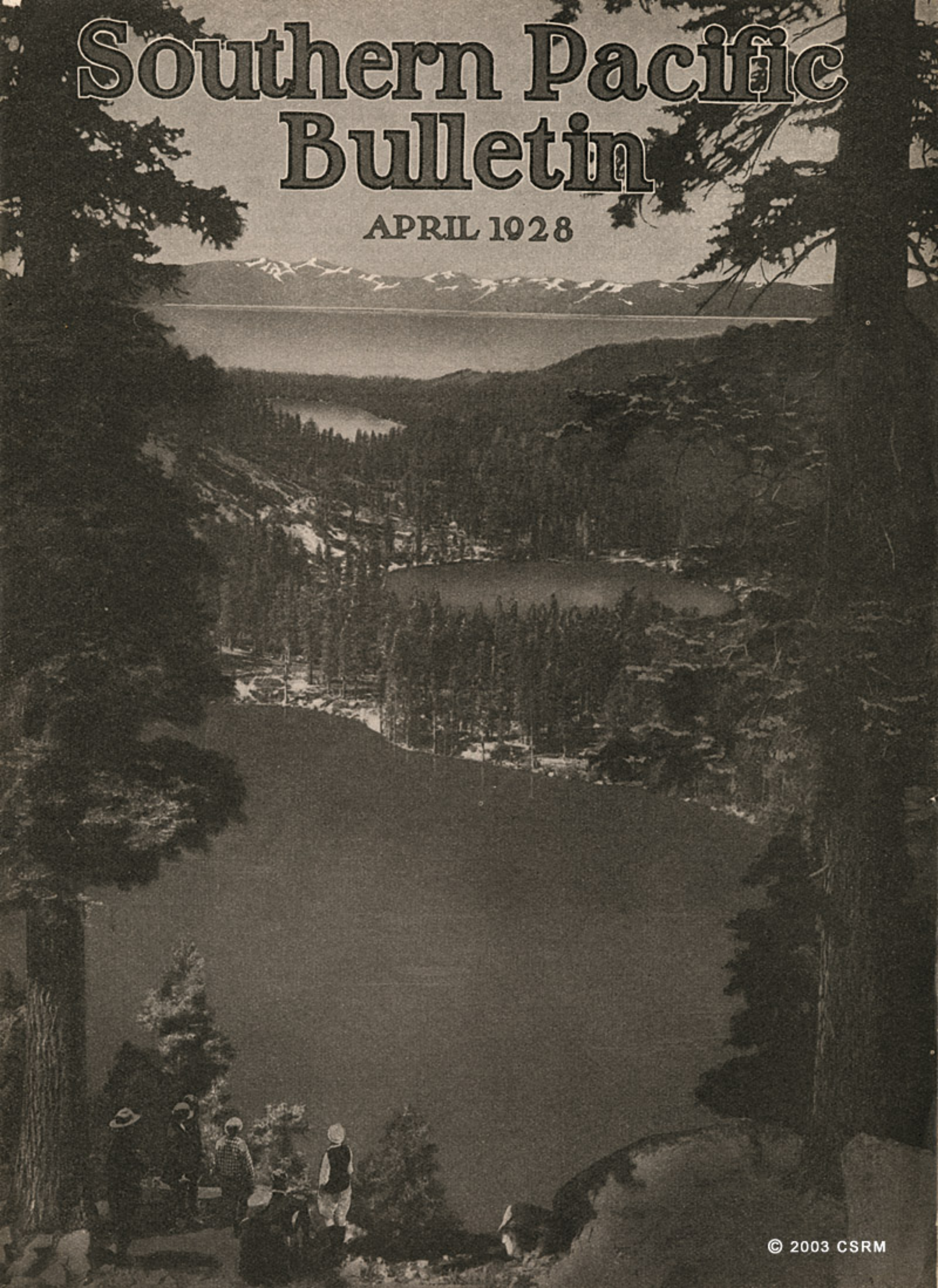


# Southern Pacific Bulletin

APRIL 1928







These are a few scenes connected with the fifteen-car "California Agriculture Special" train which was run over Southern Pacific lines in San Joaquin and Sacramento valleys during the last two weeks of March. The train made its first stop at Newman on March 19, where it was greeted by a very large attendance, part of which is shown in picture at upper right. The modernly equipped farm

kitchen, lower right, together with lectures given on home economics were of special interest to the women. Two pictures on left show manner in which livestock and poultry were cared for and exhibited on the train. The small picture was taken while livestock from the University farm at Davis was being loaded on the train.

## Special S. P. Train Lends Aid to Farmers

**W**IDE interest was attracted among farmers, orchardists and business men throughout San Joaquin and Sacramento valleys during the latter part of last month by operation of the California Agriculture Special over Southern Pacific Lines. The fifteen-car train, specially equipped for stock display and demonstration purposes, was en route two weeks and made stops at twenty-four centrally located towns and cities of the two valleys.

The train was sponsored by the Southern Pacific and the Agricultural Extension Service of the State University, and was operated for the purpose of discussing, with people of the various localities the subjects of retaining present markets and developing new ones, and the advantages of diversified farming. Members of the university staff who have specialized in the study of farm problems accompanied the train and spoke at the meetings. Southern Pacific provided the train equipment, transportation

and subsistence for the personnel which accompanied the train. Prof. B. H. Crocheron was in charge for the university, and R. E. Kelly, director of development and colonization, was in charge for Southern Pacific.

Morning and afternoon programs were held at each stop. Half of the day was give over to demonstrations, lectures and discussions at the train where livestock and exhibits of particular interest to the valley farmers were on display. The other half of the day was devoted to an "up-town economics meeting" at which lectures and discussions were held on the general and local economic conditions affecting agriculture. Representatives of Southern Pacific spoke at the meetings on the close relationship between marketing and transportation and of the large investments made by the railroad in providing cars and other facilities for handling the peak movement of crops to market. The local chambers of commerce and farm bureau organizations directed by a

specially appointed committee, assisted in making arrangements for the meetings and display of the train.

Program at the train opened with short talks by representatives of the University Extension Service and the Southern Pacific, following which demonstrations were given on the subjects of poultry, swine, dairying, sheep and kitchen management. At least forty minutes was provided for inspection of the train and its exhibits. Flat cars, railed and penned, were used for displaying the livestock and poultry. Two cars were especially devoted to interests of farm women. One car contained an ideal kitchen fully equipped with labor saving devices. The other car was arranged for talks by members of the home economics staff of the university. Part of the exhibits were presented for the interest of farm boys and girls.

A Pacific Fruit Express car was included in the train to show the type of equipment used in transporting perishables to Eastern markets. A



partial load of empty lugs in the car demonstrated how breakage and damage can be prevented by proper lading and bracing.

Employees at the Sacramento general shops did an excellent job of remodeling cars and fitting up the train.

All of the livestock and exhibits were furnished by the University Farm school at Davis, at which point the train was assembled before starting on the run March 18. The first stop was made at Newman, with others coming in the following order: Los Banos, Delano, Bakersfield, Porterville, Visalia, Hanford, Kingsburg, Fresno, Madera, Merced, Turlock, Modesto, Manteca, Stockton, Lodi, Auburn, Sacramento, Lincoln, Marysville, Chico, Red Bluff, Arbuckle and Dixon. A stop will also be made at Napa on April 3.

The last cooperative farm demonstration train was operated through the valleys sixteen years ago when the railroad and the university carried on a campaign to aid the farmers in meeting irrigation and farm settlement problems of the valleys, and the frost situation in the citrus orchards of the south. Since that time the farmer's major problems have changed to that of marketing and diversification.

### T. F. Eagen Becomes Manager of Pacific Lines, Pass Bureau

T. F. Eagen, formerly chief clerk of the Pass Bureau, Pacific Lines, has been appointed manager of that Bureau, effective April 1, according to announcement by executive Vice President Paul Shoup. He succeeds C. J. Millis, who has been retired on pension.



T. F. Eagen

Eagen began his railroad career with the Company in 1903 as messenger and office boy in the vice president's office. In 1905-06 he was mail clerk in the vice president and general manager's office and in 1907 became assistant head file clerk. During that year he was made pass clerk and in 1910, before the establishment of a pass bureau, he became transportation clerk in the office of E. E. Calvin, vice president and general manager.

With the establishment of the Pass Bureau by President Wm. Sproule he was made head clerk and in 1913 was appointed to chief clerk of the same bureau. During Federal Control he was chief clerk of the Southern Pacific and Western Pacific Pass Bureau which reported to the Federal Manager. In March, 1920, he was made chief clerk of the Pass Bureau for the Southern Pacific's Pacific Lines, which position he held at the time of his promotion.

## C. J. Millis Ends Long Railroad Career

BRINGING to a close an active railroad career of half a century C. J. Millis, who for the last sixteen years has been manager of the Pass Bureau, at the General Office in San Francisco, has been retired on pension effective May 1.



C. J. Millis

Thirty-seven years of Mr. Millis' service were spent with the Southern Pacific properties, starting in May, 1891, as an agent for the Harriman Lines at Glenn's Ferry, Idaho. In the administration of his executive duties during the years to follow he created friendships and close affections among the railroad people which were brought to a climax in a banquet held in his honor at San Francisco, March 15, when about two hundred men and women paid him their highest respects and esteem.

Carey Judson Millis was born April 20, 1858, at Covington, Ind., and was educated at Cook Academy, Havana, N. Y. He made up his mind early that he wanted to go into railroad work and took a job as general office boy with the Tiago & Elmira Short Line, now the Erie, at Blossburg, Pa. There was no salary connected with the job but it gave the young man a chance to study telegraphy. He learned quickly and in 1878 was given a place with that railroad as telegraph operator and clerk in the office of the general freight and passenger agent at Elmira, N. Y. Then followed eight years after 1883 in station service of the Rio Grande Western.

After a few months as agent at Glenn's Falls, Mr. Millis went to Huntington, Ore., as joint agent of the Oregon Short Line and Oregon Railroad & Navigation Company, in which position he remained for seven years. In October, 1898, he was appointed general agent for the O. R. & N. at Huntington, and in the following year took the position of livestock agent for that company with headquarters at Portland.

In July, 1907, Mr. Millis was promoted to vice president and general manager of the Harriman Coos Bay properties, including the railroad, steamship, coal, land and timber holdings as a part of the Coos Bay, Roseburg & Eastern Railroad & Navigation Company, the Portland & Coos Bay Steamship Line and the Beaver Hill Coal Company. For five years his headquarters were at Marshfield, Ore., until in 1912 when he was pro-

moted as assistant to President Wm. Sproule at San Francisco.

Before assuming his new duties at the General Office, Mr. Millis was assigned to special reconnaissance work in various territories over Pacific Lines and to make surveys of the advisability of building into certain industrial sections. Work he had previously done in Oregon had particularly qualified him for compiling the information for such exhaustive reports.

In September, 1918, Mr. Millis was appointed manager of the Pass Bureau. It was during his administration in this department that he became so widely known throughout the country and created such close friendships because of his kindly understanding and his desire to be of helpful service to others.

These characteristics of Mr. Millis were elaborated on by Wm. C. Fitch, freight claim agent, in his address of tribute at the banquet tendered the retiring veteran. At the conclusion of his remarks Mr. Fitch presented a beautiful traveling bag with complete outfit, also a scroll inscribed with the signatures of many of Mr. Millis' associates.

Vocal solos were rendered during the banquet by Miss Letty Collins, of the Treasurer's Office, and by Blair Manchester, of the District Auditor's Office at San Francisco. George Patterson, chief clerk to President Sproule, was toastmaster and was assisted in arranging the banquet by T. F. Eagen and Stanley Ward.

Accompanied by his daughter, Mrs. H. H. Shires, and his son-in-law, Rev. Henry H. Shires, and his grandson Henry Millis Shires, Mr. Millis sailed from San Francisco March 23, for Hawaii on the first lap of an extended journey which will take him around the world. As a conclusion to the testimonial banquet two appropriate verses composed by Miss Edythe Entleman, of the Telegraph Office, were sung ensemble to the tune of Aloha Oe as a farewell to the retiring officer.

### Signalman Finds Graves Marking Arizona's Battle of '62

Plans are being made by the Arizona Pioneers' Historical Society to erect a monument over the recently discovered graves of Lieutenant James Barrett and two of his men who were killed in Arizona's only Civil War battle. The graves were discovered by H. M. Stone, signal supervisor at Tucson.

A Union detachment of twelve men under Lieutenant Barrett met a Confederate force under Lieutenant Jack Swilling on April 15, 1862, in the pass between Picacho Peak and Blue Water Range. The Union soldiers pursued their enemy and during the engagement Barrett was killed, together with Privates Johnson and Denerd.