gladly see him die—use stale beer. A local wholesale provision house, in a little pamphlet called "Trap the Fly," urges all their employees to install traps, and advises the juice of the hops, wheat flat and warm, as one of the best baits for the critters.

Then, too, if you don't want to waste the beer you can use sugar and vinegar, which doesn't evaporate as quickly as the suds.

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