

The science of map-making had advanced greatly, even in the last century. As accuracy increased, the elaborate ornamentation of maps waned. By the time of Herman Moll, the pictures and scroll-work had become incidental, and less fanciful than supposedly instructive. Instead of the sea monsters, ships, and wild beasts which earlier map makers scattered about to fill in areas about which nothing was known, Moll and his contemporaries confined themselves to a picture or two in the margin, illustrating the industries of the country, the types of inhabitants, the principal cities, or "whatever was most remarkable."

After 1700, the error in the measurement of the earth, adopted by Ptolemy from the astronomer Posidonius, which had been the basis of the distortion of mediaeval maps, was abandoned. And although Moll's maps are less decorative than those of his predecessors, there is some truth in the claim he makes on his title page to have "corrected the Errors of antient Geographers."

In Memoriam

THE Society suffered a severe loss in the death of Mr. Howard Elliott, for years an outstanding figure in the railroad world. His own field was in the middle west, where he rose from a position as rodman with the Burlington system, while he was still a student at Harvard, to the presidency of the Northern Pacific Railway, in the space of twenty-three years. However, he was of New England stock, educated at the Lawrence Scientific School of Harvard University, and a descendant of John Elliott who settled Boston in 1631, and it was not unfitting that he should have been the one called upon to put the New York, New Haven and Hartford Railroad back on its feet at a time when the road was, both physically and financially, in a condition that almost bordered on wreck.

Indeed, an hour after the train bringing the new president east had passed through North Haven, Connecticut, there occurred in that town one of the worst wrecks in railroad history. His handling of the emergency showed the ability, tact and straightforwardness that was to rehabilitate the road, and gain for it the confidence both of the New England public and the press.

Immediately he reversed the rule regarding publicity which had existed on the New Haven road from time immemorial. Newspaper men were admitted to Mr. Elliott's office, and he promised

them that all the facts would be given them. He set about at once caring for the injured, and settled the threatened strike of the engineers and firemen. He slowed down the speed of the New Haven's fast trains, and instituted a strict watch and clock inspection service, inaugurating a régime of safe and regular, rather than spectacular service.

The great nervous strain of this almost impossible task induced a nervous breakdown, and he resigned the presidency in May, 1917 (continuing as a director), but not until he had accomplished what he set out to do.

During the War, however, he served on the railroads' war board, and when the federal railroad administration came into existence, he was made chairman of the committee that inaugurated the zoning system to facilitate coal transportation.

In 1918-1920, he was active in the fight for remedial legislation for the American transportation system. In 1920 he returned to the Northern Pacific as chairman of the directorate.

As President of the Harvard Overseers, and a trustee of the Massachusetts Institute of Technology, he showed his keen interest in education. As a member of The Business Historical Society, he showed, by continual coöperation and repeated gifts, his enthusiasm for business research and the application of that research to modern affairs. Although a man of many affairs, Mr. Elliott was never too busy to give his time and attention to any worthy cause. This Society will feel keenly the loss of his constant advice and assistance.

It is with profound regret that we announce the death of Mr. Alfred C. Rulofson, who was one of our most active members on the Pacific Coast. He was deeply interested in the welfare of the Society and realized its unusual advantages to the business men of the present day.

Mr. Rulofson was constructive in business and had a clear vision of a greater San Francisco, based upon local industries which would give permanence to the city and promote its financial, commercial and shipping powers. To this end he labored for years, and now his foresight is developing a basic industrial situation which goes far to assist the commercial prospects of his city.

It has been due largely to his unlimited efforts that substantial industries have been established and with the facilities along the whole southern shore for factory purposes, an amount of enthusi-

asm was developed by the work of this optimistic man which will go far toward increasing the population and prosperity of the city.

In line with this vision of the future, he interested himself in the international side of industrial enterprises and worked diligently to effect a closer and more cordial relationship in matters of business between the United States, and the Orient. Because of his prominence in this department of industrial work, he was made one of a commission which was sent by the Chamber of Commerce of San Francisco to review the industrial situation in China and Japan during the year 1914, and as a result the industrial importance of San Francisco during the succeeding years was greatly enhanced.

In Society matters Mr. Rulofson realized that if business is to be placed upon a firm and substantial footing, the experiences of the past must be considered in connection with the activities of the future. Ever since he joined the Society in January of 1927, he has been an active promoter of the purposes and plans for which the Society was formed. His suggestions for the future welfare of the organization have all been sound and helpful, and the energetic coöperation which he has accorded in the past will be sorely missed by the Society.

Secretary's Column

ACQUISITIONS

THE so-called "vacation period" of July and August seems to have been a time for the investigation of files and boxes of old material, with the result that the Society has received many additions to its store of information. The Secretary takes pleasure in acknowledging the following:

From Robert L. Smitley, New York, Thirty years of Edison Service, 1880-1911; "System Operation," July 1, 1927; and seven volumes of the "Far Eastern Review," "Foreign Trade Journal," etc.

From Herbert G. Porter, Boston, "Thirty Year Review of the General Electric Company."

From J. G. Brill Company, Philadelphia, "The Brill Magazine," complete.

From F. A. Turner, Boston, A quantity of Corporation material and other interesting items.

From Col. Thomas Cantley, New Glasgow, Nova Scotia, MacDonald on the Coal and Iron Industries of Nova Scotia.