

# THE PENNSYLVANIA RAILROAD SYSTEM



## INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

November 25, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

45

### Men From 38 Foreign Countries Work for This Railroad

More than 19,000 employes of the Pennsylvania Railroad were born in those countries now engaged in the European war.

More Italians are employed than any other class of foreigners.

Thirty-eight foreign countries and the United States have supplied the men who work for this Railroad.

Of the 137,525 employes east of Pittsburgh and Erie, on September 1, 1914, 33,804 were foreign born, while 103,721 were native citizens of the United States. Of course, many of the foreign born employes have since become naturalized citizens of this country.

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These are only a few of the striking facts set forth in a statement which has been prepared to develop, among other things, what educational work might be done to improve the efficiency of the employes. For several years the Railroad has conducted an educational course in English and Italian for its Italian employes. Since that course was started the question has come up: How about educational courses for employes from other foreign countries? Forthwith, a statement was prepared to show the number of foreign born employes.

The number of foreign born employes on the Pennsylvania Railroad by countries is:

Italy	13,193	Canada	315
Ireland	5,494	Greece	227
Austria	4,251	Turkey	207
Germany	2,679	Norway	170
Russia	1,830	West Indies	113
England	1,407	Switzerland	99
Hungary	1,339	Wales	72
Poland	1,106	Denmark	62
Sweden	514	Roumania	60
Scotland	449	France	54
Bulgaria	25	Syria	38
Holland	20	Australia	14
Spain	12	Brazil	4
Belgium	11	India	3
Mexico	10	Argentine Republic	2
Servia	7	British Guiana	2
Portugal	5	Japan	2
East Indies	5	Panama	1
Chile	1	Hawaiian Islands	1

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The Pittsburgh Division employs the largest number of Italians, Englishmen, Scotchmen, Greeks, Roumanians and Servians; the Manhattan Division, the largest number from Norway, Russia, Poland, Denmark, Spain and Brazil.

# People This Railroad Helped to Get Home from Europe Last Summer

Shortly after the outbreak of the European war the Pennsylvania Railroad instructed Ralph H. Baker, its European agent, to be of every possible assistance to stranded Americans—to advance them money on their travelers' checks and steamship tickets, to enable them to reach home in safety and in the shortest possible time.

Practically all of the stranded Americans are now at home, and many of those the railroad assisted have expressed their thanks for the help they received. The following are some of the letters written to the Railroad :

"Received your check this morning. Let me once more express my sincere thanks for your kindness in advancing me the money on the Hamburg American Traveling Checks while I was in London."

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"The kindness shown me by your company and your agent in London is not unappreciated, and it will give me pleasure to join the ranks of the already large army of "Boosters" of the old Pennsylvania Railroad."

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"With our round trip ticket through Europe and our return steamer ticket, neither of which we could use, bought and paid for, and our remaining money in German checks, our case looked desperate. We shall always think kindly of the Pennsylvania Railroad Company for helping us out of a most discouraging situation."

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"I wish to express my appreciation of the courtesy of your road in general to

myself and other Americans who found themselves in sore straits in London during the war. I am sure you will lose no friends by the transaction."

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"Today I have received, through your agent, the sum of \$35 in checks, the balance of two checks of the Hamburg American Line, to the amount of \$70—*i. e.*, one check for \$20 and one for \$50, on which your Company so kindly loaned me half the amount, through your committee in England, where I was stranded a month ago without cash. Please accept my most grateful thanks and appreciation for this service rendered to me in time of need."

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"Thank you very kindly for the balance of our passage money. We certainly did not expect it until after the war was settled, if ever—and I want to say right here you have a splendid conscientious gentleman in your London office, Mr. Ralph H. Baker."

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"To say that I am greatly obliged for the service rendered me is to put the matter very mildly. The Pennsylvania Railroad and the American Committee of Assistance have done wonderful work for stranded Americans in London, and both are deserving the lasting gratitude of many whom they have so kindly assisted."

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"My father wishes me to indicate to you his appreciation of the kindness and courtesy extended to him by Mr. Ralph H. Baker in London. In the somewhat strange circumstances these services were exceptionally pleasant and satisfactory."

## **“The Best Managed Railroad in the World.”**

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It has been the custom for years to pay the Pennsylvania Railroad dividend in London the same day it is sent out from Philadelphia, by checks drawn on the London Joint Stock Bank. The checks are made in dollars, but the Company cables the rate of exchange then prevailing and the London Bank stamps on each check the rate of exchange at which that check will be paid in pounds sterling.

On the last day of August, when the Company was to mail its usual dividend, the foreign exchange market did not exist. American checks could be sold in London only at a substantial discount. To have sent to Europe at that time sufficient money to pay this dividend would have cost probably \$6 a pound against the usual rate of perhaps \$4.89. The Company determined, nevertheless, to pay the dividend in gold in England on the appointed day at \$5 a pound sterling.

Late on that day a friend of the Penn-

sylvania Railroad, standing in London in the midst of a crowd before a bulletin board on which war news was being flashed, suddenly read :

“The Pennsylvania Railroad Company announces that its dividend checks, converted into sterling at forty-eight pence to the dollar (\$5 to the pound), without other deduction than income tax, have been posted in London to English shareholders by its financial agent in London.

“It is interesting to note that this is perhaps the first dividend on an American railroad ordinary share which has been distributed to English shareholders since the outbreak of the war, and it is a great satisfaction to find that the Pennsylvania Railroad Company has shown such a liberal attitude toward its shareholders in England by fixing the conversion into sterling at forty-eight pence to the dollar.”

This American, after reading that news, heard a fine-looking Englishman near him remark, “The best managed railroad in the world.”

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**“We can forgive the Pennsylvania Railroad a good deal when it rises to the occasion like this during a grave crisis such as the present one.**

**“The railroad is certainly to be commended for its prompt action in seeking to relieve the distress among the Americans abroad. Probably three-quarters or one-half at least of those requiring assistance abroad are Pennsylvania patrons and have been for years, but that doesn't lessen in the least the magnanimity of the road's action.**

**“It is only during a crisis like the present one that we learn just how big men and corporations really are.”**

*—Editorial from the Atlantic City, N. J., Union, August 11, 1914.*

# Harold Begbie's Impressions of Pennsylvania Station in New York

Harold Begbie, author of "The Happy Irish," "Other Sheep" and "Souls in Action," has been sent to the United States by the London Chronicle to survey the field of American thought, and to tell the English people what they can learn from America and how best they can earn its friendship. Mr. Begbie's first article, reprinted in the Philadelphia "North American," of November 3, 1914, has this to say of the impression made on him by the Pennsylvania Station in New York:

Mr. W. J. Bryan, Secretary of State, paid a flying visit to New York the other night, to address a great meeting on domestic policies. Although he was leaving the city immediately after the meeting, an American friend of mine insisted that I must see the great orator, and at 11 o'clock we set out through the emptying and rather sleepy streets on our way to the Pennsylvania Station.

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We entered this railway station through a splendid portico and crossed a solemn, quiet-lighted hall, which was like the vestibule to a temple. If Socrates had appeared around one of the great columns of this atrium in conversation with Frederic Myers, or if the mingling laughter of

Theocritus and Andrew Lang had sounded under the vaulted roof, my astonishment would not have been greater than my amazement at the splendor and dignity of this American railway station, since I felt myself transported by its architecture to the realms of divine philosophy.

At the end of this hall we descended a flight of stairs and found ourselves in the main building—a huge, vast, lofty and most stately cathedral. The few men and women who were crossing this immense temple of stone seemed small and trivial. The silence which filled it had the solemnity of worship. One looked up to the roof and round about at the lofty walls like a tourist at St. Peter's in Rome.

As we reached the farther side, my friend touched my arm, came to a halt, and said: "Here is Mr. Bryan." It was not immediately easy to shake off reverie and address one's self to politics. . . .

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It was not until I had got back to my hotel that the real wonder of this encounter came home to my mind. It is a wonder that haunts me still. I had been walking about in the great metropolitan railway station for nearly half an hour, and during all that time I had seen neither railway train nor railway porter, and had heard neither the scream of an engine nor the rumble of wheels.

I fell asleep thinking of Paddington and Charing Cross.