

The Frisco-Man



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1920

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H. G. B. Alexander, Pres., CHICAGO



J. M. KURN, OUR PRESIDENT

On March 1, 1920, upon the termination of Federal control of railroads, Mr. Kurn became president of the Frisco Lines. He was born at Mount Clemens, Mich., on October 4, 1870. His first railroad job was that of telegrapher on the Michigan Central. In 1887 he went to the Santa Fe as telegrapher, and within a few years had worked his way up to general superintendent on that road. In 1914 he went to the Detroit, Toledo & Ironton as president, and in 1918 came to the Frisco Lines as vice-president in charge of operation. During federal control he was general manager.

The Frisco-Man

Frisco Building, Saint Louis

Greetings From Our President

March 1, 1920

TO OFFICERS AND EMPLOYES OF THE FRISCO:

In taking office as President of the Company, I want to express my hearty appreciation of the loyal support each and every one of you has given me as Vice-President and General Manager in the trying times of the past.

We are facing a new and intensely progressive era in the Railroad business. The commerce of the country, and particularly that section of the country which is served by our railroad, is increasing tremendously day by day. In a very large measure the growth and continued prosperity of the country is dependent upon efficient and economical transportation service.

To successfully do our part, it is essential that we foster and develop to the utmost the healthy spirit of co-operative effort which already peculiarly marks the Frisco organization.

I am confidently counting on your loyal support to the last man and to the limit of your ability, and I have no fear but that you will continue to strive in the future, as in the past, to make the Frisco an efficient and valuable servant of the public, economically operated.

Efficient service and painstaking courtesy in all our dealings with the public will infallibly bring us success.

With cordial greetings, I am Yours very sincerely,



President.

James M. Kurn Elected President of Frisco Lines

Assumed Duties Upon Return of Roads to Private Control
On March 1--Is Graduate of School of Hard Work

JAMES M. KURN, who, prior to federal control of railroads, was vice-president of the Frisco, and during federal control general manager, has been elected president of the Frisco Lines, and assumed the duties of that office at the termination of federal control on March 1.

Mr. Kurn was born at Mount Clemens, Mich., October 4, 1870, and his first railroad service was with the Michigan Central as telegraph operator in 1884. In 1887 he went to the Santa Fe as telegrapher, and at the age of 22 became train dispatcher. Subsequent promotions made him chief dispatcher, trainmaster, superintendent and general superintendent in turn.

In 1914 Mr. Kurn left the Santa Fe and went to the Detroit, Toledo & Ironton as president, with headquarters at Detroit. Under his direction this property, which is an important coal-carrying road, was built up and placed in a sound condition.

On March 1, 1918, he left the Detroit, Toledo & Ironton to come to the Frisco as vice-president in charge of operation. During federal control Mr. Kurn was placed in charge of the property as general manager, and under him the Frisco made a remarkable showing as an efficient and loyal organization.

In relating some of his early experiences as a railroad worker Mr. Kurn tells how he was, on one occasion, "hired" and "fired" by wire. When a small boy he learned telegraphy and was hired by wire as an operator on the Michigan Central. When the officials learned of his extreme youth they promptly "fired" him by wire and gave him a place as messenger in the office.

Mr. Kurn's rise to the presidency of the Frisco has not been an easy one. It has been attended with many hard knocks and much hard work. His

formula for advancement and success is earnestness, hard work, loyalty to duty, and always keeping an eye on the goal one aspires to attain.

Mr. Kurn is enthusiastic over the future of the Frisco; he sees a great railroad conducted by an army of loyal workers, whose aim is the rendering of an unsurpassed transportation service, economically and efficiently. He believes in the officers and employes of our railroad, and has firm faith that their co-operative efforts will accomplish great results.

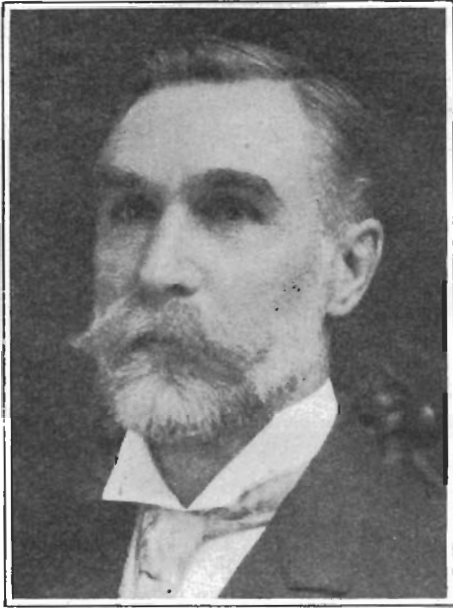
In outlining his policy he says he will not go outside the Frisco organization to find his aides. "All officers will remain with us," he said, "and I intend that promotions shall be made from within our own ranks. I know in that way greater efficiency will be obtained, for the men who are with the road have its interests at heart and it lies with them to achieve our goal, that of making the word 'Frisco' a synonym for one hundred per cent railroad operation."

Other general officers elected, effective March 1 are: T. A. Hamilton, vice-president and assistant to the president; C. W. Hillard, vice-president, in charge of finances; A. Hilton, vice-president, in charge of traffic; B. T. Wood, vice-president and chief purchasing officer; W. F. Evans, general solicitor, and F. H. Hamilton, secretary and treasurer.

C. W. Hillard has been elected vice-president in charge of finances. Mr. Hillard has been with the Frisco in a similar capacity for many years. His office will remain in New York.

T. A. Hamilton, who has been elected vice-president and assistant to the president, has been with the Frisco since 1912, serving in various

capacities. His first railroad service was with the Canadian Pacific Railway at Toronto, Canada, in 1889, as messenger boy in the office of assistant general passenger agent. In 1890



C. W. HILLARD
Vice-president in Charge of Finances

he was made junior clerk, office of assistant general manager, Grand Trunk Lines, and in 1891 was employed by the Central Traffic Association at Chicago. In 1892 Mr. Hamilton entered the service of the Missouri Pacific, holding various positions in the accounting department, until 1900 when with the Illinois Central as bill clerk and later chief bill clerk. In 1905 he entered the employ of the L. & N. as chief clerk to general agent, traffic department. In January, 1912, Mr. Hamilton entered the service of the Frisco in the office of Mr. Nixon, and in July, 1913, was appointed supervisor of efficiency by the receivers. In the fall of 1916, when the road emerged from the receivership, Mr. Hamilton was appointed special representative of the president's office, and later became comptroller. When the Government assumed control of the roads Mr. Hamilton remained with the corporation as vice-president and comptroller, which position he held

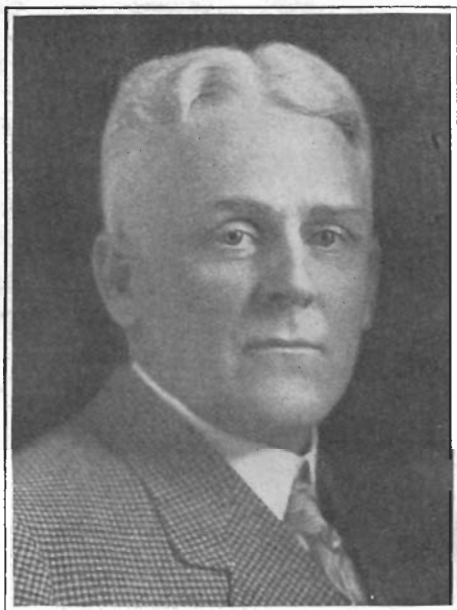
until his election to the office of vice-president and assistant to the president, which is effective March 1, 1920.

A. Hilton, whose election to the office of vice-president in charge of traffic, has been with the Frisco for many years, and since April 1, 1919, has been traffic manager. Mr. Hilton was born at Hamilton, Ont., Canada, and entered the railway service in 1878 as clerk in the employ of the Great Western Railway of Canada. In 1880 he entered the service of the Chicago & Alton as clerk in the passenger department, which position he held until 1884, when he was made city passenger and ticket agent of that road at Kansas City. In 1887 he was Pacific Coast agent of the C. & A., with headquarters at San Francisco. From 1889 to March 1, 1901, he was general agent, passenger department of the C. & A., and from March 1, 1901, to August 17, 1901, was assistant general passenger agent of the Kansas City, Ft. Scott & Memphis. On August 17, 1901, he was appointed general passenger agent of the Frisco, which posi-



T. A. HAMILTON
Vice-president and Assistant to the President
tion he held until October 15, 1913, when he assumed the duties of passenger traffic manager. He remained

in this capacity until September 1, 1918, when he was appointed assistant traffic manager of the Frisco and Katy lines under federal control, and in March, 1919, after the regrouping of



A. HILTON

Vice-president in Charge of Traffic

the roads in the Southwestern Region, he was appointed assistant traffic manager, Frisco lines. About a month later, on April 1, 1919, he was made traffic manager. He now becomes vice-president in charge of traffic.

B. T. Wood, who becomes vice-president and chief purchasing officer, is another who has seen many years' service with the Frisco. He was born December 31, 1878, at Springfield, Mo., where he received his education. In 1897 he began his railway service as stenographer in the office of the division superintendent of the Kansas City, Fort Scott & Memphis. In January, 1899, he became secretary to the general superintendent, and three years later came to the Frisco as secretary to the vice-president and general manager, which position he held for two years. He was then made secretary to the third vice-president of the Rock Island lines and afterward became secretary to the president. He was appointed chief clerk to the president of the Rock Island in

January, 1905, and in December, 1909, he was made chief clerk to the president of the Chicago & Eastern Illinois, which position he held until his appointment as assistant to Mr. Nixon, who was then vice-president of the Frisco. In 1916 he became assistant to the president which position he held until federal control, when he was made assistant to the federal manager. This position he held until his election to the vice-presidency and chief purchasing officer, effective March 1, 1920.

W. F. Evans, general solicitor, has been with the Frisco for a number of years. He first entered Frisco service in 1904 as assistant general solicitor and later became general solicitor in which capacity he has served almost continuously.



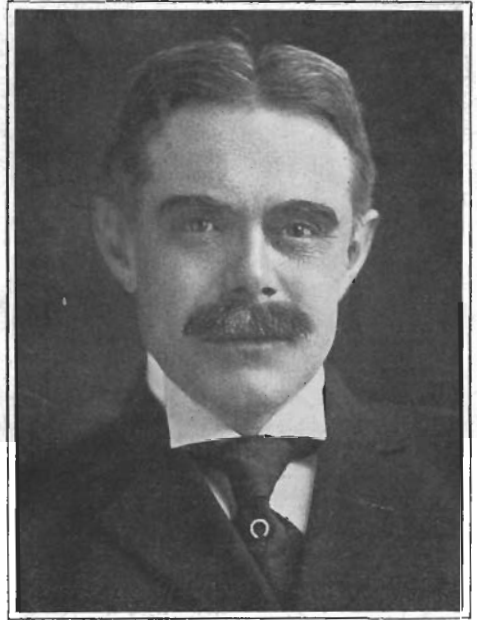
B. T. WOOD

Vice-president and Chief Purchasing Officer

F. H. Hamilton, who has been elected secretary and treasurer, has been with the Frisco for a number of years in a similar capacity. He was born September 5, 1865, at New York, and was graduated from the University of France at Paris in 1883. His first railroad service was in 1885 when he was employed as secretary to general agent, express department,

B. & O. Railroad at New York. In January, 1888, he was made clerk to secretary and treasurer of the Frisco at New York, and in November, 1890, was appointed chief clerk to vice-president at Boston. In March, 1893, he took position as acting comptroller, Santa Fe Railroad, and in January, 1894, was made deputy comptroller of that road. In September of the same year he was appointed cashier for the receivers of the Santa Fe, which position he held until December, 1895, when he was made treasurer for the receivers of the Frisco, and continued as secretary and treasurer of the reorganized company in 1896. In May, 1913, Mr. Hamilton was made treasurer for the receivers of the Frisco, and in 1916 became secretary and treasurer. During federal control he became federal treasurer, and now, under private control, is again made secretary and treasurer.

president and general manager of the Texas lines, with headquarters at Fort Worth. J. E. Hutchison, general superintendent, second district, becomes



F. H. HAMILTON
Secretary and Treasurer



W. F. EVANS
General Solicitor

OPERATING DEPARTMENT.

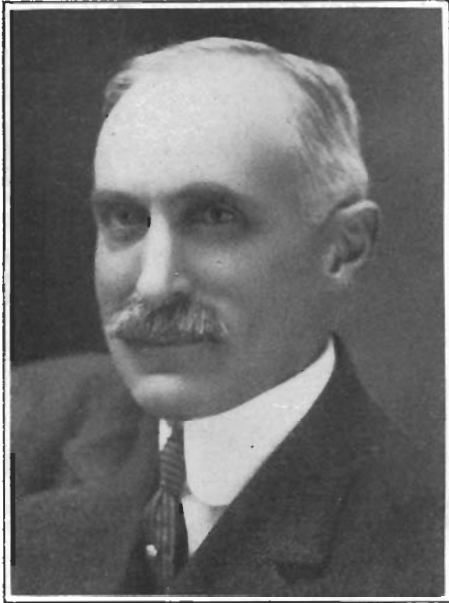
The return of the roads to private control brings about many changes in the operating department. G. H. Schleyer, who has been general superintendent, first district, becomes vice-

general manager, lines north of Texas, with headquarters at Springfield. J. F. Simms, who has been superintendent of the Eastern Division for a number of years, goes to Fort Worth as superintendent of the Texas lines, while H. H. Brown, superintendent on the Northern Division at Fort Scott, becomes general superintendent with headquarters at Springfield. C. H. Claiborne, superintendent of the River and Cape Division, succeeds Mr. Brown as superintendent of the Northern Division, and J. G. Faulkner, superintendent of terminals at Springfield, takes Mr. Claiborne's place as superintendent of the River and Cape Division, with headquarters at Chaffee. J. T. L. Brooks becomes superintendent of Terminals at Springfield, succeeding Mr. Faulkner. F. H. Shaffer becomes superintendent of the Eastern Division, with headquarters at Springfield, succeeding J. F. Simms.

G. H. Schleyer, who has been general superintendent, first district, for

a number of years, becomes vice-president and general manager of the Frisco Texas lines on March 1.

Mr. Schleyer is well known among Frisco employes, and needs no intro-



G. H. SCHLEYER

Vice-president and General Manager, Texas Lines, also General Manager Central and Red River Divisions.

duction. He was born in Chillicothe, Ohio, in 1865, and was graduated from the public and high school when he was 16 years old. He entered the service of the Western Union Telegraph Co. as messenger in 1882 and there learned telegraphy.

In 1883 he entered the service of the C. H. & D. Railway as an operator, and in 1885 was promoted to train dispatcher. To better study methods and practices on other lines, he accepted service with the B. & O. and Big Four as dispatcher until 1888 when he came to the Frisco as dispatcher.

Mr. Schleyer was promoted to chief dispatcher in 1890, and in 1902 became superintendent. In 1912 he was transferred to the Texas lines as vice-president and general superintendent, where he served until the receivership when he was appointed receiver for the North Texas lines. When the receivership was terminated he was elected vice-president and general

manager of the North Texas lines, and in June, 1917, went to Springfield as general superintendent, first district, from which position he goes back to Texas as vice-president and general manager.

J. E. Hutchison, who has been appointed general manager, is well known to most Frisco employes, as he has been with the property for many years.

He began his railroad service as a telegraph operator on the C. & A. at the age of 13, and at 16 was promoted to train dispatcher. Later he served as chief dispatcher and trainmaster on the C. & A. He served for a time on the D. & R. G. as dispatcher at Pueblo, Colo., and with the Union Pacific as dispatcher at Denver. Following his service with the Union Pacific he entered the commercial field for a short time, and on March 1, 1903, he



J. E. HUTCHISON

General Manager lines north of Texas, excluding Red River and Central Divisions.

came to the Frisco as trainmaster, Creek and Sherman districts. On July 1, 1904, he was transferred to Thayer as trainmaster, Ozark Division, and on July 10, 1904, was appointed

superintendent of terminals at Kansas City. On June 1, 1906, Mr. Hutchison went to Fort Scott as superintendent of the Northern Division, retaining jurisdiction over the Kansas city terminals. On August 21, 1907, he was promoted to general superintendent, First District, and on December 15, 1909, was transferred as general superintendent, Second District, which position he held at the time of his appointment as general manager, effective March 1, 1920. Mr. Hutchison's headquarters will be at Springfield.

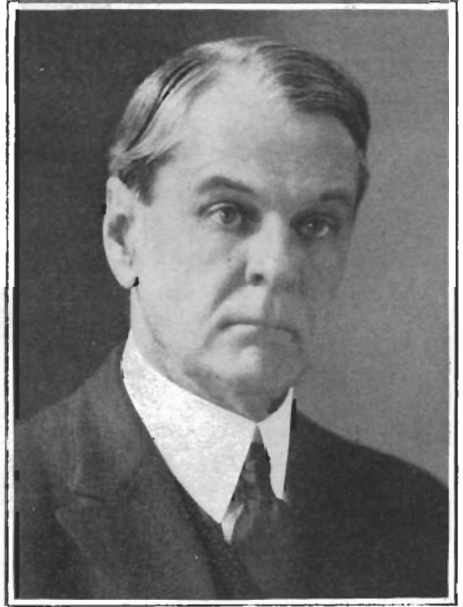
F. H. Shaffer, who becomes superintendent of the Eastern Division, succeeding J. F. Simms, transferred, received his early railroad training as an operator, dispatcher and chief dispatcher for the Big Four at Mattoon, Ill., and Mt. Carmel, Ill. Later he went to the Santa Fe as dispatcher and chief dispatcher, serving at Syracuse, Kan., La Junta, Colo., and Las Vegas, N. M., and later became trainmaster at Las Vegas. After his service with the Santa Fe he became connected with the Ft. W. & D., and finally coming to the Frisco as inspector of transportation. During federal control he was with the Frisco corporation as traffic and transportation agent, which position he held until his appointment as superintendent of the Eastern Division, effective March 1, 1920.

Other appointments in the operating department are: C. J. Stephenson, assistant to general manager, with office at Springfield, and R. B. Cochran, assistant to vice-president and general manager, Texas lines, with headquarters at Fort Worth.

In circular dated March 1, Mr. Kurn announces that effective on that date, the Red River Division is established, consisting of the Creek and Sherman subdivisions, formerly a part of the Southwestern Division, and the Muskogee subdivision, formerly part of the Central Division. The Red River Division and the Central Division will be under the jurisdiction of G. H. Schleyer, as general manager, with office at Fort Worth.

TRAFFIC DEPARTMENT,

Numerous promotions and appointments have been made by Mr. Hilton in the traffic department. C. H. Morrill becomes assistant to vice-president. S. S. Butler becomes freight traffic manager, while J. N. Cornatzer becomes passenger traffic manager. B. H. Stange has been appointed as-



C. H. MORRILL

Assistant to the Vice-president in Charge of Traffic

assistant freight traffic manager, and G. F. MacGregor has been made general freight agent. Robert N. Nash, A. T. Sullivan, F. C. Dumbeck, and H. E. Morris have been appointed assistant general freight agents; B. F. Bowes and J. W. Nourse becomes assistant general passenger agents.

C. H. Morrill becomes assistant to A. Hilton, vice-president, in charge of traffic, on March 1. Mr. Morrill has been with the Frisco for many years in the Industrial Department. On January 1, 1910, he was appointed commercial agent at Detroit, and soon after resigned to manage a sugar plantation and refinery near New Orleans. He returned to the Frisco on May 1, 1912, as clerk in the general freight office. Subsequent promotions made

him chief clerk general freight office, assistant general freight agent, assistant freight traffic manager and director of development in turn. On August, 1918, he was furloughed to the War Department and was appointed assistant chief, Inland Traffic Service of the War Department, with headquarters at St. Louis. On April 1, 1919, he was furloughed to the United States Railroad Administration and appointed assistant traffic assistant, Southwestern Region, with headquar-

In 1897 he was made relief agent, and in 1898 traveling auditor.

His service with the Frisco dates back to 1900, when he became chief clerk, commercial office, at Dallas, then soliciting freight agent, traveling freight agent and commercial agent until 1906, when he became general agent at Ft. Smith. A year later he was appointed general Eastern agent at New York, and in 1912 he became traffic manager of the Texas Lines, and in 1915 he was appointed general Southwestern agent at Houston. In



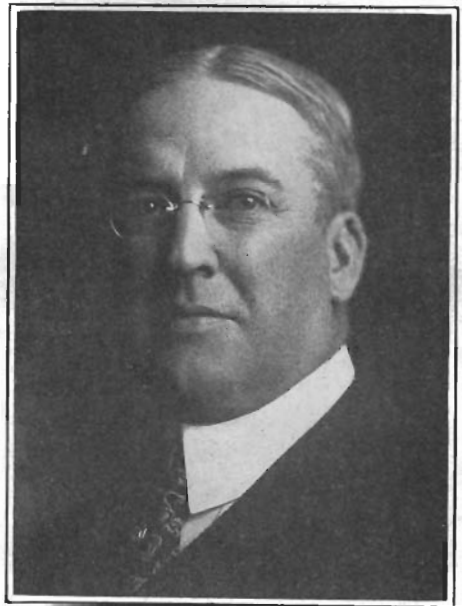
S. S. BUTLER
Freight Traffic Manager

ters at St. Louis. He returns to the Frisco proper as assistant to vice-president.

S. S. Butler has been made freight traffic manager, effective March 1, according to announcement made by A. Hilton, vice-president in charge of traffic.

Mr. Butler was appointed general freight agent on December 1, 1919, succeeding F. C. Reilly, resigned, and his most recent promotion is the second for him within three months.

Mr. Butler first entered the railway service in 1890 as clerk in the auditor's office of the Texas & Pacific at Dallas.



J. N. CORNATZAR
Passenger Traffic Manager

1916 he was transferred to Pittsburgh, Pa., as general agent, which position he held until 1917, when he was made assistant general freight agent, with headquarters at St. Louis. He remained in this position until December 1, 1919, when he was made general freight agent, and now, on March 1, 1920, he becomes freight traffic manager.

J. N. Cornatzar, general passenger agent, has been made passenger traffic manager, effective March 1.

Mr. Cornatzar was general agent of the K. C., F. S. & M. in 1901, when that road became a part of the Frisco, when he became division passenger

agent at Memphis. During the affiliation of the Frisco-Rock Island lines he was general agent, both roads, at Memphis. Upon the discontinuance of the affiliation of these roads in 1910 he was appointed assistant general passenger agent, with headquarters at Memphis, and in 1914 he was appointed general passenger agent at that place. On January 1, 1910, he became general passenger agent, with headquarters at St. Louis, which position he held until his most recent appointment.



G. F. MACGREGOR
General Freight Agent

B. H. Stanage, whose appointment as assistant freight traffic manager, has recently been announced, entered the service of the Frisco on March 18, 1895, as office boy in the office of the auditor. Promotions placed him in various positions in the auditing department, when on August 4, 1904, he was transferred to the general freight office as statistician. In April, 1905, he went to Chicago as statistician in the office of the third vice-president Frisco-C. & E. I. On August 28, 1906, he was made chief clerk in the general freight office of the C. & E. I. at Chicago. In April, 1910, he was promoted to general freight agent, C. & E. I., in

charge of traffic and freight claims, and on January 1, 1912, he came to the Frisco as assistant general freight agent at St. Louis. On October 1, 1916, he was made general freight agent, which position he held until federal control, when he was made assistant general freight agent. He leaves the office of assistant general freight agent to become assistant freight traffic manager.

C. F. Macgregor's appointment as general freight agent follows a thirty-five years' service with the Frisco. He first entered the service in 1883 as clerk in the auditor's office, K. C., F. S. & M., at Kansas City, and in 1887 became traveling auditor. In 1895 he was appointed freight accountant, and in 1897 was made assistant cashier and paymaster. In 1898 he was made assistant to the comptroller. When the K. C., F. S. & M. became a part of the Frisco in 1901 he went to Memphis as local freight agent. In 1907 he was made freight claim agent at St. Louis, and in 1911 became assistant general freight agent at Memphis and St. Louis, which position he held until he was appointed general freight agent.

Other appointments in the traffic department are: S. A. Hughes, colonization agent; E. J. Perry, general baggage agent office, Springfield; E. F. Tillman, general live stock agent office, Springfield; W. I. English, supervisor of agriculture; G. W. Green, industrial commissioner, E. C. Hoag, assistant industrial commissioner, offices in St. Louis.

C. O. Jackson remains as general passenger agent at Fort Worth, and W. B. Wells is general freight agent at that place. Other traffic department appointments are: J. H. Doughty, division freight agent; J. R. McGregor, district passenger agent; H. F. Stender, traveling freight agent, with offices at Birmingham; Ashley Johnson, division freight agent, Fort Smith; D. F. McDonough, division freight agent; F. R. Newman, division passenger agent, both at Joplin;

H. F. Sanborn, division freight agent; J. C. Lovrien, division passenger agent; E. F. Edgecomb, traveling freight agent, all at Kansas City; R. E. Buchanan, division freight agent; A. P. Mათews, division passenger agent; I. Benson, traveling freight agent, all at Memphis; H. C. Conley, assistant general freight agent; L. W. Price, division passenger agent, both at Oklahoma City; F. J. Lawler, division freight agent; F. P. Farrell, commercial agent; H. D. Block, traveling freight agent; F. J. Deicke, division passenger agent; C. E. Rose, traveling passenger agent, all with offices at St. Louis; J. E. Springer, division freight agent; E. O. Bittner, passenger agent, both at Tulsa; F. E. Clark, division freight and passenger agent, Wichita. Off line agents appointed are: C. A. Forrest, general agent, freight department, and R. C. Gentry, general agent, passenger department, both with offices at Atlanta; W. S. Merchant, general agent, Chicago; C. S. Hall, general agent, Cincinnati; A. H. Stevens, general agent, Denver; W. C. Preston, general eastern agent, New York; O. M. Conley, general agent, Pittsburgh, Pa.

ACCOUNTING DEPARTMENT.

E. H. Bunnell, who becomes general auditor, makes the following appointments, effective March 1: S. J. Fortune, assistant general auditor; G. B. Perkins, assistant general auditor; H. W. Press, assistant general auditor (in charge of statistics); C. T. Davis, valuation accountant; G. B. Davis, auditor of disbursements; F. C. Freiburg, auditor of freight accounts; Conrad Goehausen, assistant auditor of freight accounts (in charge of freight overcharge claims); J. C. Briggs, auditor of passenger accounts; J. C. Starkey, auditor of station accounts, and H. W. Johnson, car accountant. With the exception of the car accountant, whose office is located at Springfield, all of the foregoing will have headquarters in St. Louis.

E. H. Bunnell, who has been appointed general auditor of the Frisco,

has been auditor of the Frisco corporation since May 1, 1919.

He was born in Trinidad, Colo., February 17, 1882, and his first railroad experience was with the Santa Fe in 1900, when he accepted a position as timekeeper. He rose steadily until on May 1, 1910, he was made auditor of disbursements for that road. He continued in this position until he came to the Frisco on May 1, 1919, as



E. H. BUNNELL
General Auditor

auditor for the corporation. He assumes his new duties as general auditor on March 1.

S. J. Fortune, who becomes assistant general auditor, began his railroad service with the Frisco in 1897 as clerk in the accounting department. He held various positions in the accounting department until 1916, when he served for about ten months with the Interstate Commerce Commission. Returning to the Frisco on December 1, 1916, he was made assistant to the

agent at Memphis. During the affiliation of the Frisco-Rock Island lines he was general agent, both roads, at Memphis. Upon the discontinuance of the affiliation of these roads in 1910 he was appointed assistant general passenger agent, with headquarters at Memphis, and in 1914 he was appointed general passenger agent at that place. On January 1, 1910, he became general passenger agent, with headquarters at St. Louis, which position he held until his most recent appointment.



G. F. MACGREGOR
General Freight Agent

B. H. Stange, whose appointment as assistant freight traffic manager, has recently been announced, entered the service of the Frisco on March 18, 1895, as office boy in the office of the auditor. Promotions placed him in various positions in the auditing department, when on August 4, 1904, he was transferred to the general freight office as statistician. In April, 1905, he went to Chicago as statistician in the office of the third vice-president Frisco-C. & E. I. On August 28, 1906, he was made chief clerk in the general freight office of the C. & E. I. at Chicago. In April, 1910, he was promoted to general freight agent, C. & E. I., in

charge of traffic and freight claims, and on January 1, 1912, he came to the Frisco as assistant general freight agent at St. Louis. On October 1, 1916, he was made general freight agent, which position he held until federal control, when he was made assistant general freight agent. He leaves the office of assistant general freight agent to become assistant freight traffic manager.

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auditor, which position he held until federal control. During federal control he was secretary and assistant treasurer of the corporation.

George B. Perkins, who becomes assistant general auditor under the re-organization preparatory to the roads being returned to private control, is another man who has served many years with the Frisco.

Mr. Perkins was born in 1865 and first entered the railway service in 1890 with the P. C. C. & St. L. in the maintenance department. In 1892 he went to the C. N. O. & T. P. In 1901 he went to the K. C., F. S. & M. as clerk in the accounting department, and when that road was consolidated with the Frisco he was transferred to St. Louis. In 1911 he resigned to engage in agricultural work at Portland, Ore., but one year later entered the service of the Spokane, Portland & Seattle, and in January, 1914, entered the employ of the Interstate Commerce Commission and in 1918 he returned to the Frisco as special accountant. On August 1, 1918, Mr. Perkins was appointed assistant auditor, and about eight months later he was appointed assistant federal auditor, which position he held until his most recent appointment.

H. W. Press, who has been appointed assistant general auditor in charge of statistics, is another man who has worked his way up in the Frisco organization, having first entered Frisco service in 1902.

Mr. Press began his railroad career in February, 1901, as stenographer and clerk in the office of chief engineer, bridges and building, Missouri Pacific Railroad, at Pacific, Mo. On April 15, 1902, he came to the Frisco as stenographer and clerk in the accounting department, later being placed on statistical work of the miscellaneous accounts department. On November 1, 1916, he was appointed statistician, which position he has held continuously since that time, until his most recent appointment.

ance matters he will report direct to the president, and on all safety matters to the general manager.

ENGINEERING DEPARTMENT.

In the engineering department, F. G. Jonah, chief engineer, announces the following appointments, effective March 1: C. B. Spencer, valuation engineer, St. Louis; H. B. Barry, principal assistant engineer, St. Louis; J. M. Sills, district engineer, Springfield; D. E. Gelwix, division engineer, Eastern Division, Springfield; R. Owen, acting division engineer, Southwestern Div., Sapulpa; E. T. Bond, division engineer, Western Division, Enid; H. F. Busch, division engineer, Northern Division, Ft. Scott; J. G. Taylor, division engineer, Southern Division, Memphis; L. L. Kerns, division engineer, River and Cape Division, Chaffee; Perry Topping division engineer, Central Division, Ft. Smith.

The office of assistant chief engineer has been abolished. District engineers will report to the general superintendent on Maintenance of Way matters, and to the chief engineer on Engineering matters. Division engineers will report directly to the division superintendents in charge of their respective territories on Maintenance of Way matters and to the district engineer on Engineering matters.

On the Texas lines, F. P. Swartz has been appointed district engineer and T. E. Bliss, division engineer, both with offices at Fort Worth.

MISCELLANEOUS.

A. H. Jones has been appointed supervisor of wages with office at St. Louis, in charge of all wage and schedule matters for all departments, and reports direct to the president.

C. C. Higgins has been appointed superintendent of motive power, with office at Springfield, reporting directly to the president.

J. L. McCormack has been appointed superintendent freight loss and damage claims, with office at Springfield, vice L. C. McCutcheon, resigned.

G. L. Ball has been appointed superintendent of insurance and safety, with office at St. Louis. On all insur-

Dairying in the Ozarks

Big Development in Industry—Butter Production 10,000,000 Pounds Last Year

By W. L. ENGLISH
Supervisor of Agriculture

FOR a number of years, the Frisco has been greatly interested in the possibilities of increased dairy production in the Ozarks of Southern Missouri. A great deal of time has been given through the Development Department to this industry and the growth of the business, together with a keen interest now being taken in the development of the sections where dairying has been established, is highly gratifying. The steady growth of the industry indicates clearly that dairymen in the Ozarks of Missouri have a very bright future and the steady year by year increase in outturn from the dairy farms is ample proof that the business is on a permanent paying basis.

The records indicate that the first shipments of cream to creameries in the Ozarks began about sixteen years ago. There was nothing representative of a dairy industry at that time. The small amount of milk produced came from ordinary scrub cattle, and there were only one or two very small local creameries in existence, with a little milk produced as a side line to general farming operations. No material change occurred in the situation, except a slight improvement in the quantity of cream produced and the establishment of a few scattering local dairies, up until about 1910. From that date on dairy development has progressed rapidly, with an increased output which averages close to 25 per cent each year as against the previous year. Reports from twelve creameries in the Ozarks of Missouri show the following outturn of butter: 1916, 4,653,967 pounds; 1917, 5,559,877 pounds; 1918, 7,212,250 pounds.

These figures do not by any means include all the creameries operating in

the Missouri Ozarks. We estimate from our butter movement that the volume produced in 1918 in Missouri Ozarks territory tributary to the Frisco Lines ran approximately 9,000,000 pounds; 1919 outturn will be considerably more than 10,000,000 pounds. At current prices this butter has easily brought an average of 50 cents a pound to the producer.

Eight years ago the Frisco was handling only one butter refrigerator car per week from the Ozarks to the Southeast and the tonnage was so light that the car was maintained only as a development proposition. Five cars per week, each generally loaded to capacity, now operate over this same route and several other through cars and pick-up cars are routed in other directions. Special cars for the handling of cream cans are attached to trains running out of Springfield to the Southeast. Between 600 and 700 cans of cream per day are handled at Springfield alone. To make this production possible, it has been necessary to change in a large measure the conditions on the farm surrounding production of dairy products. Instead of being a side line to general farming business, dairying is becoming one of the chief industries of a large percentage of farmers living in certain sections of the Ozarks. Scrub cattle have been replaced in a large measure by high producing cattle, both pure bred and grades.

The Inbring of High Grade Dairy Cattle

In 1917 and 1918 our dairy agent assisted dairymen in the Ozarks in the selection of 641 head of high grade dairy cattle. In addition to the figures mentioned above, our dairy agent inspected and passed on several hundred

head of dairy cattle, mostly pure breeds, which were sold at public auction through the Ozarks. The cattle referred to came from some of the best herds of dairy sections of Wisconsin and other states and were selected primarily for their milk-producing qualities.

In addition to betterment in the grade of cattle, there has been remarkable improvement in the handling and care given dairy stock. As better cattle were produced, it became necessary to build first-class dairy barns, construct silos, purchase milking machines, separators and general dairy equipment. Hundreds of dairymen who started in a very modest way have now provided themselves with up-to-date general dairy surroundings, which permit them to handle their output economically. The dairy business has brought in to the country a steady flow of money in volume sufficient to aid very materially in the general development that has taken place. Without this industry the Ozark section of Missouri would have been in a bad way financially at times when crop conditions were unfavorable.

The Frisco has assisted in the development of the dairy industry in its territory by maintaining a dairy division of its Development Department for the last ten years. The man in charge is a practical dairyman, who has had experience in the dairy business in the Ozarks and is thoroughly familiar with every phase of the situation in that territory and well acquainted with the dairy industry in other sections. His time has been given to lecture work throughout our producing territory; preparation of booklets on various phases of the dairy business; issuing circular letters to 4,000 Ozark dairymen on our mailing list, advising them as to the best methods of feeding and handling cattle under the conditions prevailing at the time; assisting in the selection of dairy stock, barn equipment, etc.; aiding in finding an outlet for the butter product, and helping to maintain refrigerator schedules that best meet market demands.

Adapted for Dairying, Fruit Growing and Meat Production

The fact that the Ozarks, as a whole, is not suited to general grain farming ought to be recognized by everyone acquainted with the conditions there. Successful agriculture for this section will have to be based on dairy production in territory adjacent to the railroad or within near reach of a suitable market; fruit growing on the lands adapted to this type of farming, and the production of hogs and beef cattle in the territory more remote from the railroads. Cultivated land should be devoted either to horticultural pursuits or the production of feed and grain for live stock.

Many sections of the Ozarks are simply ideal for the production of dairy products. Soil, topography and climatic conditions have joined to make the situation ideal for the dairyman if he takes advantage of the conditions. This land can be brought to a state of high production by use of manure produced on farms where dairy cattle are kept. The altitude, shade, abundance of water and nutritious pasturage, coupled with crops that can be grown for the silo under suitable care of the soil, provide everything that a dairyman might desire. Purchase of the extra grain necessary is a minor factor where the other necessities can be provided at home. With suitable fostering and a little encouragement occasionally from outside sources, there is no reason why the dairy outturn of this section should not grow to enormous proportions. Production at present is nothing compared to what it can and should be made. Comparatively speaking, few of the men now milking cows are turning out anything like maximum production and thousands of farmers, well equipped in most respects for the handling of dairy products and with a liking for the business have not yet gone into it on any scale. An increase of a 1,000,000 pounds of butter fat per year, a thing which could be accomplished with very little effort, would eventually transform many sections of

the Ozarks from their present condition into wonderfully prosperous and highly profitable communities.

The development of the ice cream business and the making of by-products from other outside lines to the dairy business have added immense sums to the farmer's income. The breeding and handling of pure bred dairy cattle is becoming quite an industry.

The development of a milk supply for St. Louis is a thing that could easily be accomplished if proper attention was given it. The dairy development mentioned above has not occurred in immediate St. Louis territory, but the conditions are right in the section adjacent to St. Louis to bring about sufficient increase in milk output to supply a large portion of the needs of the city. Already one large condensery is located in our territory, consuming 50,000 pounds of milk per day and getting practically all of its output by wagon haul. Production has been increased in three years from practically nothing to this amount, and similar increases in production are possible at many points, provided immediate market is made available. Considerable milk is already being shipped into St. Louis from nearby points in the Ozarks, but the volume is nothing compared to what it could be made.

FEDERAL AID TO SOLDIERS.

IN almost every community in the United States there is a discharged soldier, sailor, marine, or war nurse suffering from some injury, or ailment, which dates back to service with the fighting forces.

Often this injury or ailment has made it hard or impossible for them to fit in where they did formerly. They are handicapped and need help; not charity, but mental and physical reconstruction. In many cases such people unfortunately keep their troubles to themselves. They are reluctant to seek aid or advice, for fear their

friends might consider them weak. Possibly you know such a person.

If you do, encourage him to take his troubles to the Government. The War Risk Insurance Bureau and the United States Public Health Service are especially anxious to get in touch with such individuals. The Public Health Service has set up a chain of reconstruction bases throughout the country for beneficiaries of the War Risk Bureau. These are not army hospitals, nor is there army discipline in connection with them, but rather a system of hospitals similar to the general hospital in large cities except that the treatment is free and goes much further than in the ordinary hospital.

Recreation, vocational training and wholesale entertainment are combined with treatment. While men are being bodily rebuilt they have the opportunity of learning some useful occupation, or pursuing academic studies. They are taught not only to find themselves, but to better their condition. The environment is as homelike as it is possible to make it.

A great many men who went into the army have developed tuberculosis and other diseases requiring special treatment. The Public Health Service has separate hospitals and sanatoriums for these patients, where they may get the best treatment known to medical science.

A large number of soldiers are not yet aware that the Government offers them treatment. Please tell them.

Afraid to Start Anything.

"Crimson Gulch seems a remarkably quiet and orderly town now."

"Yes," replied Cactus Joe. "It seems that way. Nearly everyone of us is some kind of a plain clothes man now to watch everybody else to see that they ain't no kind of a law violated. The result is a sort of a deadlock."—
Washington Star.

A new definition for co-operation came to us the other day—it is the art of helping yourself by helping the other fellow.

V. K. HENDRICKS LEAVES SERVICE.

V. K. Hendricks, assistant chief engineer, has resigned, effective March 1, to accept service elsewhere, leaving a multitude of friends on the Frisco who will regret the incident.

Mr. Hendricks was born in 1869 and was graduated from Rose Polytechnic Institute in 1889, and again in 1900.

His first railroad service was with



V. K. HENDRICKS

the Fairhaven and Southern and Beilingham Bay and Eastern Railroad in the State of Washington from 1890 to 1893, as draftsman, transitman and assistant engineer.

In 1893 he went with the Vandalia lines as assistant engineer and later engineer maintenance of way. In 1902 he went to the B. & O. as assistant to engineer of maintenance of way, and in 1905 he was appointed division engineer, Baltimore Division.

He came to the Frisco in January, 1907, as assistant engineer maintenance of way, and in 1911 was made principal assistant engineer, including jurisdiction over timber treatment. In March, 1913, he was appointed assistant chief engineer, and when Col. F. G. Jonah, chief engineer, left to enter the mili-

tary service, he became chief engineer. In July, 1918, Mr. Hendricks was appointed federal chief engineer, and in February, 1919, when Col. Jonah returned from the military service, he was made assistant chief engineer, which position he held until his retirement on March 1.

During his service with the Frisco, Mr. Hendricks made many friends among the employes. His amiable disposition and fairness won him the admiration of all who knew him.

Upon learning of Mr. Hendricks' resignation, the employes of the engineering department, as a token of their esteem, presented him with a 19-jewel, 14-karat gold Howard watch and chain, a leather traveling bag, a leather portfolio and a toilet set.

J. S. PYEATT BECOMES PRESIDENT GULF COAST LINES.

J. S. Pyeatt, who has been federal manager of the Frisco Lines since March 1, 1919, has been elected president of the Gulf Coast Lines, effective March 1, with headquarters at Houston, Texas.

Mr. Pyeatt is well known in railroad circles, especially of the Southeast. He was born in Arkansas and entered the railway service in 1894 as a clerk in the local station of the Big Four at Cairo, Ill. In 1901 he became chief clerk to the general superintendent of the Iron Mountain in St. Louis, and in 1904 was made chief clerk to the general manager of the Missouri Pacific-Iron Mountain.

In 1905 Mr. Pyeatt went to the Pere Marquette as superintendent of the Buffalo Division, with headquarters at St. Thomas, Ont., and later was transferred to Detroit as superintendent of the Detroit District. In 1911 he returned to the Southwest, entering the service of the Frisco as superintendent of the River & Cape Division, with headquarters at Chaffee. In 1912 he was made vice-president and general superintendent of the Frisco Texas lines. When the government took over the railroads in 1918 Mr. Pyeatt was made federal manager of all the Texas lines, and remained in that ca-

capacity until his appointment as federal manager of the Frisco, succeeding LeRoy Kramer, resigned.

GEORGE H. RUSSELL LEAVES SERVICE.

George H. Russell, who has been in Frisco service for a number of years has resigned, effective March 1, to en-



GEORGE H. RUSSELL

gage in the mercantile business in St. Louis.

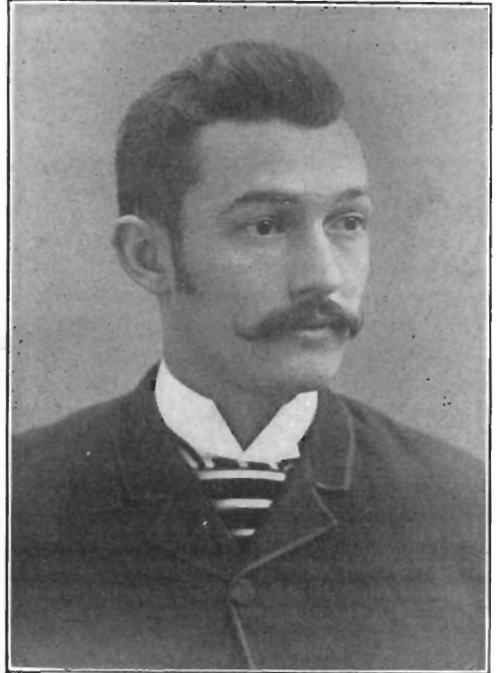
Mr. Russell entered the service in 1903 in the office of auditor of freight accounts. In 1904 he was made chief bridge accountant at Memphis, which position he held until 1916 when he was placed in charge of the bill collection department in the general auditor's office in St. Louis. He held this position until his retirement.

Mr. Russell has many friends among Frisco employes who will regret his leaving the service, and who wish him continued success in the commercial world.

W. A. WYKOFF DEAD.

W. A. Wykoff, veteran agent at Oswego, Kansas, died at his home in that city on January 29, 1920, after an illness of but a few hours.

Because of his long service with the Frisco Mr. Wykoff is widely known among the employes. He was born in New York State in 1864. His first railroad service was with the Lehigh



W. A. WYKOFF

Valley as an extra agent. Owing to a breakdown in health he came West in the hope that the climatic change would benefit him, and located at Millspring, Mo., as agent for the Iron Mountain. After about a year he deemed it necessary to go to Colorado for his health, and on the way was urged to take a station on the M. K. & T. at Vinita, Okla., which he did. In 1888 he was sent to Oswego and six years later was promoted to the general offices at Parsons, but a few months later returned to Oswego where he soon became agent for the Frisco, which position he has held continuously until his death.

Mr. Wykoff is survived by a widow, son and daughter, also by a sister and two brothers. The funeral was held February 2 and was attended by many railroad men who had known Mr. Wykoff for many years. The pallbearers were F. S. Whitsett, W. F. Schofield, T. Y. McSpadden, Robert Holland, Harvey Morris and Leo Woods.

Our sincere sympathy is extended to the family.

C. B. SEARS RESIGNS.

Charles B. Sears, for many years connected with the auditing department of the Frisco, has resigned, effective February 15, to accept service with a firm of public accountants.

Mr. Sears entered the service in 1904, and for several years was traveling accountant out of Springfield, and later became **special accountant** in the comptroller's office in St. Louis.

SANTA FE HEAD DIES.

E. P. Ripley, chairman of the Board of Directors of the Santa Fe, died February 4, at Santa Barbara, Cal., at the age of 75 years. Mr. Ripley was widely known in railroad circles, having been for many years president of the Santa Fe. He began his railroad career at the age of 21 with the Pennsylvania railroad, working himself up to the presidency of the Santa Fe, which position he attained on January 1, 1896. His ability as a railroad executive brought great results for that system, and at the time of his death was one of the best known railroad men in the country.

TALKS OVER BOYHOOD DAYS WITH GEN. PERSHING

W. Lafe Heath, General Chairman O. R. C., Frisco Lines, a boyhood friend and playmate of General John J. Pershing, tells of having been granted an interview by the General while in Washington a few weeks ago.

Mr. Heath was reared at Laclede, Mo., the boyhood home of General Pershing, and knows, perhaps, as much about the General's boyhood as any man living.

A few weeks ago Mr. Heath was in Washington and while there called at the Shoreham Hotel where General Pershing was staying, and spent an hour discussing old times. It was the first time they had met for forty years.

"When I called at the hotel I handed one of the general's aids my card," says Mr. Heath in speaking of the meeting. "He told me there was no chance to see the general, that he was resting and would see no one. Then I wrote him a little note. A minute later the aid came down and said the general would be glad to see me.

"We had a long talk about the old boyhood days in Laclede. I told the general of the celebration they had there in his honor a year ago last Fourth and he said he would like to slip in on the folks without them knowing he was there—just step out of the old Brown Hotel some morning and make the rounds of the town. (This interview was before the General's recent visit to Laclede.)

"General Pershing seemed to enjoy the visit as much as I. He laughed heartily, thoroughly demonstrating that he has retained the simplicity he possessed as a boy. Although we had not seen each other in forty years, there was no restraint."

GEORGE B. FARR VICTIM OF PNEUMONIA

George B. Farr, 29 years old, brakeman of Joplin, died at his home in that city on February 10 as a result of double pneumonia.

Mr. Farr was born in Joplin, August 7, 1890, and has lived there all his life. He will be remembered by readers of The Frisco-Man as "Brakeman Farr," who has contributed cartoons for reproduction. His cartoons attracted wide attention among the employes which, together with his amiable disposition, won him a host of friends all over the road, who will be shocked to learn of his sudden death.

He is survived by his wife, Naomi, and mother, Mrs. J. W. Hutcheson, of Neodesha. He was a member of the

B. R. T. of Monett, a number of the members of which attended the funeral.

In behalf of the Frisco employes and the editor of The Frisco-Man, our most heartfelt sympathy is extended to the wife and mother.

**PRESENTED IN UNMISTAK-
ABLE TERMS**

Naturally because of dealing with so many different firms and people in all walks of life, as we do in the Claim Department in the adjustment of loss and damage claims, a varied class of correspondence is received—from the party, perhaps representing the big firm, who couches his correspondence in the finest terms and best English, to the individual patron, who may have a very limited knowledge of the proper use and spelling of the Queen's English. As for the latter, some amusement may be derived in the reading of the following, addressed to this department, by a dealer handling grain and who had unfortunately been obliged to file claim for loss:

"i seat miself to wright you a fiou liens to let you no that we have a clame that we want pade bekaus the wheat when it wuz unloaded did not hold out as much as what it wuz when we loaded hit into the car and we woud ceartenley apreshiate it if you kud git this clame befoar the propper ofishels and tel them to pa it at there erleast conveanients.

the reson we air filing this clame is he-kaus wun of the planks on wun sied of the car was bussted and it wuz leaked and we hope yew air the saim"

yure freand

(Signed).....

The above is an exact reproduction

of the letter received, but for obvious reasons the name of the gentleman writing same is omitted.

**W. LAFE HEATH AGAIN HEADS
FRISCO CONDUCTORS**

W. Lafe Heath, who has been General Chairman, Order of Railway Conductors of the Frisco Lines for the last two years, was re-elected to that office on January 12, last, for a term of three years.

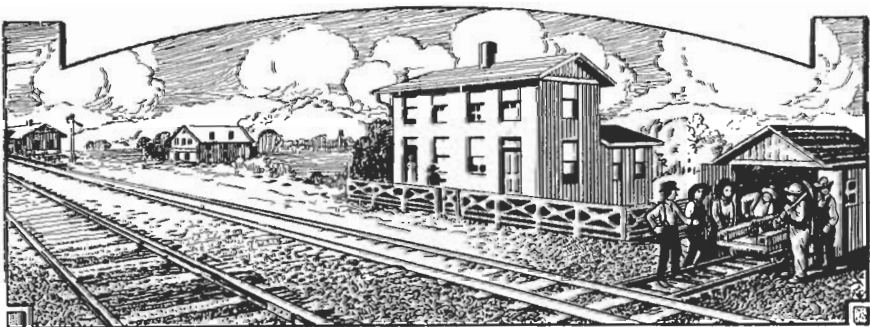
Mr. Heath first entered Frisco service some twenty years ago, and soon after was promoted to the passenger service; and in point of surface, he is one of the oldest passenger conductors on the road.

He has been a member of the O. R. C. since 1883, and during his career has held various offices in that organization. His long experience and wide acquaintance particularly fits him for the position he now holds.



CAROLYN YEAKEY

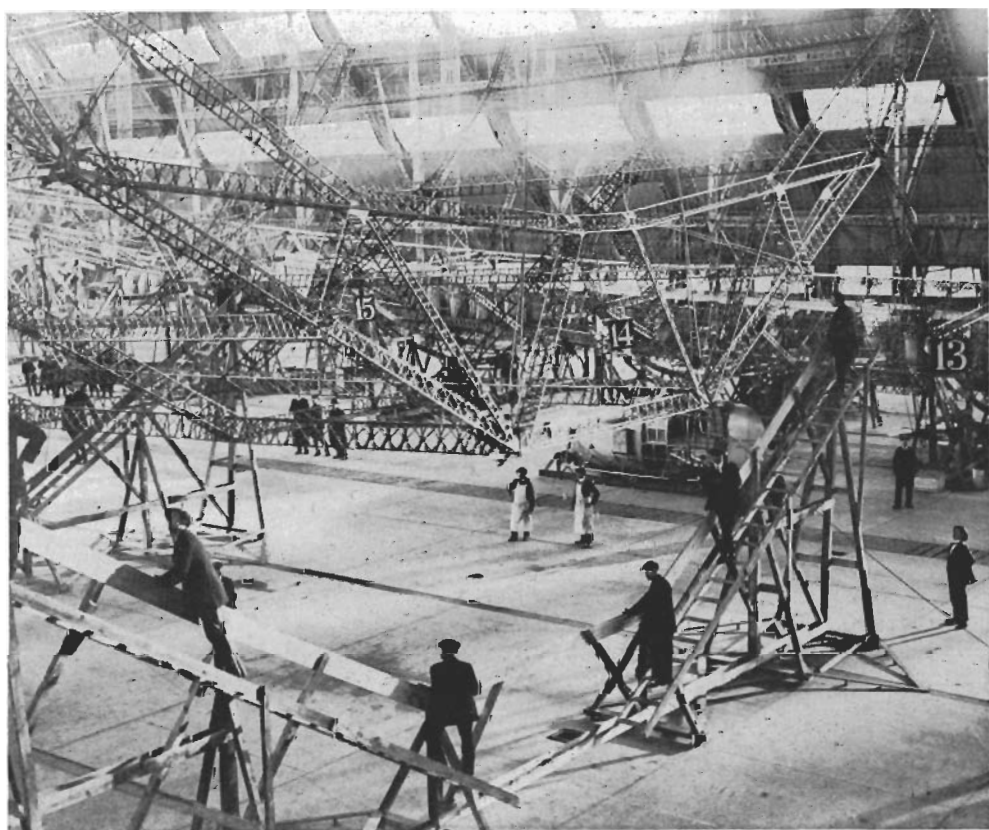
Seven-months-old daughter of Norman Yeakey, secretary to the president.





NEW PHOTOGRAPH OF MEMBERS OF INTERSTATE COMMERCE COMMISSION

A new photograph of the members of the Interstate Commerce Commission, made February 2, 1920. *Left to right:* Joseph B. Eastman, Winthrop M. Daniels, Balthaser H. Meyer, Edgar E. Clark, Clyde B. Michison, chairman; Chas. C. McChord, Henry C. Hall and Robert W. Wooley.



HUGE AIR VOYAGER BEING BUILT FOR THE U. S.
The R-39 which has been sold to the U. S. and is now being rapidly constructed at Bedford.

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No. 3

EDITORIAL

POLITENESS

NOAH WEBSTER'S interpretation of the word "Politeness" is "good breeding, courtesy." Now that we have our introduction let us proceed with the story in connection with this word.

It is a fact that men through politeness in conjunction with their ability have risen to the top of the ladder in the commercial world. Politeness will command attention when all else fails, it is not the expensive suit of clothes and high collar that makes the man; it is good breeding.

What does good breeding really mean? Does it not mean good home training to begin with, to have regard for other peoples' feelings to be obliging, obedient, prompt, truthful and honest, to be neat and clean and treat your neighbor as you would have him treat you.

Don't imagine for a moment that politeness is fully covered by "thank you," "yes, sir, or no, sir," and by way of explanation let us give you one illustration of politeness and its reward.

Not so very long ago, a very influential railroad official was traveling in the Southwest and had occasion to get off at a junction and wait for another train. This gentleman was a very busy man, and had important matters on his mind. He asked the ticket clerk at the little station what time the train was due, and the clerk informed him in a most polite manner, and the official thanked him. In the meantime he was mentally busy and returned later and asked the ticket clerk the same question, who replied in the same polite manner. Again un-

consciously the official asked the ticket clerk the same question and again received the same polite reply. As the train came along the ticket clerk again informed the official that this was his train.

After getting comfortably seated this official had occasion to reflect on the unusually long delay at the junction, and his reflection drifted to the ticket clerk's pleasing manner, which indeed, attracted his attention, busy as he was. Turning it over and over in his mind, drawing the comparison between the ticket clerk and another recent experience. Says the official to himself, "This man is the living embodiment of service with a gentleman's training, and just the kind of treatment I want my employes to give the public."

In due time the ticket clerk was summoned to the General Office, and today is a high official of that particular road.

Politeness costs nothing, it is not even a burden, give it a broader scope than "thank you, yes, sir, no sir."

Let us try to emulate the ticket clerk.

Climb into the band wagon, we're playing a great game. Here's the game—we're going to make each month beat last month and the same month of the year before. The password for admission to the game? That's easy! It's "Co-operation."

BOYS, HERE'S YOUR QUEUE!

FOR the benefit of the few of us who still maintain that success in the railroad world lies only with those endowed with special privileges and "pulls," we wish to call attention to the experiences and careers of the new general officers of the Frisco. In every instance it will be noted that the men started at the very bottom of the ladder, as messengers, clerks, operators, chain men, etc. The road to success, indeed, has not been a short one in any instance, nor has it been a smooth one, as any of them will testify. Their success, however, only reminds us that we, too, have the same opportunity, but unless we are made of the stuff which succeeds, we cannot

hope for advancement. A retarding element with most of us is that we expect to go forward too rapidly; before we have served our apprenticeship or have won our "spurs," and because we do not advance as rapidly as we think we should, or would like, we become disheartened and say, "what's the use." When a man reaches this stage he is already doomed to failure, unless he renews his mind and vigor and takes a new lease on life. Courage very largely sums up the difference between success and failure; courage to keep everlastingly at it; courage to surmount any obstacles that may present themselves, for they must be surmounted. Faith is another element that goes for success, without which success is almost impossible. Loyalty to duty is another qualification that is demanded of those who would forge ahead.

The story of the rise of the various officers of the Frisco, as told in this issue, contains the following moral: That success comes slow; that it is attended by many setbacks; that it comes only to those who have courage, faith and loyalty to duty; that we have equally as good a chance to climb the ladder of success as any of these men; and that it comes only after years of conscientious service, hard work, and determination to go higher.

Boys, this is your queue!

Falsehoods never build successes; truth is sure to create confidence, the corner stone of success.

ANONYMOUS CONTRIBUTIONS

THE unsigned communication and the unknown contributor are two factors with which the average editor has to deal. Perhaps those who have not had experienced

do not know the annoyance caused by receiving such unsatisfactory missives. We know of no good reason why anyone should hesitate to sign his name and address to communications which he sends in for publication. Time-honored ethics of the "profession" forbid the use of the contributor's name where it is specified that the name not be used, and this being the case any one can feel free to sign his name to any communication he might send in.

The principal offenders are those of us who are poetically inclined, and those who want to poke fun at a co-worker without our identity becoming known. We have repeatedly called attention to this matter, but our advice is not heeded, as the volume of unsigned communications received each month holds up well and shows signs of growing.

Unless the writer is a professional, and has taken unto himself a nom de plume it is not desirable that a contributor use any other than his own name.

Always remember this, that if you do not want your name used in connection with anything you might contribute, say so, and any reference to you will be avoided, but always in submitting communications, sign your name and give your address.

JUSTIFIED

"What did the doctor say?"

"Let nature take its course."

"And he had the nerve to charge for advice like that?"

"Sure. He says if he hadn't come along at the psychological moment his fool patient might have tried to interfere with nature."—Birmingham Age-Herald.



The Engineer and the Pilot

By NATHANIEL DICKINSON

PATTERSON leaned out over the low rail of the gangway-port and surveyed the river above. It was black, as black as the pall of the sky above it, as black as the grime on the engineer's hands, as the frown on his dark face and the mood which caused it whenever the picture of the dapper young pilot, in his natty blue uniform and black-visored cap, on the upper deck, passed before his mind and stirred afresh the hate which lay smouldering in the depths of his soul.

There was something soothing, then, in the very anger of the elements to the engineer of the Sayville. The startling, vivid whiteness of the white-caps which here and there showed their teeth against the black-green of the river, the dull glow of red, half-way up the northern horizon, which marked the track of the coming storm, and the yellow-white glare of the twisting lightning which played against the inkiness in the northeast were all akin to his mood, and strangely comforting.

"We'll get it," he prophesied gloomily to himself, "and it looks like hell-fire," he vagarized, and then fell to wondering what hell was like, and if it could be any worse than his present existence.

For Patterson was in love, and only this morning he had discovered the full metes and bounds of this passion and the other great one—Hate. For the one he was indebted to a certain girl whom he had known but a month; for the other to the young pilot of the Sayville, whom he had known for years.

That it was all his own doing, this present condition of affairs, did not tend to ease his hate, or his love. Two weeks ago he an Bolton, the pilot, had been friends, and harmony reigned between the engine-room and the pilot-house. Then, in a moment of that foolish confidence which lovers have, he had taken the pilot to call on the

girl he was to marry, and this had been the beginning of the end as far as the rough engineer was concerned, for the pilot's hands were not grimy, and his voice was low and pleasant, and well in keeping with his good-looking face and active figure, and then, too, conscience and love are sworn enemies, and the girl was not without her charms. So, from a friend of both, the pilot became a friend of each, which is vastly different in such cases, and a coolness grew between him and Patterson, for his visits became too frequent, and were too obviously welcomed for the engineer to pass unnoticed.

But Patterson's pride was of a nature which kept him silent, and in silence the coolness grew between him and the girl he loved and his old friend, Bolton. And then, this very morning, had come the inevitable. When he had gone to say good-bye to his promised wife, he found her in the little garden he had grown so to care for, in the arms of another man—Bolton.

Something had seemed to snap in him, then, for he had stopped in his tracks with an expression almost of horror in his eyes. He was too dazed to be angry then. It was the going of his faith in woman and in man, and his simple mind needed time to digest this perfidy.

The girl had sprung from the arms of her new lover with a cry of alarm, and he stood ready to fight for his very life with the man he had wronged, for there was that in the other's eyes which was not good to see.

But the big engineer had slowly passed his huge hand across his eyes, turned and walked out the gate and down the street again. There was something terrible in this—more so than if he had vented his rage then and there, and it hung over the two and their clandestine love like a cloud, making her fearing instead of loving, and him strangely awkward.

Now, the cloud had passed from Patterson's brain and left him with one clear thought, and that the desire to kill. Anger which stirred him to the very depths swept over him in waves from time to time and grew on him as he dwelt on his great wrong. Beads of perspiration which were not the result of the temperature of his engine-room stood out on his forehead, and now and then in a sane moment he felt, with a queer sub-consciousness, that his nails were driven into his palms and that every nerve in his whole body was tingling.

The jingle of bells in the engine-room called him back to the present and his post. He cast a last look at the black thunderstorm, and went back to his engine as though he had said a last good-bye to this world.

When the Sayville cast off her moorings at six o'clock and swung away from her dock, the rising storm had already brought night down over the river, and the dull red in the north had faded in the approaching rain.

Up in the pilot-house they had called for full speed in spite of the narrow channel, in the hope that the steamer might run away from the storm, as might well have been the case had this storm, as many other thunderstorms, been localized within a radius of a few miles. But they were in its track, and but a few miles down-stream it overtook the Sayville and swept her decks from stem to stern with a deluge of driving rain.

Down among his throttles and levers Patterson received the signal to slow down to half-speed. The pilot had rung that bell, he knew, and to the wild-eyed engineer there was a subtle mockery in it that awoke afresh the rage in him, that his work had for the time driven out. For a moment he stood motionless, hesitating whether or not to obey the signal and then, his reason coming back to him in a measure, he slowed his engine down.

But a thought had come to him with this hesitation—a thought that widen-

ed his eyes and made his head feel strangely light, for it came to him that there was a place on the river, where, if he had hesitated even this short time, it might have meant the death of those in the pilot-house, and this was at the draw-bridge which spanned the river five miles below at Middleburgh.

The draw-men on this and the crew of the steamer were sworn enemies. Time after time the draw had been swung so tardily that the Sayville had to back at full speed to save crashing into it. Once, even, the steamer's forward deck had swept under the slowly swinging draw, and for a fascinating minute the huge structure had hung before the scared faces of those in her pilot-house as her reversed engines held her and then slowly backed her away from danger.

This incident had cost one draw-man his position, but another as inimical had come, and the feud waxed stronger, until of late it had come to be the custom rather than the exception for the Sayville to have to back her engines on entering the narrow channel between the island above the bridge, and the left bank, before the slowly opening draw.

This Patterson knew and counted on in his plan for revenge, and now he blessed these same draw-men as he had often cursed them, down in the bowels of the steamer, and waited all too impatiently in the delirium of his black hate for the time to come when he should know by the signals that they were approaching the bridge. What did it matter to him that with the guilty the innocent might be injured? What mattered it to him that he was imperilling the lives of two hundred, passengers and officers and crew of the steamer? He had but the thought for one thing, and that was the death of the pilot.

In the pilot-house all was dark but for the shaded binnacle light. Bolton stood at the wheel. At his right hand was the mate, at his left, one of the quartermasters. Far down the river,

the lights on the drawbridge twinkled red and green and white in the dark night, and the pilot breathed a sigh of relief, for the river widened below this, and it had been a wild trip through the storm, with the flashes of lightning flooding the river in brilliant light one moment and leaving it in darkness so intense the next that he could not see the forward deck below him.

But now the rain had ceased, and the thunder rumbled in the distance. The river lay black velvet through which the steamer softly crowded her way. Yet the banks were distinguishable now, for the channel had narrowed between the island, in the center of the stream at this place, and the left bank of the river.

The lights on the bridge grew, and out of the night its huge framework took form like some Titan net spread to catch the steamer. They were but a hundred yards from it now. "Give her the whistle," ordered the pilot, and the quartermaster pulled the cord and sent a hoarse blast out over the river, which sounded like the bellow of some huge leviathan, and died away in many echoes among the hills on either side of the stream.

But the lights on the bridge did not change. A bar of light from the steamer's searchlight threw the dripping structure into sudden daylight, and played along the draw, searching each nick and corner with its brilliant rays and sending a path of light down the dark river beyond. Then and only then the men on the draw tardily started to swing it.

The mate swore volubly, for the current ran strong here and even at half-speed the steamer was sweeping down on the draw at the rate of some ten knots.

"Stop her and back her!" he ordered abruptly. Bolton gave the signals, and all three waited expectantly, anxiously. The vibration of the engines ceased, and for a moment the big river-boat glided on in stately silence.

And then, with the structure of the bridge towering but the steamer's own length before it, came the vibrations

again, and the Sayville seemed fairly to leap forward, with her engines running at full speed ahead!

For a moment the men in the pilot-house were startled out of speech and action and then, with an inarticulate cry, the mate snatched the bell-cord from the pilot's hand and pulled it furiously. But still the engines pounded ahead at full speed. The steamer's forward deck swept under the draw, which had swung but a few feet, and the towering mass of the bridge loomed before the pilot-house. "Hell!" cried the mate and, his courage deserting him, he flung the pilot-house door open and sprang out, the quartermaster close on his heels.

Bolton, alone, stood at his post. Whatever else his faults, he had the courage which makes heroes. He knew now. It came to him all in a moment,—Patterson's treachery and its cause. In a way, he told himself, he was responsible for the lives of the passengers, of the officers and crew of this boat, for had it not been for him, all this would not have happened. And yet, as he faced death, a last wistful thought of what might have been came to him as the face of the girl passed before his mind's eye in that kaleidoscope of impending dissolution which comes at such a time.

For a moment he stood thus, and it seemed to him that the mass before him was hurled at his head. He ducked, instinctively. Then came a rending crash, a shudder ran through the steamer, and he was hurled to the deck. As he lay half-stunned he saw the dark mass of the bridge sweep over him, saw the deck-house swept before it like paper, and the big funnels bend and crash to the deck below, and then he saw that the black sky was above him again, and realized that he was still clinging to the wheel, and this, with its strong bracing, had protected him from the deck-house, which had gone to pieces on it. He put it hard over and headed the wreck for the soft bank.

So Patterson, the engineer, did not gain his wish after all. But that was

Bolton's last trick at the wheel. His life had been spared, but his nerve had gone forever.

Down in the engine-room they found a raving maniac where once had been

the best engineer on the river.

And the third action in this tragedy—the girl who was to marry each in turn? She is the wife of another.—Copyright Short Story Pub. Co.

Mr. Section Man: If You Were Paying the Bill Would You

Keep your stock at the minimum, making due allowances for washouts, etc.; and see that no surplus accumulated especially when you knew that you would get a supply every thirty days and with good service, and not order more than actually required, allowing the surplus to lay around deteriorating with the idea that there might come a time some day when I will find use for it. You don't buy supplies for your home consumption that way. Declaim every secondhand spike and use it rather than buy new ones, and see that every one taken out on the hand car was put in the track instead of allowing section-men to drop them along side of the track, only to be lost or hidden in the gravel or sand later to be kicked up by some inspection official.

Take a little crude oil and oil the threads of your track bolts, and keep them in your tool house, instead of allowing them to set back of the tool house in open kegs to rust and otherwise deteriorate.

Train your men to become thrifty and to pick up every scrap, spike, bolt, nut, etc., found on the section and take to the tool house at the finish of the day's work, knowing their value as scrap was worth more than \$1.50 a hundred pounds.

Only order sufficient tools to answer requirements and not cache them away under your house or in the chicken coop. You would keep a careful check of them and see that the section-men did not destroy or throw them off the "right-of-way," or in the river, just because they were not quite to their lik-

ing, expecting new ones to be furnished.

Substitute and use a secondhand article or something that would answer the purpose just as well, even though it was not just what you ordered, if you had it on hand and it had already been paid for.

Use a secondhand or repaired tool, when you knew it would cost you half the price of new and would answer requirements.

Utilize and get full service out of dry batteries, and not turn the spout when they still registered from 10 to 20 ampere.

Order a spout for your oiler and not a complete oiler when only the spout was broken.

Not permit your section-men to use new continuous joints, or angle bars for fireplaces.

Not use ties for bearings, if you had plenty of old scrap ones on the section.

Only order enough oil to carry you from month to month, especially signal oil which deteriorates rapidly and costs \$1.00 per gallon. Poor oil oftentimes causes lamp and lantern failures.

Be careful of your lantern globes and keep them in such a place as to prevent breakage, as it is an easy matter to throw away 85c by dropping a red globe.—J. E. Peery, in Railway Storekeeper.

All Over.

Hearing a crash of glassware one morning, Mrs. Blank called to her maid in the adjoining room, "Norah, what on earth are you doing?"

"I am doin' nothin', mum," replied Norah; "it's done."—Boston Transcript.



U. S. TROOPS GUARDING AMERICA'S SECOND HIGHEST BRIDGE

Remarkable view of U. S. troops guarding America's second highest bridge. The bridge is on the Southern Pacific over the Pecos River and is 321 feet high.



WHAT THE RECENT STORM ON THE ATLANTIC COAST DID

Photograph shows damage done along Atlantic Coast by recent blizzard. The entire northern coast suffered from this storm, which lasted three days, and which did millions of dollars' damage.

Pension Honor Roll

(W. D. Bassett.)

The Board of Pensions have authorized payment of the following pension allowances:

No. 323. John Lowrie, machinist, Kansas City Shops, aged 70 years December 20, 1919. Length of continuous service, 20 years, 6 months. Monthly pension, \$20.00. Pension effective, January 1, 1920.

No. 328. William Sanford Carver, bridge and building foreman, Southern Division; residence address, Amory, Miss.; aged 70 years December 15, 1919. Length of continuous service, 24 years. Monthly pension, \$24.90. Pension effective January 1, 1920.

No. 331. Thomas Edward Daugherty, locomotive engineer, Southern Division; residence address, 436 South Main street, Springfield, Mo.; aged 67 years February 28, 1919. Length of continuous service, 34 years, 1 month. Monthly pension, \$41.60. Pension effective, January 1, 1919.

Amount paid pensioners
July 1, 1913, to January
31, 1920\$262,241.68

Total number of employes pensioned during same period 276

Total number of pensioned employes who have passed away 78

Total number of employes on pension roll as of February 1, 1920..... 198

In Memoriam.

No. 34. James Clark Nash, special examiner, Mechanical Department; residence, 618 Market street, Springfield, Mo. Died January 31, 1920. Pension effective, July 1, 1913. Amount per month, \$20.00. Pension ceased December 31, 1919. Total pension received, \$1,560.00.

No. 218. Michael Howe, section foreman, St. Louis Terminals; residence, 6944 Arthur avenue, St. Louis, Mo. Died January 17, 1920. Pension effective April 1, 1917. Amount per month, \$28.05. Pension ceased January 31, 1920. Total pension received, \$953.70.

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY REPORT OF PENSION DEPARTMENT, YEAR ENDED DECEMBER 31, 1919.

ROAD	No. of Pensioners Jan. 1, 1919			Pensioned during the year ended Dec. 31, 1919			Died during the year ended Dec. 31, 1919			No. of Pensioners Dec. 31, 1919		
	70 yrs. and over	Dis-abled	Both	70 yrs. and over	Dis-abled	Both	70 yrs. and over	Dis-abled	Both	70 yrs. and over	Dis-abled	Both
StL-SF	70	99	169	21	18	39	2	10	12	89	107	196
StL-SF&T				1		1				1		1
P&GN		1	1								1	1
Total	70	100	170	22	18	40	2	10	12	90	108	198

Average age at December 31, 1919, of pensioners retired account age limit.....74 years 5 months
 Average age at December 31, 1919, of pensioners retired account disability.....64 years 6 months
 Average age at December 31, 1919, of all pensioners.....69 years 1 month
 The oldest pensioner receiving allowance is.....89 years of age
 Total pension roll \$58,483.74; average per month, \$4,873.65; average per man, \$27.53.

Disbursements.

	1919	1918	Total charges since Bureau established July 1, 1913
Total pension roll.....	\$58,483.74	\$50,902.94	\$256,426.26
Total office payroll.....	4,500.00	4,401.60	25,485.43
Office rental and telephone.....	1,047.75	1,028.93	6,268.27
Extra labor assorting and binding payrolls.....			2,498.69
Total	\$64,031.49	\$56,333.47	\$290,678.65

United States Railroad Administration

News from Washington



PRESIDENT CONFERS WITH RAILWAY EMPLOYEES.

On February 13, President Wilson, in a conference at the White House with B. M. Jewell, Timothy Shea, and E. J. Manion, made an address to these representatives of the railroad organizations, in which he laid down a course of action which he intended to pursue with respect to the demands of the railway employes for a general increase in wages. The President, in his communication to these representatives of the railway employes, pointed out that the wage question should be disposed of "at the earliest practicable time." He called attention to the fact that any contemplated strike of railway employes at this time would not only work a hardship upon themselves but disturb business conditions generally.

The communication of the President to the representatives of the railway employes follows:
"Gentlemen:

"I address you as the Chief Executives of the largest railroad organizations, which are among the most important industrial democracies in the country. I ask you to bring this message and its enclosure to the attention of your members on all the railroads to the end that they, at first hand, may understand the Government's view as to the present situation. I am confident that with this personal understanding on their part they will see that the position of the Government is not only just to all interest, but is, indeed, unalterable, and also protects the interest of the railroad employes. The fundamental theory of labor organizations is that their membership is intelligent and capable of reaching enlightened conclusions, and I think it is of paramount importance at the present time that this great body of American citizens shall have the fullest opportunity personally to consider the national problem of railroad wages in its national aspect and shall not in the absence of this opportunity form erroneous impressions on the basis of local or fragmentary information.

"I have received two letters on this general subject signed by all but two of the executives to whom this letter is addressed. I have read those letters with the greatest care and have taken them fully into consideration.

"On the 25th of last August, I publicly announced the conviction that a large permanent and general increase in railroad wages ought not to be made upon the basis of the level of the cost of living then prevailing if that cost of living level were to be merely temporary, and I counselled railroad employes to hold their demands in abeyance until the time should arrive when it could reasonably be determined whether that level of the cost of living was temporary or not. They have patriotically and patiently pursued this course and in general have shown an admirable spirit in doing so.

"I then anticipated and made it clear in my public statement that the time for determining whether or not the level of the cost of living was such as to be the basis of a readjustment of wages might not arrive until after the expiration of Federal control and accordingly gave my assurance to the railroad employes that in that event I would continue to use the influence of the Executive to see that justice was done them.

"Federal control will end in sixteen days and in accordance with the policy as explained to the employes, it is now eminently reasonable and proper that I take such steps as will reassure them that their claims will be properly and promptly disposed of. This is all the more necessary because inevitably the change from Federal control to private control will in the absence of special provision involve delay in dealing with these matters which could not be otherwise than disquieting to the employes.

"I wish, therefore, to announce to all railroad employes at this time that I propose to carry out the following steps:

"1. In the event that in connection with the return to private control provision shall be made by law for machinery for dealings with railroad wage matters I shall promptly use my influence, and so far as such law confers power upon me, I shall promptly exercise that power, to bring about the earliest practicable organization of the machinery thus provided.

"2. In the event that no such provision is made by law for dealing with these matters, I shall employ the influence of the Executive to get the railroad companies and the railroad employes to join promptly in the creation of a tribunal to take up these problems and carry them to a conclusion.

"3. I shall at once constitute a Committee of Experts to take the data already

available in the various records of the United States Railroad Administration, including the records of the Lane Commission and of the Board of Railroad Wages and Working Conditions, and to analyze the same so as to develop in the shortest possible time the facts bearing upon a just and reasonable basis of wages for the various classes of railroad employes with due regard to all factors reasonable bearing upon the problem and specifically to the factors of the average of wages paid for similar or analogous labor for other industries in this country, the cost of living, and a fair living wage, so as to get the problems in shape for the earliest possible final disposition. The views of this Board will serve as a guide to me in carrying out the assurance I gave to the employes last summer that I would use the full influence of the Executive to see that justice was done them and will, I believe, be a means of avoiding what might otherwise be a long drawn out investigation of facts. While I propose to act at once in regard to this matter, and to avoid any delay in doing so, I shall, nevertheless, invite the co-operation of the railroad corporations and believe they will appreciate that it is to their interest, as well as to the public interest, to get these matters promptly settled.

"I am sure it will be apparent to all reasonable men and women in railroad service that these momentous matters must be handled by an agency which can continue to function after March 1st, and therefore cannot at the present stage be handled to a conclusion by the Railroad Administration.

"The accompanying report which the Director General of Railroads has made to me makes it clear that it has been wholly impracticable for the Railroad Administration to dispose of these matters up to the present time. Not only were the demands for general wage increases necessarily held in abeyance by reason of the policy announced by the Government last summer, but the demands for increases to correct inequalities were so general and far-reaching as to become in themselves demands for general wage increases and were so complex and conflicting that despite continuous application on the part of the Board of Railroad Wages and Working Conditions and the other agencies of the Railroad Administration, the subjects could not be presented for even preliminary consideration by the Director General until the present month, and then in an incomplete form and with a lack of ability on the part of the Wage Board, to reach an agreement growing out of the largely conflicting condition of the data as presented.

"Not quite six months have elapsed since I expressed my belief and hope that the then high cost of living could be regarded only as temporary. This high cost of living (which in some respects has become even higher but in other respects has already begun to respond to the corrective

factors which have been and are at work) is the product of innumerable influences, many of them of world-wide operation. In the nature of things these readjustments could not come with rapidity. The campaign which the Government has inaugurated to aid in controlling the cost of living has been steadily gaining in momentum, will continue to be aggressively conducted, and I believe will have an increasingly beneficial effect, and this notwithstanding the fact that some of the most needed remedial measures which I recommended to Congress have not been adopted. However, preparation, consideration and disposition of these important wage matters ought not in my opinion to be postponed for a further indefinite period, and I believe the matters involved ought to be taken up and disposed of on their merits at the earliest practicable time.

"Pending the consideration of these problems by the Director General of Railroads and by me, at least one class of railroad employes has indicated its unwillingness to await a conclusion and has announced its intention of striking. A strike of railroad employes would at any time be highly injurious to the public and particularly at this time would be harmful not only to the entire country, but to the railroad employes as well. Any interruption of transportation will of course have a serious adverse effect upon the industrial life of the nation at a peculiarly critical period.

"Under the circumstances, therefore, I have the right to request and I do request that any railroad labor organization which has a strike order outstanding shall withdraw such order immediately and await the orderly solution of this question. The railroad men of America have stood loyally by their government throughout the war—they must in the public interest and in their own interest continue to do so during this delicate period of readjustment.

"I believe that every intelligent railroad employe will recognize the extreme importance of continued co-operation with the Government in this matter, and that any other course will prove not only a grave injury to the public, of which railroad labor is such an important part, but a serious blow to the important principle of collective bargaining and will merely delay rather than expedite the just and prompt solution of these important matters."

Railway Employes' Reply to the President.

On February 14, representatives of the railway employes replied to the communication addressed to them by President Wilson expressing their approval that he had declared that the time had arrived when prompt disposition of general wage increases for railway labor should be made. In their communication, these representa-

tives of railway employes stated that they felt that wages should be adjusted to meet radical changes in living conditions and that the Government was morally bound to consider the situation before the railroads are returned to private control.

The representatives of railway labor urged in their communication that the President create by agreement a special tribunal to deal with the wage problem.

"With a full realization of our responsibilities," the communication reads, "we have decided to submit to our constituencies the advisability of the creation of a special joint commission composed of an equal number of representatives selected by the railroad companies and the railroad labor organizations signatory hereto by agreement on the basis of the following principles:

"1. Rates of pay for similar or analogous services in other industries.

"2. Relation of rates of pay to increased cost of living.

"3. A basic minimum living wage sufficient to maintain a railroad man's average family upon a standard of health and reasonable comfort.

"4. That differentials above this basic minimum living wage be established, giving, among other things, due regard to skill required, responsibility assumed, and hazard incurred; decision of this tribunal to be handed down within 60 days after agree-

ment to establish it, and to be final and binding upon all railroads in the United States and employes whom we represent.

"In compliance with your request that we submit your message and its enclosure to the memberships, we have issued a call for the necessary representatives of the organizations to meet in Washington, D. C., February 23rd, when your letter of February 13th and enclosure, together with the above proposal will be presented to them for consideration and determination.

"Pending this action on our part, we respectfully request that you take necessary steps to place this proposal before the executives of the railway companies, and secure their agreement thereto, so that when our representatives convene on February 23rd, we will be able to place before them a definite basis for final action."

In a letter which he addressed to A. E. Barker, grand president of the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers, under date of February 13th, Walker D. Hines, Director General of Railroads, called attention to the fact that the carrying out of the strike order contemplated by the maintenance of way employes would result in a repudiation of their national agreement and completely nullify the principle of collective bargaining on the part of the organization.



THOMAS A. EDISON AND HIS SONS

Thomas A. Edison and his two sons, Thomas A. Edison, Jr., and Charles, looking at the Atlas of Edison's Industries, at West Orange, N. J. Thomas A. Edison, Sr., was 73 years old on the day this photo was taken, February 11, 1920.

Through an order issued by the Director General of Railroads on February 5, the Division of Liquidation Claims was created, effective on February 15, with Max Thelen as Director. This new division will have jurisdiction over capital expenditures and claims relating thereto and also claims relating to maintenance. On February 15, the Division of Capital Expenditures, of which T. C. Powell was director, was discontinued, Mr. Powell resigning on that date to become vice-president of the Erie Railroad Company.

On January 27, Director General Hines addressed a letter to the chairman of the three Boards of Adjustment with reference to the handling of grievances which develop prior to March 1. Mr. Hines, in his letter, pointed out that these Boards of Adjustment should continue to receive and hear cases up until February 29 unless word to the contrary was received.

"After the termination of Federal operation," said Mr. Hines, "it will still be permissible to hand down decisions dealing with questions arising in and determining the obligations of the Government during the period up to and including February 29. It is highly desirable, however, that the boards concentrate their attention upon clearing up of cases already pending so that conclusions can be put into effect before the end of Federal control."

In his annual report for the year ended December 31, 1919, made to Walter D. Hines, Director General of Railroads, W. S. Carter, Director of the Division of Labor, recommended the continuance of the Boards of Adjustment set up by the Railroad Administration even after the end of Government operation.

"The work of these boards," said Mr. Carter, "demonstrates not only the advisability of the creation of such boards, but the necessity of their continuance either under Federal control of railroads or thereafter. Where controversies, sometimes of the simplest character, formerly resulted in negotiations extending over months or years," said Mr. Carter in his report, "resulting in strained relations between the officials and the employes, such controversies when not promptly disposed of by officials and employes are referred to Boards of Adjustment for final decision without any personal feeling in the matter."

Mr. Carter's report reviewed the comparatively small number of cases on all the railroads in the country in which difficulties have resulted in unauthorized strikes during 1919, and pictured the work of the Division of Labor in adjusting such controversies in co-operation with other branches of the Railroad Administration.

Walter D. Hines, Director General of Railroads, has addressed the following message to officers and employes of railroads:

"I wish to express to officers and employes alike my gratification in having been associated with them for the entire period of Federal control, and I want to express my sincere appreciation of the service they have performed during that time.

"I do not believe there was ever a period beset with more different sorts of difficulties and I think the greatest credit attaches to those who have done the railroad work for the general steadiness they have shown in spite of the world-wide conditions of uncertainty and unrest.

"When I became Director General I announced that my policies were fidelity to the public interest, a square deal to labor, with not only an ungrudging but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings. I approach the end of my work with the belief that we have made distinct progress in the promotion of these great principles, in spite of the uncertainty and unrest which have made my task, as well as yours, extraordinarily difficult, and in spite of the physical impossibility of settling with finality the myriads of problems that have arisen.

"Let me say, particularly, that my experience has given me increasing belief in the justice and necessity for fair and open dealing between the railroad managements and their employes and for adequate provision to insure participation of both elements in matters in which they are jointly concerned.

"I venture the one specific suggestion and hope that both railroad managements and railroad employes will continue in increasing degree to remove causes for misunderstandings and to find additional methods through closer association and discussion of matters of common interest, for increasing understanding. Many of the difficulties in this world come from a failure to understand what the other fellow really means and what his troubles are, and what he is really entitled to. I believe the greater the development of methods for common understanding in the railroad business, the greater will be the benefits both to the managements and the employes and the better will be the service rendered the public."

Not for Him.

"Here's just the thing for your new mansion," said the art dealer. "Daub-leigh's famous canvas, 'The Portrait of a Lady.'"

"How much is it wuth?" asked the man who had recently grown rich in the Texas oil fields.

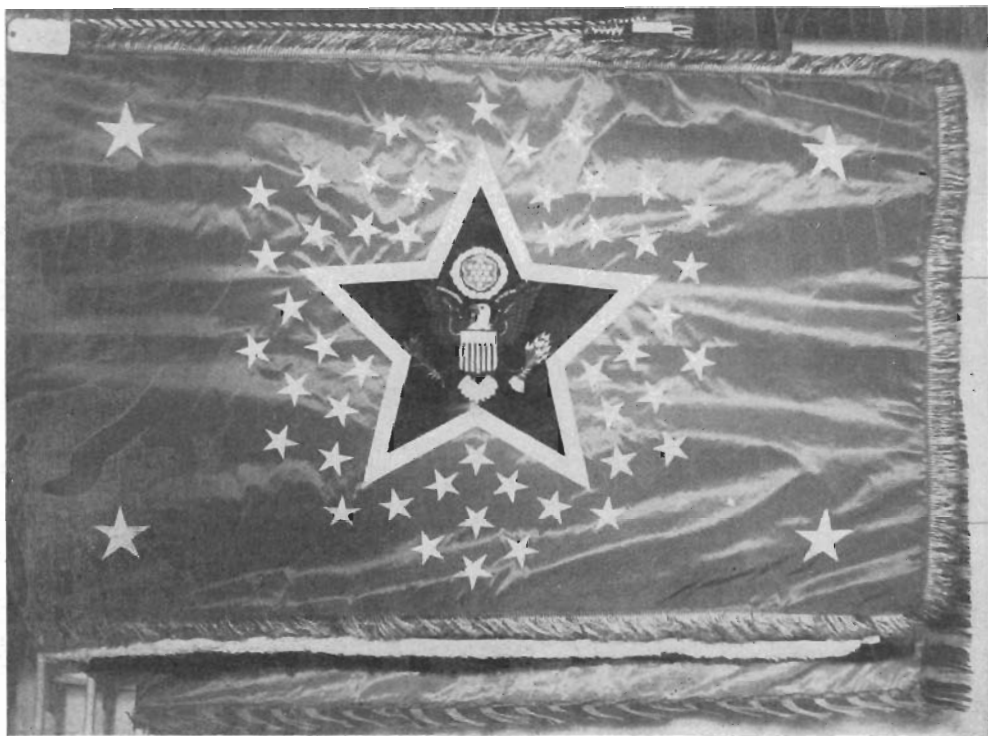
"Only \$100,000."

"What! A hundred thousand bucks for the picture of a lady? Great Christopher, man! I don't even know her!"—Birmingham Age-Herald.



OSAGE INDIANS IN WASHINGTON CONFERRING ON OIL LEASES

A group of full and half-blooded Osage Indians in Washington, where they went to discuss with the Committee on Indian Affairs a revision of the laws governing the leases on oil and gas property on their reservations in Oklahoma. Left to right, front row: Francis Claremore, Wah Sho Sha, Bacon Rind, Joe Shunkahnoie, Me Ki Wah Tiankah, John McKinley. Middle row: John Clareme, Simon Henderson, Arthur Bonnicastle, interpreter; Orlando Kenworthy, Ed Cod. Back row: Clarence Gray, Edgar McCarthy, Ben Harrison, Pane Red Eagle, assistant chief.



THE PRESIDENT'S FLAG—WHO WILL HAVE IT NEXT?

Splendid photograph of the flag of the President of the United States, finished at the Schuylkill Arsenal, for the personal use of the President, for his yacht, for State occasions, etc.



WIT AND HUMOR



Great Scheme.

"Why is your window filled with misspelt and ungrammatical signs?" asked the inquisitive man who had gone in the store.

"Why, people read them and think I am a yap and come in to short change me," replied the storekeeper. "I have more trade than I can attend to."—Cincinnati Enquirer.

A Martyr.

Wife—Do you expect to get to heaven by hanging on to my skirts?

Hub—No; but I might by showing St. Peter the bills for them.—Boston Transcript.

Love's Bondage.

Willie—Paw, what is a white slave?

Paw—A white slave is any salaried man who has a large family, my son.—Cincinnati Enquirer.

All Settled.

Father—You won't marry Henri because he has red hair. You don't want M. Dupont because he has gray hair. I've no patience with you—

Daughter—Oh, papa!

Father—So now I have found a husband for you who has no hair at all!—Ruy Blas (Paris).

True Affection.

"He seems very fond of his wife."

"Very. Doesn't even find fault with the way she's bringing up the children."—Detroit Free Press.

Wuff!

"A husband leads a dog's life," said Mr. Gabb.

"That's right," agreed Mrs. Gabb. "He growls all day and snores all night."—Cincinnati Enquirer.

Not Always.

"In a strong speech your husband the other night advised using the mailed hand."

"I wish he'd follow that policy with the letters I give him."—Baltimore American.

Another Reconciliation Due.

"The Glippings will probably have dinner at a high-priced restaurant this evening and then attend the theatre."

"What makes you think so?"

"Mr. Glipping left the house in a huff this morning, vowing he was going to see his lawyer about a divorce, and Mrs. Glipping called out after him that he couldn't do that

too soon to suit her."—Birmingham Age-Herald.

The Byplay Minstrels.

"Mister Interlocutor, can you tell me the difference between malaria and love?"

"No, Mr. Bones, I cannot. Will you tell us the difference between malaria and love?"

"Malaria begins with a chill and ends with a fever and love begins with a fever and ends with a chill."

"Mister Cho Kimoff will now render that pathetic ballad, 'He Dodged the Saucer That She Threw. Then She Cried: "Darling, I Have Missed You!"'"—Cincinnati Enquirer.

His Smoke Screen.

"Do you regard tobacco as injurious?"

"Unquestionably," answered Mr. Meekton. "My smoking has done terrible damage to the parlor curtains and my wife's disposition."—Washington Star.

A Lovely Bargain.

A thin, anaemic woman was accosted by her friend on the street:

"Why, Mary, how pale and thin you look! I thought you were going South for your health."

"I was," said Mary, "but my doctor has offered me such a lovely bargain in operations—a major operation for one thousand dollars, and, of course, I can't resist that."—Pharmaceutical Advance.

Some Quarantine.

A physician was calling at a house where a child had the scarlet fever.

"You keep the patient away from the rest of the children, I suppose," he remarked.

"Oh, yes, indeed," was the mother's reply. "I don't let him come near the others except for meals."—Boston Transcript.

What He Was Waiting For.

While he was making his way about his platoon one dark night a sergeant heard the roar of a "G. I. Can" overhead and dived into a shell-hole. It was already occupied by a private, who was hit full in the wind by the noncom's head. A moment's silence—a long, deep breath, and then—

"Good Lord, is that you, Sarge?"

"That's me."

"Thank heaven! I was just waiting for you to explode."—American Legion Weekly.

A Female Henry VIII.

"Be careful in dusting those portraits, Mary," said the mistress to her new help, "they are all old masters."

A look of amazement came into the girl's face. "Gracious, ma'am!" she gasped, "who'd ever thought you'd been married all them times."—*Boston Transcript.*

Not Hard to Find.

Billy—Say, you always seem to have good-looking office girls. Where do you find them?

Boddie—Usually in the rear office arranging their hair.—*London Blighty.*

Defined.

Mrs. Knicker—What is collective bargaining?

Mrs. Bocker—The neighbors offering you cook a dollar more.—*New York Sun.*

Studying the Future.

"Baby has the head of a poet or an artist," exclaimed the fond mother.

"That's a poor outlook for earning capacity," said the fond father. "Look at his hands and see if they don't show signs of his being able to put in a few hours a day as a plumber or a bricklayer."—*Washington Star.*

Rare Indeed.

Mr. and Mrs. Joseph Joynt are rejoicing over a pair of twins; two boys that came to their home on Tuesday evening of this week. Both mother and children are getting along nicely. Twins are no new thing in the Joynt home. They have three pair of them and besides the twins they have three other children or a family of nine all told. It is a rare thing when one family has three pair of twins.—*Emmetsburg (Iowa) Reporter.*

New Form of Torture.

"How did you enjoy your visit to the Blithersbys?"

"It was an ordeal."

"How so?"

"I had to sit through 1,000 feet of the baby."

"What?"

"Film," you know. They were showing me motion pictures of the little darling taken between the years of one and three."—*Birmingham Age-Herald.*

He Got the Job.

The colonel of a colored regiment in France charged the adjutant with selecting a suitable soldier to serve as orderly at his billet. The adjutant combed the command for the proper man and finally found one who had been an elevator boy in a hotel

—a smiling, gracious darky, neat and respectful.

When the man reported the colonel impressed upon him the necessity for tact.

"Do you know what I mean by tact?"

"Yas, suh. W'en it comes to tac' I'se right on de spot. Why, cunnel, jes' las' week I went into the bathhouse near mah billet, an' foun' one of de madamselles there. I jest stepped back an' says, 'Pardon, monsieur!' Now ef dat warn't tac', den I don't know what is."—*The Home Sector.*

As the Cost Climbs.

Granted that a doctor has found a way of adding fifteen years to a man's life, could a man really afford it?—*Detroit News.*

Fairly So.

"Did you follow the diet I advised?"

"Yes, doctor."

"Religiously?"

"Why, tolerably so. I said grace about three times out of five, I should guess."—*Boston Transcript.*

Quite a Difference.

"The prima donna says she is misunderstood."

"How so?"

"One of the local newspapers credited her with having had five husbands."

"Well, if she hasn't been married that many times, it seems to me that it's a mistake in figures, not a misunderstanding of the lady herself."

"No. She says the statement that she has had five husbands makes it appear as if she were temperamental and regarded the marriage vow lightly, when as a matter of fact she has had only four husbands."—*Birmingham Age-Herald.*

A Magazine Anteroom.

"The editor declines this drawing with regrets."

"Regrets?" sneered the artist. "Bah! I heard him laughing as he sent you out."—*Louisville Courier-Journal.*

Not Ambitious.

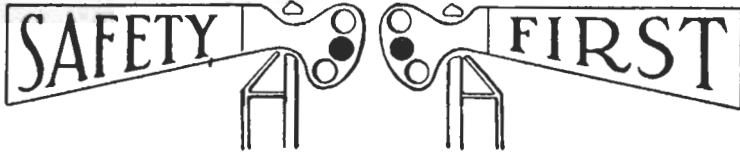
"With another \$10,000 we can make this show a success," said the optimistic producer.

"My friend," replied the "angel," "I'm merely interested in a certain member of the chorus, not the star. Therefore my limit is \$10,000."—*Birmingham Age-Record.*

A Critical Opinion.

Friend—Dauber has been offered fifty dollars for that last picture of his.

Mr. Smiers—He ~~has~~ have had an expensive frame put on it.—*Boston Transcript.*



Progress of Safety Work

By H. HONAKER

A NEW year has dawned upon us in safety first work, and we have turned over the usual number of new leaves and made the usual resolutions for an improvement over the year just passed.

It would be interesting to analyze what has been accomplished in the year 1919 in order that we may know how much must be done to make a better showing in 1920. It is easy to analyze what has been accomplished in that part of the Safety First work, which can be summed up in figures, enumerating the various classes of accidents, or, in other words, the tangible side of the work. The part that is hard to analyze, is the question as to how far the responsibility of being your brother's keeper has been fixed in the minds of the workers.

In the past year the churches, fraternal organizations and clubs have made an effort to get their members interested in rendering service to their fellow man and mankind in general, thus giving thought and time to the problems of here and now.

When we read the casualty list and recall the many cripples coming under our observation in the railroad work it is easy to see the hell we are making for many here in this world, which should be corrected and overcome, rather than preach so much about the hell in another world.

The man who safeguards and serves his fellowman is performing the greatest service that presents itself to man in this life, and should be classed among the saints.

To get results in a work like this, with a large body of men like we have on a railroad, we must have the approval and support of our highest officials. We have had this from the

U. S. Administration, and that very approval has given the intangible side of Safety First a greater impetus in 1919 than in any year of our work.

In talking to his fellow-workers one is impressed with the growing interest in one another's welfare and a desire to render service to mankind. In looking back on the tangible side of our work in the year just passed we have a reduction in casualties over former years, which must be very gratifying to all who have put their best efforts in the work.

When the Safety First work was inaugurated, some eight years ago, we were having a great many personal injury cases. This has shown a gradual decrease, each year making a reduction over the former one. The year 1919 showed a decrease over 1918 in casualties to employes, and, by reason of the better showing each year, was the best year in the history of the work. For all St. Louis-San Francisco Lines the total casualties for year 1919 (employes only), 1,663; for year 1918, 1,729—a reduction of 66. For Southwestern Division, year 1919 (employes only), 306; for year 1918, 327—a reduction of 21.

DRIVE TO KEEP CHILDREN FROM TRESPASSING

In an effort to keep small boys from loitering or playing around our stations and yards, G. L. Ball, Superintendent of Safety, is distributing among employes, a postal card which is to be sent to the parents of children seen trespassing on railroad right-of-way or property.

The postal reads:

"Your boy has been observed around our station and yards. Some boys come to the station to get newspapers and frequently board moving trains. Others play around

sponsible. A derailment of a passenger train—cause broken axle, which fracture was inside of wheel seat or hub—an invisible defect and impossible of detection by any kind of inspection other than removal of wheel from axle.

This accident swelled our casualties to passengers for the year to the extent of 3 killed, 69 injured. The greatly increased use of the automobile will alone account for the increase of casualties involving non-trespassers.

Book of Rules is the Treasure House of Railroad Wisdom

By C. H. Carpenter, Dispatcher,
B. & O.

THE best way to avert accidents on a railroad is to carry out the rules and regulations that are issued to cover operation. Think of it—ninety per cent of the accidents on the railroads in the United States each year are caused by failure to obey the rules.

As a preamble to the book of rules on every railroad in this country there are certain general rules something on this order:

1. To enter or remain in the service is an assurance of willingness to obey the rules.

2. Obedience to the rules is essential to the safety of passengers and employes and to the protection of property.

3. The service demands the faithful, intelligent and courteous discharge of duty.

The essentials of safety—faithful and intelligent compliance with rules. There are rules to cover practically every situation, and if the rules and regulations of our railroads were obeyed to the letter, accidents would be reduced to a negligible figure.

Let's do it. We have good rules. We have a good railroad. We should have very few accidents, large or small. We should have few personal injuries.

Let every man study the rules thoroughly and often; let every man live up to these rules; let every man see that his fellow worker lives up to these rules; then accidents and personal injuries will decline. Whenever an old employe observes a new employe or a careless employe ignoring a rule, such

as failing to see that switch points fit up properly after throwing a switch, or holding a tool in a dangerous manner, or any such thing, let him in a friendly way call the attention of the careless man to the risk, and impress upon him the importance of doing the thing right. Let every employe report to the Safety Committee unsafe physical conditions and unsafe practices, but do not content yourself with merely reporting them. Correct the condition or practice, if possible, and report the facts; if impossible to personally correct the condition or practice, report the facts for attention of the proper officers.

Let every man say each day before beginning his work:

I know the rules.

I will obey the rules.

I will take no chances.

I will think before I act.

I will be sure that I do everything right.

I will do nothing that endangers another man.—B. & O. Employes' Magazine.

The Shorn Lamb.

"Why did Wilkins decide to stay in the army?"

"He didn't see any other way of getting an overcoat this winter."—The Home Sector.

Very Much So.

"I see where some officer is charged with making a soldier eat his cigarette."

"Then I don't wonder the men complained of being on a light diet."—Baltimore American.

Of Interest to Women

CLOTHES are a medium of self-expression. Women with a sense of "fitness of things" usually dress conservatively and thus secure a wardrobe that embodies interesting style, quality and individuality. Prevailing fashions give every woman a chance to select colors, textures and models that please her and become her. She who is wise will choose that which will stay "good."

Now that the "social season" is on, one naturally thinks of evening gowns. They are luxuriously lovely; many with sleeves, tiny puff affairs and round neck lines well off the shoulders, hips extended and skirts ruffled and flounced.

Evening wraps are gorgeous and wonderful as the dresses they cover; they show big collars, wide sleeves and broad hips. Some of fur are lined with fabrics so beautiful they are made reversible. Dark velvets are used which bring out the effect of the light colored gowns beneath.

Tulle is much in favor for evening dresses. Black tulle is especially nice with jet trimming.

A dress of gathered pink and white tulle is charming with vertical stripes of pinked taffeta ruching sewed over it from waist to hem. The neck is finished with a band of the ruching.

There is a strong hint of the Oriental in fashions, colors and designs for spring.

Many of the new spring suits are made with straight lines, with coats to the knees or in finger tip length. Narrow string belts define the waistline on some suits; others show narrow belts of leather.

Angora cloth and duvetyn is combined with silk of a rough weave.

Some smart sports coats have collar and cuffs of checked angora cloth.

For a suit of service, style and comfort one could choose heather mixtures, homespun or Scotch tweeds in a warm brown, tan, blue or gray. The coats are loose fitting, usually with a belt, and the skirts short and of a comfortable width.

Taffeta suits and taffeta evening wraps in dark blue and black will be popular. There are some new Eton models but the longer coats will prevail.

Advance styles in millinery show new materials, new colors and new trimmings. Dark greens, dark blues, pastel shades, rose and lavender and vivid reds are among the colors.

On a hat of emerald green straw are straw rosettes of yellow, white and black, and a facing of green taffeta. Bunches of grapes in brilliant colorings form an effective trimming.

A turban of blue taffeta has the crown covered with metallic green and brown leaves.

Duvetyn and straw and duvetyn and Georgette are combined for smart hats.

Autumn colorings are used in many different ways on flowers, leaves and feathers. A turban of brilliant red may be trimmed with a bunch of red and yellow cherries.

Beige polo cloth will make a good sports coat. It may have a convertible collar and a brown leather belt.

Grey duvetyn closely embroidered in blue is good for a street or home dress.

For a girl of twelve or fourteen years a sack coat and accordian plaited skirt of serge will make a smart street dress.

A "slip-on" blouse of dark blue crepe de chine has a vest and undercuffs in buff. A blouse of taupe silk crepe is decorated with wool embroidery in bright colors.

Blue taffeta and blue and white brocaded satin makes a stunning dinner gown.

A unique model for street wear shows checked velours in brown tones for the skirt and brown voile for the long over-blouse.

A dance frock of orchid satin is draped with orchid tulle and has for its only decoration a girdle of silver ribbon.

A black satin dress may be made smart with a yoke of embroidery in Oriental colors.

A frock of dark blue tricotine is embroidered in dull green worsted.



BLOUSE
3131

SHIRT
2818

3142

3137

3163

3159

3132

3141

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3127

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3154

3158



BIRMINGHAM SUB-DIVISION.

(Glennie Pearl Simmons)

Yardmaster and Mrs. Connell, of Dora, announce the birth of a daughter.

Mrs. Ed Black, of Thayer, Mo., was the recent guest of Mr. and Mrs. R. E. Breedlove.

Mr. and Mrs. B. O. Williams, of the freight house, recently entertained quite a few of the clerks, of the freight house, at their home, and we enjoyed being their guests and hope to have other invitations.

Misses Mary Lou Sterling and Cammie Adkins, of the freight house, spent the week-end with the latter's parents, at Mount Pinson, recently.

Mrs. Nellie McGowan, of the Yard Office, has been ill with the "flu," but is improving.

Cashier and Mrs. Gray Richardson, of Dora, announce the birth of a son.

Rain, rain, rain, but who couldn't smile in the rain, when she is carrying a purple silk parasol, but she is willing to share it with all "the boys."

Assistant Superintendent Gabriel, of Amory, spent one morning in Birmingham recently. All who met Mr. Gabriel liked him, but the writer is wondering how she missed this pleasure, but she did.

Dispatcher Flinn, of Amory, spent one of his "one-day vacations" in Birmingham recently.

Mrs. Goldsmith and daughter, Miss Violet, wife and daughter of our new third trick Dispatcher, recently arrived from Oklahoma and seem to like their new home.

Miss Etha Bill Hunt spent one Sunday morning recently visiting her friends around the Railroad. Bill says it is fine to not work on Sundays.

Miss Glennie Pearl Simmons spent a couple of days at Dora and Sipsey on Company business recently. It is her opinion that the people around these places do not know of the high cost of living, as they sure fed her. No wonder she likes to go to Dora.

Agent Fred Horton and Conductor J. Y. Boyd, of Sipsey, were in the City recently attending Court. After being excused by the Judge, it has been said Conductor Boyd had a court all his own. However, there seems to have been no one present but the widow and himself. What are you trying to do, J. Y., cut a certain conductor's hair, or just show him where you stand? He

saw you all right, and thinks your actions are O. K. as long as the friend in Amory does not get wise.

Agent and Mrs. Howell and children, of Empire, spent the week-end in Birmingham recently.

All our Dispatchers, including the Chiefs, always report a big time, enjoying their "one-day vacations." Chief Dispatcher Owens reports having enjoyed a huge plank steak on the dining car while making inspection trips recently.

Announcement has been made of the engagement of Operator Roy Borders, of Dora, to Miss Windham, the marriage to be solemnized during the month of February.

We understand several of our operators will be married during the month of February, but since we cannot get anything official we will tell you about them next month. Boys, let us know about your marriage and we'll give you a "write-up." We're for you.

Clerk B. F. Thompson, of the freight house, is ill with the "flu."

We are all glad to have Cashier G. O. Wright on the job again, after having been seriously ill.

Assistant Superintendent Moran was in Memphis recently on Company business.

Conductor Fred S. Jones is anticipating a great trip to the Mardi Gras this month—he and his "daughter." (Exact word of Mr Jones.)

Wanted to Know—Why a certain conductor ran to the door of his caboose with shaving soap all over his face, between Guin and Glenn Allen? Did you like her looks? Was she the "red-headed" one?

Girls, February 14th is Valentine Day and this year is Leap Year. Have you selected your "VALENTINE" yet?

Clerk Bob Vanderford intends visiting his relatives and friends in Springfield soon. We think Bob wonders what his girls are doing. Well, Bob, if they could see you and your Birmingham girl, they would not waste any more time and stamps on you, fearing their energy was useless, and we think they would be about right, but as you have said, "What they don't know, doesn't hurt them."

(NOTE—Any employe who has anything they would like to contribute to this column or for publication in the "Frisco-Man," please bring or mail same to Miss Glennie Pearl Simmons, Assistant Super-

intendent's office, Birmingham, Ala. This is your paper and depends on you and others.)

CHAFFEE.

Stenographer on desk No. 3 is wearing a very blue expression. Cheer up, there are plenty of others.

Cards were received February 19 announcing the engagement of Miss Cora Bollinger of Oran, Mo., to Mr. Edward C. Heard of Chaffee. Mr. Heard is employed in the assistant superintendent's office. We are listening for the wedding bells.

The mechanical department is preparing to move their office to the roundhouse and Rita is wondering where she can get a handsome, reliable chauffeur to drive her car to the office. If anyone knows of a good looking young man, please let her know.

Everybody enjoyed the band concert Tuesday evening, February 17, but were disappointed when they learned that Mr. Meidroth was out of town and would not perform until next time. So don't fail to be here next time, Mr. Meidroth.

R. C. McKnight is helping out in the timekeeper's office as Miss Golden is at

home caring for her sister, who has been very ill the past two weeks, but is now improving. Mrs. Barnes is file clerk in Mr. McKnight's place.

A Frisco detective from Memphis spent Sunday in this city. Be careful, Mr. Policeman, this is Leap Year.

Mrs. Fields has been confined to her room the past two weeks suffering from influenza and pneumonia. At present her condition is much better. The bunch will be glad to see her at her desk in the roadmasters' office again.

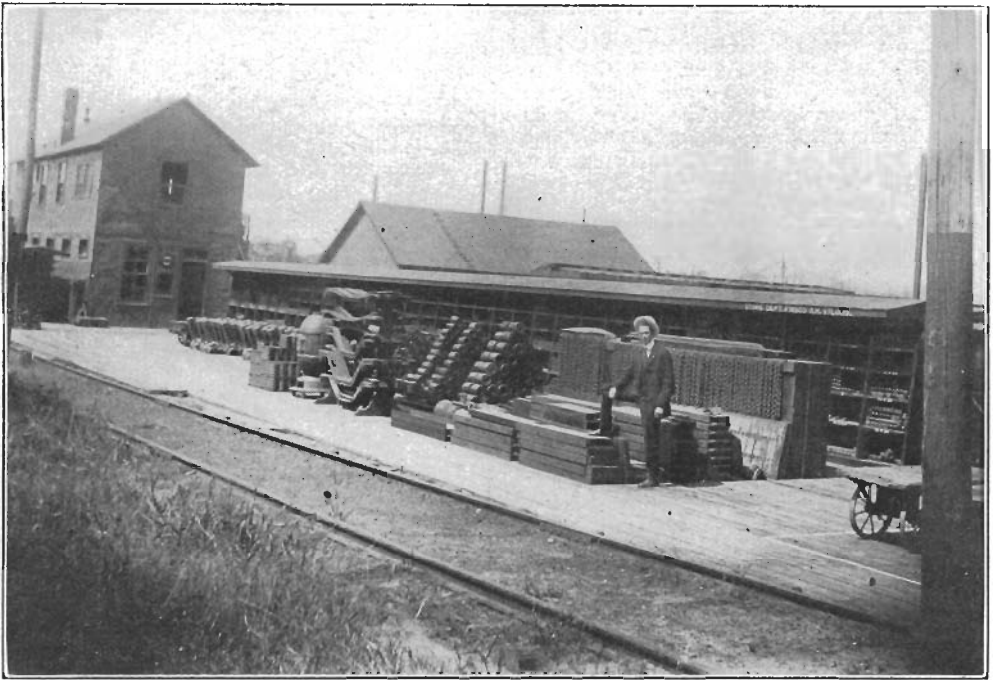
Mr. Monroe informs us that he will purchase a two-carat diamond ring seal soon. Who is the fair lady, Mr. Monroe? We are listening for the wedding bells.

Our office building shines like a new dollar since house cleaning is over. Every piece of furniture is revarnished and the building painted on the inside and out.

Mr. Coy went to Tulsa to stay a long, long time, but the atmosphere must have been too heavy; he stayed two days. We are glad wise men often change their minds.

Dispatcher Rammage is able to work again, after a severe spell of influenza.

Mr. Heart was slightly injured while in Oran one night last week. He is making up a personal injury report today.



ST. LOUIS STORE DEPARTMENT PLATFORM

"A place for everything and everything in its place" seems to be the slogan at the St. Louis Store Department at Chouteau Ave. A. C. DeFries, storekeeper, is the gentleman in the foreground.



Telegraph Operator Macke went kodaking Sunday, the 15th, but he didn't go alone. Who was the fair one, Martin?

Mr. Gibson is planning his vacation already. He cannot decide just where he wants to go this summer. President Wilson is expecting him to come to Washington again this year, but Mr. Gibson doesn't want to wear his welcome out. Has anyone any suggestions to make?

Wanted—A good looking young lady. Apply Special Agent's office, Chaffee, Mo.

Mrs. Blanche Daugherty of South Main Street entertained the F. O. G. Club at her home Wednesday evening, February 18. Covers were laid for six guests and a most enjoyable evening was spent. The following members were present: Mesdames Barnes and Daugherty, Misses Schwab, Finley, McBroom and Tomlinson. Several members were absent on account of illness. The next meeting will be at the home of Miss Rita Finley, February 25, 1920.

The girls are very busy working on their "hope chests." Why shouldn't they, this is Leap Year.

Harry Driver, Caller, is taking a course in telephone switchboard work. We hope he will make a successful operator.

Every day when the C. & E. I. passenger train whistles for Chaffee work on desk No. 1 stops for a few minutes. That train brings passengers from Ilmo.

Dispatcher Cooper and wife expect to leave in a few days for Denver, Colo., on a vacation.

We regret very much to know that Superintendent Claiborne and Assistant Superintendent Brooks will soon leave the River & Cape Division. We will miss them greatly and will remember the kind and courteous treatment they have shown the employes in the general offices. We wish them all success in their new homes.

KANSAS CITY.

(J. W. Findly.)

The few items from Kansas City in the February issue seemed to cause a great deal of comment, therefore we are going to try again.

Wonder why Miss Lloyd seems so lonely? Oh, yes, we understand a certain young man has left Kansas City to be gone sometime. Well, cheer up Leona, remember this is Leap Year.

The employes of the car department received a real valentine Saturday, February 14, in the appearance of Mr. Storey, who is to be our new general foreman of the car department.

The influenza epidemic has caused a number of the employes at Kansas City from each department to be absent during the past month, but as the disease seems to be checked, everything is getting back to normal.

Mr. McKenzie, chief clerk in the master mechanic's office, was ill for several days, and we were all glad to see him back on the job again.

Mr. Hunt, timekeeper in the transportation department, is spending his vacation in Los Angeles, California.

Must be some attraction in the likeness of the fairer sex in Joplin as our M. C. B. clerk, Clifford Horne, spent the week-end in that town last week. Who is she, Cliff?

Miss Leona Lloyd was called home on account of the serious illness of her mother, but we are glad to have her back in her accustomed place once more.

Blacksmith Foreman Martin Whelan has been absent several days on account of receiving what he thought to be a slight injury to his knee cap, but unfortunately it proved more serious, causing him to be absent, also have to hobble around like an old man.

Under A. C. Macgargee, apprentice instructor, is bringing an assistant with him on his trips to Kansas City now.

The girls say they like to see the little paymaster from St. Louis make his appearance, but wish he would not wait until noon, for these days when pocketbooks are thin and eating time at 12 noon, they like to celebrate by taking lunch at the Stock Exchange Building.

Miss Agnes Lynch, former telephone operator at the freight house, has accepted a position as clerk in the master mechanic's office.

Division Storekeeper Clyde Price was compelled to be off duty several days on account of sickness in his family.

The Frisco freight house employes seemed surprised to see anything from Kansas City in the Frisco-Man. We challenge them to get busy and let us know they are alive.

A. C. Macgargee spent a very pleasant evening at the home of James Bruce on his last trip to Kansas City.

Everyone usually has a hobby of some kind and J. M. Flanigan's main hobby seems to be in trying to sneak up on someone in his car, then laughing at their gracefulness in getting out of his way.

Our faithful friend, Charlie Erisman, is missed in the office since he has given up his former position as roundhouse clerk to accept one as supply man. He says he feels more like a man since he can don the Unionalls and put in his appearance occasionally with a dirty face.

We are wondering if our new roundhouse clerk, William Edwards, will be as successful as Charlie, especially along the matrimonial line.

Boilermaker Foreman James Bruce made a business trip to Fort Scott recently for the Company.

Miss Copeland, we sympathize with you, but for the love of Mike don't let him know

you feel so badly about it. Cheer up and perhaps yet you can outsmile the Katy operator. Sh, don't mention this to Mr. Leigh.

There is a new ray of golden sunshine in the store department. Monday, February 16, Miss Burdett Golden took the stenographer's chair.

S. N. Greer, foreman, goes to Neodesha and E. L. Phelps takes his place as assistant north yard car foreman at Kansas City.

The employes of the car department for weeks have been discussing the new boss, not knowing who he would be, but after hearing it would be C. M. Storey, they wondered if he was lean and lanky or fat and friendly. They preferred a fat one for they believed jolly fat Irishmen are easy to get along with. We don't hear any comments now, but find he is neither fat or lean.

J. S. Jowers, assistant general foreman, car department, seems to receive a great many telephone calls and fancy letters. We are just wondering how he manages to get by.

MEMPHIS.

(Effie D. McLaurine.)

It is with deep regret that we announce that our regular correspondent, Miss Lena Bee, has left the service of the Company. Miss Bee entered the service November 18, 1918, and has given entire satisfaction as stenographer. We only wish that we could give her the salary that the Oliver-Finnie Company is giving her. The master mechanic's office has lost one of its most valuable employes. Miss Bee's work was above par and we feel that it will be almost impossible to employ someone who will come up to her standard.

Well, here it is at last. Miss Tommie L. Yancey, timekeeper, and Robin A. DeRosset, axle light foreman, were married Saturday, February 14, at the parsonage of the Central Baptist church, Rev. Ben Cox, officiating. We all wish them happiness. Due to the recent illness of the bride the wedding was very quiet. This is the wedding we have been talking about for such a long time. Mr. and Mrs. DeRosset are at home to their friends in their new bungalow, 1244 Neptune street.

Our lady of the blond hair says she is through with the men. She admits that it doesn't pay to be a Theda or a Pauline.

In last month's issue of The Frisco-Man appeared some very interesting items from Beggs, Okla. We very much appreciate the nice compliment contained therein.

The girls are curious to know whether "D" is a lady or gentleman and we would suggest that he (?) sign his full name next time.

We are very sorry that "D" is not acquainted with our force at Memphis. Some day we will send our pictures to The

CARD OF THANKS

Joplin, Mo., February 22, 1920.

We wish to extend our thanks to band, son and son-in-law, George B. Farr. We are also thankful for the many beautiful floral designs.

Mrs. George B. Farr,
Mrs. J. W. Hutchison,
Mrs. Anna Eichols.

CARD OF THANKS

Kansas City, Feb. 8, 1920.

We wish to express our sincere thanks for the kindness and sympathy shown us in the sickness and death of our beloved husband and father. Also for the beautiful floral offerings.

MRS C. NELSON and
CHILDREN

Frisco-Man and then he (?) will know us better. We have attempted several times to have our pictures "took," but for some unknown reason the camera refused to work. Of course, it couldn't possibly be anyone's fault except the camera, for we are all good looking. (Of course, we don't mind what we say.)

We have learned to our great regret that we have caused quite a commotion over the Frisco System, if all reports are true. We innocently advertised the fact that a certain dispenser of knowledge on the Frisco had also been dispensing candy to the girls in the Memphis office. We are unaware that he was so popular a gentleman. (As I said before, we don't mind what we say, and if other people knew us they wouldn't believe everything they see in The Frisco-Man.)

It seems that we have been "putting something over" Kansas City, but we do not at all censure them for being envious.

We have heard about it from various sources, and even far off Kansas City has had something to say. Well, at any rate, we can assure the correspondent at Kansas City that the Memphis girls have just the right sort of smiles.

If you want to hear all about how terrible it is to have the "flu" when you are already to get married, ask our timekeeper.

The clerks in the master mechanic's office wondered why the strange disappearance of Mr. Geo. W. Ellis, Jr., engineer, on December 1. However, on December 22 our postman brought a dozen or more conspicuous looking envelopes addressed to the various employes, and after opening one found the reason for the disappearance. Mr. Ellis was married December 10 to Miss Lillie C. Kaelin by the Rev. Carroll Burk,

pastor, Gloucester, New Jersey. Mr. and Mrs. Ellis tried to follow in the footsteps of the Father of Our Country and crossed the Delaware near Philadelphia. To our disappointment Mrs. Ellis did not accompany her husband to Memphis, and after making inquiries we learn that she will not arrive until sometime in March. Employes at Memphis extend to this couple best wishes for a long and happy life.

The influenza has been rather acute in the master mechanic's office. Miss Ella Kate Prow, file clerk, having contracted pneumonia from influenza, and has been seriously ill for several days. Mrs. McLaurine also had a slight attack. Mrs. DeRosset, formerly Miss Tommie L. Yancey, didn't let the "flu" pass her by this time.

No one can argue with Mrs. McLaurine about people not having the "flu" twice.

Miss Alice O'Brien will succeed Miss Bee as stenographer to master mechanic. We knew when we painted the office green that an Irishman would hear about and want Miss Bee's job. Miss O'Brien was employed as stenographer during 1917 in stores department at Memphis.

Well, we don't know what we will talk about after this month. Our timekeeper is married, and we won't hear any more about Lena's traveling salesman.

Mr. and Mrs. Luke L. McLaurine have moved to their new bungalow, Spottswood and Watson Avenue.

We wonder if Mr. Potts gets lonesome on Sundays since he is the only one of the force on the job.

Mrs. Floyd Day, stenographer in car department, has recently undergone a very serious operation at the Frisco Hospital, St. Louis, but we are glad to report that she is on the road to recovery.

Eugene B. Roux, boilermaker apprentice, was recently injured in the shop, and was sent to St. Louis hospital. Last report was not very favorable. We wish for him a speedy recovery.

The car department has again moved to Yale.

Mr. Thos. L. Cowan seems to be very popular lately. Well, a smiling countenance always makes friends.

Everybody wishes they were as popular as Miss Glennie Pearl Simmons at Birmingham. We wonder why Glennie Pearl don't tell us something about Mrs. Breedlove sometime.

FREIGHT TRAFFIC DEPT.— ST. LOUIS.

(L. E. Meyer.)

A benevolent old lady in the train offered to lend Al. Bargett her handkerchief, thinking he had a cold, and was very visibly embarrassed when informed it was a mustache.

To the first correct answer received to the query below will we give our check for \$50 or the red bow tie Mr. Fisse has been wearing. All answers must be in by the 17th of March.

"With whom did Annie Hickey dine the day of the debut of her new bonnet?" (It was on Saturday.)

The correct answer and prize winner will be announced in the next issue.

Mrs. G—m has many strings to her bow, through her ability to string her many beaus, for when anyone can pull a Theda Bara on a traveling salesman they can make the Sphinxorate.

The derby epidemic has contaminated Brains LaTourette. Lottie looks like a cabby without his horse. We were going to say he looks like a Hebrew, but even a Hebrew looks human.

We recently caught Tony Leuchtman perusing the dictionary for names. All we can say is we hope it takes after its mother.

Harry Kendall is congratulating himself on discovering and returning a powder puff to one of the Haremites before five bells. Mrs. Kendall, though confident of her lesser half's fidelity, would undoubtedly cash in a few Liberty Bonds and give Harry a real Liberty Bond.

"Derby" LaTourette was called upon to pull a "Solomon" and decide whether Mr. Patek or Mr. Jordan had the most hair. Mr. Patek was decided the winner, though Lottie handed down the decision that Jordan had the most until he removed his mustache. Lottie further voiced his opinion that neither of the gentlemen have a complaint as they have more hair than when they started.

Beauty note: To save the hair put it in a cigar box.

Mabull Hart, having sickened of listening to a dictaphone all way without being able to get in a word edgewise, had decided to accept the solitaire and act as party of the first part in the future. The "gloom," though being a former sailor, has no terrors for Mabel, even if it is said a sailor has a wife in every port, for he is no longer a sailor and there is no port, not even any Virginia Dare, and you can "bank" on that.

After consulting several linguists we have come to the decision that Oonk is a German name, also the cry of a pig in distress. The name is to be revised before the nuptials into a real Irish name—name with an apostrophe, "O'Onk." The former pronunciation would in no way be suited if pigs were to be kept as the doors would be completely worn out by the Oonk tribe running in and out every time a pig yelled.

The gentle art of camouflage has been demonstrated to us by Mr. Buck Lewis, formerly St. Louis, who has always smoked vegetarian cigars when wearing Army shoes and hosiery.

Miss Ayres has complained of bum knees since she had the "flu." Whether prayer or "flu" did the damage no one knows, but it may be the fat-reducing pellets the doc gave her settling at the knees.

The "flu" overtook "Speed" Rodgers, who we thought would never catch anything, to such an extent he was seen gumshoeing on the trail of a shot of the well-known "flu" preventative, red eye.

Though Vern has seen France n'everything, Foshage thinks he has seen nothing until he has gargled three fingers of the "forbidden." While in the grip of the "flu" Vern suffered from the same hallucinations Pratt has been suffering from and tried to hevamp a fairy from Miles Timber and Lumber Co. over the 'phone until he received the below quoted epistle.

"I am indeed sorry that I aroused our curiosity to such an extent that you had to inquire of the young lady regarding me.

"Just as a little help to enlighten you as to whom you are speaking when I have occasion to 'phone you I give you the following:

"I am 63 years old, Gray haired and green eyed, homely, but jolly, and always looking to do well.

"And now you might advise me how the above information appeals to you. Also if you think there is any hope for an old woman like myself,"

Now his girl is again forced to let him warm the sofa again four times a week.

Miss Ayers comes clean from East St. Louis every morning, she being the first person that ever came clean from there.

Before long we expect the humorist, who asks "Whether it is colder in the winter than in the country," will be making funny faces at the children and arguing with Joe Sidell as to which is Napoleon.

Douglas Fairbanks is as popular as the "flu" compared to Pratt, according to his version of how the girls whose paternals own Nash cars and Liberty Sixes seek his company. It behooves us to remark that Pratt is also adept at camouflage as Pall Malls are his brand when out with the W. W.'s and what the other fellow has when at work.

We also understand this hard worked file clerk immediately starts quoting rates when a beauteous damsel appears for a chat with the chief clerk instead of continuing with his filing.

Neither kind of figures lied until they invented corsets, but when George Debert figured it 500 miles from Hope, Ark., to Hope, Ark., it seems as if those kind also prevaricate.

After inhaling a whiff of a cigarette which he borrowed from Duke Curran, Charlie Pratt informed us that his girl's father, although having five other cars, purchased a "Marmon" at the auto show. Charlie had better borrow cigarettes from someone else and lay away from Duke's "Big Crap Winning" cigarettes.

DISBURSEMENTS DEPT.—ST. LOUIS (E. B. Rives)

Speaking about the Sahara desert—Oh! well, why rub it in, we all know. (Moving day.)

The whole office is watching closely for the various fellow workers who are to marry this year. Inasmuch as this is Leap Year the marriage license clerk ought to have a very busy year. The list so far has two victims, headed by Ella Bachmann and the Navy, then closely follows Bob Neiderbucks, but Bob did not say who the girl was that asked him. Next!



CLARENCE MUELLER

Clerk in the Disbursement Department, St. Louis, who is being given a trial with the St. Louis National League Baseball Team (Cardinals) this year. Clarence is an outfielder, and left with the team February 28 for training camp at Brownsville, Texas.

A certain prominent Irishman of the Pay Roll Department is seen in conversation with a certain blond file clerk very frequently. Both deny anything serious is contemplated. Yea, bo, women are fickle and this is Leap Year, so do not let the glib tongue of a woman lead you astray.

More glory for the Disbursements Department. Our admirable co-worker, Mr. Clarence Mueller, of the Pay Roll Department, has signed a contract to play baseball with the Cardinals for the coming year. Clarence is a young baseball "kid" off the lots of the South Side, but is fast making a reputation for himself as an all-around athlete. He is an expert "feetballist," professional ball player and a pool

shark. (Ask Miss Lenora Welter of Mr. Kiburz' department.) Mr. Mueller's picture appears in this issue. He is a "top-sided," I mean left-handed, outfielder or a fly catcher. We did not know they hired fly catchers and at first mistook his position as that of dog catcher. However, we hope he gets glue on his feet and sticks. "Looks like first division." Wonder if Clarence knows in what league Judas Priest plays.

Why are so many people having the "flu" this year when there is no "draft" for them to get caught in?

They say that nobody loves a fat man. Well, we have a very fat "Judge" who is a decided favorite with all in the office, and there is a swell looking young fat man in the Liberty Bond Department who says, "When it comes to popularity with the fair ones, I am seldom equalled and never excelled." All right, Miller, we take off our hat to you.

After receiving several coats of paint the Assistant Chief Clerk's desks are certainly nice looking. Wish we had someone to match the desks, to give the northwest corner of the office a good appearance. Speaking of the Assistant Chief Clerk's "Desks," how many has he? If he has more than he can handle, we can use one ourselves.

This office is now prepared to do all kinds of small jobs, especially light hauling of the "Push Cart" variety. We have engaged the services of an ambitious young lad to furnish the motive power for the vehicle. Mr. George Bullerdick has been appointed Director General in charge of operation. Our human engine, Al Baker, is a regular "Percy." Well, you have to be careful and push the correct button or he balks; however, when in perfection operation, "Slim" has 'em all beat. In fact, he looks so well that D. G. Bullerdick has in mind securing for him either a stock of bananas, or a pair of white overalls and a broom.

ALL IN A DAY'S WORK—(Continued).

(By Veritas.)

Casual Observer happened to pay 1122 Frisco Building a visit the other day, bent on getting more material for the magazine.

He has always found the disbursements department very interesting and full of congenial clerks, willing to back their department for efficiency against any other. Their chief, you know, is an old efficiency man with a "T. A." training. Well, without further comment, let us proceed with the dialogue, but let us remember that we still have the humorous side to us.

Clerk No. 11. Tall, slim and slender, of feminine gender, almost jumped off her chair when the buzzer numbered three. My goodness, says she, grabbing the powder puff, slap banging her face with it, marching down towards the closed door, dodging

the electric lights every now and then, nervously turns the handle of the door, closing it gently behind her, smilingly emerging somewhat later.

Clerk No. 12. Tall and dark complected, of the Christie studio type. "Tee, hee," smiles she to No. 11, "is he nice?"

Clerk No. 11. "My goodness," says she, "he's just perfectly wonderful. He's just simply lovely."

Clerk No. 13. Lately of the Navy, rough but not always ready. Says he to No. 11. "Why didn't you let me go in so he could see my unbuttoned collar. He might have asked me about it and I'd a told him I was in a lumber camp working near Seattle. Ho, Ho! They told us they couldn't get enough lumber to build guard houses for those G. H. Q. guys in France."

Clerk No. 14. Lately of the G. H. Q. in France, hearing the last remark of No. 13, turns around real red-headed like and tells him, "Yea, you mud dodger, you've got lots to be proud of 6000 miles away from the trenches."

Clerk No. 15. A fine little fellow of the bachelor type, who disregards the legendary tradition about Leap Year. Says he to No. 13 and No. 14, "Quit yer arguing, and let a fellow work."

Clerk No. 16. Tall and handsome, the first volunteer in the department, fearless and bold, in war only, timid among the opposite sex, glides down to No. 11's desk. Says he, "What height are you going to put down on your personal record?"

Clerk No. 11. "My goodness, I'm ashamed to. Isn't it terrible, they ask so many questions?"

Clerk No. 17. Not far distant and whose corpulence reflects an air of dignity. "For goodness sake," says he, "do we have to tell our age, too?"

Clerk No. 18. Somewhat unconcerned and independent like. Says she, "Sure we do. What do I care who knows how old I am."

Clerk No. 19. Couldn't be bothered with personal records. He was quite happy as he again examined the "blue print." "Yea," says he, "when I measure them I measure them right. I didn't measure two or three hundred thousand feet of rail for nothing."

Clerk No. 20. Real rough like, "Where does he get that stuff?"

Clerk No. 21. Who is constantly looking forward to "Der Tag." Says she to No. 9, "Those personal records are a good thing to tell who's been in jail and who hasn't."

Clerk No. 9. "Yes, but I don't think we'll ever get a peek at them, the boss got them."

Clerk No. 22. Who misses the cuspidor more often than he hits it, and the right leg of whose table resembles the bark of a tree, squirts another mouthful of tobacco juice splash on the bark. "Bah," says he, "I've run this road before any of them were born and never needed personal records to do it with, but of course they didn't have as many

crooks in those days as they have now. Bah, it's all foolishness."

Clerk No. 23. The old reliable. Says he, "Gol ding it anyhow, what more will they want? They'd better give a couple more yards of paper. I've held so many positions I don't remember them. Gol ding it anyhow."

I met mystery clerk some time ago and he told me you all had a good laugh over the first part, and I am very pleased to hear it. Remember, "a little nonsense now and then is, you know."

WEST SHOP—SPRINGFIELD.

(J. K. Miller)

C. H. Gustafson, general foreman West Shops, was called to the Superintendent's Office on January 26, where all the foremen of the Mechanical Department were waiting, and presented him with a Knights Templar charm and Shrine button. The presentation speech was made by Machine Foreman John Hogan. Mr. Gustafson departed the next day for his new position as Master Mechanic of an oil line belt of the Frisco in Texas.

H. Ray has been appointed General Foreman, Guy Eskridge Erecting Foreman, John Hogan General Machine Foreman, Charles Moser is promoted to Foreman of Gang No. 2, and Frank Stack has been transferred from Foreman of Gang No. 2 to Machine Foreman of West end of Machine Shop.

Machinist and Mrs. Charles Newman are the proud parents of twin boys, born in January.

Fred Short, the West Shop inventor, has been working the last year on a chuck for the Massey Bolt Threading Machine. Has it very near finished now.

Johnnie Hulse, machinist on the balcony, has quit the chiropractor on account of his two adjustments being too severe.

There was an announcement recently in the Springfield Leader that a baby boy had been born at the home of R. H. Stocker. It caused some confusion around the shops as some of the men thought it was at the home of the popular Tool Room Foreman, but after consulting Foreman Stokes found that it was at another home.

Charles Mason says he did not know there was so much pleasure in an automobile. He was treated to a real auto ride by Brother E. G. Brandt.

John Schrable, better known as "Crip," will be brought before the International council of the A. H. M. meeting on Friday, the 13th. He has been seen pushing around some extreme dark alleys on the extreme north side.

George Henry Muser wants it understood he is not jealous and he does not care who visits little C.

"Slats" has done away with his firearms. He says they are too dangerous and has purchased himself an auto.

Warden Hall recently sent his best girl an aluminum ring. Sort o' cheap, Warden.

One old timer, in other words, Home Guard, claims you can always tell when the cotton crop fails in Alabama, as all the cotton pickers come to Springfield and go to work as machinists.

Doggie Crutcher's private stock of whiskey has run low. And he is drinking it a teaspoonful at a time and claims he would not give anyone a drop.

Shorty Daggett claims he is a Socialist of the advanced type. What the boys cannot understand is how he can be a real Socialist and a "prohi" too.

"Rattler" Williams, of the Coach Shop, is wearing a coat of many colors. If Joseph's coat, spoken of in the Old Testament, had anything on "Rattler's" coat, we claim Joseph had some coat.

Tom Burns, better known as the B. & O machinist, was under the impression he was a prize fighter, but after two rounds with Ralph Dickens he says he was not cut out for a prize fighter. He could not see or hear for a month.

We note in the February issue of The Frisco-Man from the Bureau of Operating Accounts about the West Shop man that went all the way to Indiana for a wife. Now he is back from Indiana and still has no wife. This being Leap Year, would it not be more proper for the girls of the Bureau to come out to the New Shop and look him over. Girls, you will find him in the piston gang. He is a nice young man, and we feel sure you would be proud to know him. He says he has never even had a smile from a Springfield girl.

The readers of The Frisco-Man have been wondering why Hugh Seaman and Bill Maloncho have not pulled a wienie roast lately. Just be patient a little while, you will hear from them soon, as they have an auto now and will not have to walk.

Monroe Higgins, sheet metal worker of the B. & B. Department, was out at the West Shop recently on Company business. Incidentally he inquired about his chance of being elected president of the Ancient Order of Supreme Prevaricators. But when being informed that Jim Nelson, pipe fitter; Bert Dent, machinist, and J. O. Red, drill press operator, were in the race he withdrew. Latest returns are the three in the West Shop are running neck and neck.

The new night watchman is going to be a keen one. Been on the job one week and one of the boys saw him with his hands out of his pockets twice.

Six well trained fox hounds and six pups for rent by Leonard Keltner until hunting season resumes.

Roy Noblett, better known as "Slats," was seen Sunday, February 8, trying out his new Chevrolet, but he was not alone, as we find out—a girl friend named Mabel from the General Office Building was along. Take it easy, Roy.



K.C. POULTRY SHOW

KNOCK OUT

H. H. MA
H. A. MILNES
OF WEST SHOP
SPRINGFIELD
BEATS A. R.
PERRY AT K. C.
POULTRY AND
RABBIT SHOW

YOUR MONEY OR YOUR HAIR

ST. LOUIS BARBER

MILNES

WAIT TIL NEXT YEAR

PERRY

SAY, GIVE ME SOME PUBLICITY TOO

OH! SURE

THE FRISCO MAN

FRISCO LINES IN TEXAS

H. KENDALL
FREIGHT TRAFFIC
DEPT. ST. LOUIS
IS HELD UP.

THE DOOR TO OPPORTUNITY

DISLOYALTY
LACK OF COOPERATION

SO LONG
DONT COME
BACK

FRISCO
EMPLOYEE

OFFICIAL

LET'S
GET BUSY
AND DEPORT
THIS SHIP
LOAD

OPPORTUNITY
FRISCO

APPRENTICE

Fred Hope, machinist apprentice, says he is learning to jazz.

Charles Harrison, popular Night Boiler-maker Foreman, did not know the citizens of St. Clair county could play poker, but he does now.

Zeke Hendricks claims there is nothing can make him miss a car.

J. A. Pullar has been promoted to Assistant Apprentice Instructor.

Dock Brochman took a trip to Georgia last month to see his wife and children. Children were tickled to see Dad, and Dock was tickled to see the old woman.

Bill Wallace was seen coming through some side streets with two baskets of canned corn. If there is anyone who can carry a larger load of canned corn he is not known here. (Canned Corn Willie.)

Things are going very good in Gang 3. The boss, W. F. McFarland, has taken the rag off his neck and that pleased Grimwood to such an extent that he told Earl Sloan he was glad of it, but "Crabby" Smith and James Reho do not agree. Almost forgot to mention Jim got married and was a real sport and brought out the cigars. He has our best wishes for his future happiness. Evans has not been feeling good, but the news that Bro. Newman is father of twin boys cheers him a little. "Rooster" Patrick has the "flu," and, of course, Claypool is lonesome for some good chewing tobacco. Lenburg has the "flu," too, but is improving. Andrews is tearing up the spot 40 and Earl Gemig is having his troubles with Paul Rice and Zeke Hendricks. Selmer and Wells are busy as hornets and so is "Frailing," and Hall Reichman is as noisy as ever and that is the cause of Limner's carache. Toye, the oxcwelder, is making it hot for everybody. Rodey Tierney and George Dirth are learning to talk Irish. Wallis is feeling bum and Harvey came in "on time" three mornings straight. Posey is also on the sick list and Perry Leach got his gum stuck in his teeth and had to talk out of the corner of his mouth. Littler Phillips is back at work again and Mideo Tucker is getting used to railroading now, and Great Northern Watts will soon be down on the farm.

Big Teddy, the good-looking blacksmith helper, is training his hair to grow like a kewpie doll.

L. O. Starr, steam pipe foreman, took a little ride with Ralph Hoffman one Sunday and it came very near being the last for L. O. As usual, he began to rubber at the scenery. He got so excited over a couple of limbs (on a tree) that he lost balance and nearly fell out.

We find the reason Alec Yoder, pipe fitter, did not catch any fish in Current River was because he had a new trot line and did not put any weights on it. He baited it with tree frogs and they did not sink. When Alec came back to run his line the

frogs were sitting up on the line out of the water whistling.

Mr. and Mrs. Emmett Flood are the proud parents of twins, born January 16, a boy and a girl.

Al Hogan, push man of the piston gang, has been chased by the rag man every day for the last two weeks, but so far Hogan has outrun him. Whether Hogan is going to get a new coat or not no one knows.

Red Yount wants to know if a raccoon can swim. Anyone knowing please notify Red, as he was born in Carter county on the Current River.

Paul Waldo Stahl says the reason he don't get married is the girls he likes don't like him, and the girls that like him he don't like.

Irvin Reichman and his grandmother visited Ritters Mill, Sunday, February 1.

A. C. Reaves is smoking tailormade cigarets now, and has purchased him an auto, which he is keeping under his back porch until he can build a garage. This auto is a well-known make.

Ross Lee claims there are theoretical fishermen, but he wants it understood that he's a practical one.

Witaschek has painted his house six times in the last month.

Kuhn is willing to bet his house and lot we get 85c per. He claims he got the message from the air.

Arthur "Sweet Papa" Claypool says he is going to move if Reichman doesn't quit being so happy. We expect him to move, maybe into a home of his own, or in a tent near Doling Park? How about it, Sis?

Poor Zeke Rugh, he lost his helper, "Red" Yount, who was promoted to apprentice. It is going to break poor Zeke's heart.

The latest dope from across the pond is that there is a woman around the American Occupied Territory that is headed for the U. S. A., claiming her "Sweet Papa" is in Springfield.

Machinist W. D. O'Connor and wife are the proud parents of a fine big boy, born February 3. Mr. O'Connor is a machinist at the North Side shop.

This being the closed season on squirrels, Zeke Rugh had to give up his favorite sport of barking squirrels and has taken up lassoing fish. He was seen coming home Sunday, February 1, with a nice string.

Henry "Chicken" Patrick has given up checks, hogs and cattle as a side line, and is going to use the auto as pastime. Yes, he got a Buick, 1890 model, and it is some Cadillac. He took his lady friends out for a ride Sunday, February 1, and it would have been a joy ride if his car had not stalled about two miles from home. The ladies walked in and Henry stayed by his car like a captain stays with a sinking ship. He cursed and swore, cranked and sweated, but all in vain. Finally a couple of little

boys suggested that he put some gas in the tank and then try it. He did and the car started, but the exertion made him sick and he got a bad case of the "flu," but is better now.

Anyone knowing of any more colors call on the 900 block, Locust street, at the house that has all the colors of the rainbow. The house is only half finished in painting. Designer, George Kuhn, and painter, Fred Witaschek.

Anyone wanting to know of gas attacks inquire at Machinist Fred Witaschek's. (On the balcony.)

Machinist Frank Slaughter says he is lonesome since the boys have discovered a sure cure for gas attacks.

The boys on the "Balcony" say Dad Crawford has lost some of his marbles. He has purchased two new suits of overalls in the last three weeks.

The boys of the West Shop would like for the correspondent at Memphis to look up one of our lost Home Guards there, namely Machinist Burke, and ask him if he wants his cemetery lot transferred to Memphis.

Since the office of President of the U. S. A. is on the bulletin board the boys are wondering if Richardson, belt man at the West Shop, will bid for the job.

The Birmingham boys, better known as "Bubbles," at the West Shop, were all smiles when they saw a write-up in the February issue of The Frisco-Man from Birmingham.

The boys are glad to hear of Mrs. Herman Seifert improving so well after a very severe operation. Mrs. Seifert is the wife of Machinist Herman Seifert, West Shop.

Oswald "Shorty" Collier has been off with the "flu," but is better now and will be on the job soon.

Louis Libovitz says if he walks to and from the shops he saves 12 cents to buy another pair of socks for the St. Louis Bargain Store, but Louis don't sell these 12-cent socks for 50 cents—the boys are all for you, but no profiteering.

Every time you ask Harry Jarrett who that ring is for he says for his wife. Too many rings, Harry.

Ira Juquith says he is going to take a trip to Cuba. We think he is going to wet his whistle.

Bert Sliffensky says Sherman, Texas, is the Land of God. He must think the West Shop is H—.

Richard Newman, machinist link gang, says he has a singing rate at his house that sings him to sleep every night. What do you know about a singing rate?

George Hasley, machinist link gang, **blowed his saxophone** so hard he got the "flu."

The link gang has four nice, promising machinists, namely Apprentices Roy Salsman, John Buckhorst, Ralph Burgess and Fay Taylor.

The shop men have become interested in the coming election. William J. Creamer, machinist West Shop, is a candidate for Commissioner of Public Property and Utilities. Let's all boost Bill.

Clarence Thompson of the link gang has lost all his pets since January 1. Cheese it, old boy, you can see a doctor.

George Shane, link lathe machinist, eats too much yellow cake. He is off sick at this writing.

Arthur Ryan, link lathe machinist, was off with the "flu" but is on the job again. Take care, Artie, and don't get in the draft again.

Dolly Groves says it is a mistake about him catching those skunks; that was only a dream he had.

Topsy, the well-known pipe fitter, was seen out on the lake with his fish hounds. Topsy says he was giving them their spring training.

E. Keener will have to be transferred to the roof room. McEverly says he caught him talking to himself last week. And they claim he is putting the packing in pumps upside down.

Claude Keltner gave all his hounds a bath recently. It is rumored he is trying to make fish hounds out of them.

E. E. Reynolds is back on the job again after being off two weeks with the alcoholic blues.

The boys have about forgot George Meuser since he quit traveling.

Walter Moorhead, poor fellow, has already lost one-half day of the extra day in 1920.

Pete McSweeney, the boarding house boomer, is home again after boarding one month on Grant street. McSweeney must be hard to please. It may be him, thinking he should have one-half of everything on the table.

Dock Withall says his hair is growing awful fast and hair cuts going to 50 cents. Dock says 50 cents will buy a little over a gallon of gas.

Emil Kramer says he is married, but the boys do not seem to believe it. When he told it the boys thought he was under one of those heavy cider attacks.

FOR SALE.

One Hup car with piston ring.
Two rear wheels, one front spring,
Has no fenders, seat made of plank,
Burns lots of gas; hard to crank.
Carburetor busted half way through,
Engine always missing, hits on two;
Only three years old, four in the spring,
Has shock absorbers 'n everything.
Ten spokes missing, front axle bent,
All tires punctured, ain't worth a cent
Got lots of speed, runs like the deuce,
Burns either gas or tobacco juice.

If you want this car, inquire at West Shop toolroom, and ask for Robert Henry McStokes. Good old Hup for the shape it's in.

**MECHANICAL DEPARTMENT—
SPRINGFIELD.**

(C. N. Thompson)

Doc: "Was that a freight or a passenger car?"

Diz: "I guess it was a passenger. It was loaded with Poles."



IN ROOM 202

Girls of the Bureau of Operating Accounts, Springfield, could not resist the temptation of "messing" in the first big show of the season. Left to right, standing: Misses Stella Hargis, Emma Granade and Clarissa Hall. Kneeling: Misses Hazel Stevens, Helen Motz and Ruth Brackett.

Charles Thompson asserts there is positively no truth in the rumor that a certain Phelps avenue restaurant is putting out a side of butter with an order of soup.

Lloyd Lamb came to work the other morning with a variety of brands of fancy cigars, but they only lasted a couple of days and Lloyd has been contented with Carl and Charley's Camels since that date.

The tie the Office Force bought for Mr. Enslin was rather expensive for Perry. He bought a suit to match it.

Helen Yates has discovered a new name for a dance and Leonard Wright is trying to find a step for it.

Considerable commotion was caused in the Office the other day when Miss Dwyer leaped from her chair and exclaimed, "Pickwick Stables are on fire!" Upon in-



"Here's Where We Got Our Start"

"Look, Nell—this coupon! Remember the night you urged me to send it in to Scranton? Then how happy we were when I came home with the news of my first promotion? We owe it all, Nell, my place as Manager, our home, our comforts—to this coupon."

Thousands upon thousands of men now know the joy of happy, prosperous homes because they let the International Correspondence Schools prepare them in their spare time for bigger work. You will find them in city, town and country—in office, factory, shop, store, mine and mill, on farms and on railroads.

There are clerks who became Advertising Managers, Salesmen and Executives; carpenters who became Architects and Contractors; mechanics who became Engineers and Electrical Experts; men and boys who rose from nothing at all to splendid responsible positions.

More than a million men and women in the last 27 years have advanced themselves in position and salary through I. C. S. help. Over 100,000 are studying right now. You can join them and get in line for promotion.

The first step to success in the I. C. S. way is to choose your career from this list and mark and mail this coupon here and now.

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BOX 8649, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Ass'ting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> MINE FOREMAN OR ENGR |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Good English <input type="checkbox"/> Spanish |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> French |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising <input type="checkbox"/> Italian |

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Effective and harmless to the Eye
Samples on request

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BOSTON

NEW YORK DETROIT CHICAGO

vestigation it was found that Ferd had just fired up his pipe.

Poet "Rip" might have stayed up the other Saturday night to gaze upon the starlit heavens or possibly to hear the nightingale piping his lay. But we prefer not to have our name hung in the hall of fame alongside of Milton, Shakespeare and Bud Fisher, if it costs twenty-two bucks for such inspirations.

Edgar Johnson recently made a high run of the one and two ball in his daily endurance contest with Leonard Wright of herding the ivories over the greens of Bosco's pastime, and when communicated with later is said to have confidently stated he could have made the three ball in the side if he had not played it in the corner.

Who said Leap Year wasn't here?

Ed Foster was married straight Marquis of Queensbury Rules. The date, there is a variety of opinion about this, but let us not enter into any lengthy discourse on such trivial matters.

The big idea is, that Ed is out to prove the veracity of that trite old phrase: "Two can live as cheap as one."

The silver-tongued Mr. Craig made a memorable speech in presenting Ed with a beautiful silver set given him in honor of his nuptial knot.

Cicero could not have covered himself with more glory giving a Fourth of July address than did our Head MCB Clerk. In fact, some of the more tender-hearted fairer sex were moved to tears, and Eddie was so overcome with emotion, realization, apprehension or determination, we know not which, that he was unable to report for duty that afternoon.

However, we reiterate Mr. Craig's statement, with a few more—We wish you health, happiness, increases—in pay 'n everything.

History repeats itself. We read of Nero when the knife thrust that drew forth his life's blood as wailing, "What a shame that such an artist should die." Possibly that renowned personage, whom dogs of various degrees and pedigrees trace their cognomen to this day, might have been pretty keen when it came to shaking his wrist, but if he could have only viewed some of our own Miss Pride's sketches he would have thrown his paint brush and canvas on the Salvation Army drum and took up a life's study on the eye of a hillside spud.

Our contest for poetical honors still being open we have received two additional verses which we are entering:

(By Miss Alta Northcutt.)

There was a young lady named Florence,
For kissing she had an abhorrence
Until she'd been kissed and saw what she'd missed,
Then tears ran down her cheeks in torrents



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying

Murine
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Morning.

If your Eyes
Tire, Itch
or Burn—
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use **MURINE** often.

Wholesome-Cleansing-Healing
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Write for our free "Eye Care" book.

Murine Eye Remedy Co.
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(By Rip, the Snoozer)

Little Miss Ketchum sits across from Mr. Rountt.
All day long she sits and pouts.
The reason she looks so very sore—
Her man is thinking of sailing for foreign shores.

QUESTIONS AND ANSWERS.

What made Martha Moore's hair so light Monday morning? She claims she got all the Granger Twist fumes out of it.
Answer: Peroxide has regained its kick.



MRS. STANLEY ATTEBERRY

Formerly Miss Sue Green, Springfield general office, who is the most recent at that point to "close her eyes to the light." After four years' service she has resigned to become assistant general manager, or possibly manager of the greatest industry in the world—a farm. The wedding took place February 14.

BUREAU OF OPERATING ACCOUNTS
—SPRINGFIELD.

(Mollie King)

Have you heard the commotion in Room 202, where the walls are of glass, but you can't see through. The last thing after 5 p. m. you hear the Boss say, "Turn out the lights before you go away." The girls don't tell everything they hear, so you needn't worry or have a fear.

Since Christmas there are several diamond rings in the office. "Andy" says he is going to get some colored spectacles, as he can't stand the glitter.

WE WILL PAY YOU
A MONTHLY INCOME
while you are sick or injured.

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Switching Service.*

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Foaming and Priming, whether resulting from alkali salts naturally existing in the water supplies, or foaming salts created by the use of soda ash and lime in water treating plants, or whether due to the presence of suspended matter, or oil in the boilers, can be overcome by the use of

Dearborn Treatment

Dearborn Anti-Foaming Preparations are serving this purpose in all districts where foaming trouble is experienced, and the cost is so low that it is a mere fraction of the savings and benefits derived from its use.

Dearborn Service will improve your operating conditions and reduce your operating costs.

—Advertisement.

We understand this is Leap Year. A certain young man in this office—single—has already received several proposals. The girls think he is hard to please. For further information see Claude Emery. Outside parties call South 50.

Miss Clarissa Hall is contemplating a trip to New Orleans with her father and mother.

George Ward was chopping wood the other night, and cut himself in the back yard.

Mr. Anderson wants to know if anyone has an extra memorandum book for a young man that folds in the middle.

Miss Merle Barton recently took a trip to St. Louis, and a "Paine" met her at the station. This same "Paine" stayed with her all evening. Mr. Todd wants to know when he will return the call.

Miss Gladys Watkins is always inquiring of everyone if they have seen her "Penny."

Miss Helen Motz' voice is failing her. Mr. Todd advises that she let the other party do a little of the talking. Helen Arnold says she can get along without talking.

Misses Magers, Cornwell, Winn and McKeon went to Monett recently to attend the "B. of R. C." dance. All appeared to have enjoyed themselves very much.

Mrs. Stevens has been absent for several days on the account of the serious illness of her mother.

L. & D. FREIGHT CLAIM DEPT.— SPRINGFIELD.

(C. E. Martin.)

With feelings of regret have we parted company with M. C. Harless. He has gone to points unknown. I say unknown, for he went to Oklahoma. Of course, we know he will be in and around Miami and Quapaw part of the time. But when one is in Oklahoma it can never be told where he is, in several senses, for instance in the money sense. One day he may be like Shakespeare's purse "Something, Nothing," and the next day a great big "Something." However, not to be depressed by the shades of Shakespeare, for this is an eulogy of "Mulo." Will say we do not fear but he will live up to our wishes by making good. On the occasion of his departure, the office presented him with a splendid silver set with the good wishes of everyone, ably spoken by Chief Clerk J. L. McCormack. Mr. Harless, dubbed by the royal title of "Mulo," due to his good management of the livestock claims and especially the kind of livestock that forms the trade mark of old Missouri, was noted for his consistent, continued and sincere work and in addition to his famous sneezes, the likes of which none ever heard and we shall hear no more. A combination of sounds similar to the screech of a siren whistle, squeak of a

rusty hinge, fizz of a soda fountain fizzer and the squeal of a pig all shook up and bundled together into one healthy, famous sneeze.

Some have been off for short time on account of the flu, grip or colds. However, the ravages seem to be decreasing.

February 10th saw the last of H. B. Jones with us. After several years of good service, both in the O. S. & D. and claim investigating departments, he has "flew the coop" and got a divorce from railroading, not merely a stay of execution, like our friend Harless did. What are we to do



MRS. J. E. HEALEY

Another bride of the F. C. Department, Springfield, who used to be known as Miss Genevieve Smith, the lady on the right in the above picture. She was married February 5 after almost three years' service with the Frisco. The groom is a machinist.

without a Jones in the lineup? We've got the Smith (spelled plain Smith uncamouflaged), but there can be no luck without the Joneses also. Guess we will have to call Miss Jewell Jones an investigator. She investigates a whole lot of O. S. & D. grief anyway. H. B. slipped away without giving us that photo of H. B. Jones, Jr., for the Frisco-Man. However, that will not relieve E. M. Davis from entering his son and heir in the cradle roll and that pretty soon.

We should have an expression from R. N. Brooke on his choice of names, "Little Mule" or "Herpicide." He has the right of choice.



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**EIGHTH & WALNUT STREETS
ST. LOUIS, MO.**

SAVE SHINGLE ROOFS

Every dollar saved is a dollar made, so why not repair and paint those shingle roofs before it is too late?

It will take a very small amount to repair and put them in first-class condition, then a coat of Empire Paint will double the life of the roofs.

It is only necessary to remove the split shingles, the paint will straighten all of the shingles that are warped; and they will not warp again in the future. This will prevent blowing off also, as the shingles will hold down tight.

Sweep out the gutters and valleys and paint them also, as Empire Paint will give absolute protection against rust on metal for 5 years from date of application.

The life of composition roofing also can be renewed with one coat of Empire Paint, as it refills the fabric and makes the roofing as good as new.

Read the printed instructions which you can get from your General Foreman, or write to Empire Paint & Contracting Co., Birmingham, Alabama, and have them sent directly to you.—Adv.

The United Iron Works Company,

manufacturers of varied lines of machinery and castings, appreciate thoroughly the opportunity of proving their services to the Southwest.

Inquiries solicited.

GENERAL OFFICES
KANSAS CITY, MO.

Plants Throughout the Southwest

CONCERNING MURINE.

Murine is said to allay irritation, caused by smoke, cinders, alkali, dust, strong winds, reflected sunlight and eye strain. It has been recommended for all eyes that need care. These suggestions will likely appeal to men in all branches of railway service. See the Murine Eye Remedy Co. advertisement in this issue and write for their Book of the Eye.

C. J. Bowman has moved his family from St. Louis.

Mary Skopee wants a place to room where the folks won't object to her having "fellows."

Gus Bringleon feels he can now qualify as a first-class piano mover after participating in the big move at reclamation plant.

Latest score Matrimonial League season, Leap Year, 1920:

Innings	.....	1	2	3	4	5	6	7	8	9	10	11	12
File Dept.	.....	0	1	?	?	?	?	?	?	?	?	?	?
Indexing	.....	1	0	?	?	?	?	?	?	?	?	?	?
Typing	.....	0	0	?	?	?	?	?	?	?	?	?	?
Others	.....	0	0	?	?	?	?	?	?	?	?	?	?

Ten more innings to run. Will state both the scores above were home runs. See another part of this issue or the next for details.

L. & D. FREIGHT CLAIM DEPT TYPING BUREAU—SPRINGFIELD.

(V. Pauline Whitsitt.)

Jennie Hassler came to work one evening last week with her hair all waved so pretty; really looked permanent, but next morn, alas! it was all gone. Beauty parlor special.

Mary Engle says she never thinks of Monett unless she thinks of vamped eye-lashes. Course you've got to doll a little when you go to the city especially with a sandy-headed fellow.

Talk about it. Minnie Bossert has a new Buster Brown blouse with a high collar and little bow tie. Modesty or 'fraid of the "flu." Wonder which?

Rat excitement is tame. Ought to see the girls scatter when a steam pipe bursts. Made us think of a bathing suit, Dayton flood and Brother Noah all at one time.

Misses Dazel Lewis and Gertrude Whittaker will make their debut next month. Dance, corsage bouquets of sunflowers and forget-me-nots, the only question in their minds being where and just how to wear them.

Wanted—Permanent cure for love-sickness. Submit prescriptions to Miss Orene Beattie. Phone at home.

Mrs. Chamberlain related a little joke she read in some paper about ground hog day that read something like this:

First Nigger: Rastes, you know this is sausage day?

Second Nigger: Rastes, you mean this is ground hog day.

First Nigger: What's sausage if 'taint ground hog?

Laughing will make you thin. Ask Mildred Wason if it won't? Time for a lot of us to begin, don't you think so, Mildred?

Mary Engle lost a powder puff last week, but found it. No reward, however.

(Continued from page 40)

Orders for any of the patterns shown this month should be sent to The Frisco-Man, 723 Frisco Bldg., St. Louis, with remittance in two-cent stamps or cash.

Blouse pattern 3131 and Skirt pattern 2818. A stylish combination. Blouse pattern cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The skirt pattern cut in seven sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. Price, 10 cents each.

3155. A smart dress for the growing girl. Pattern cut in four sizes: 8, 10, 12 and 14 years. A 14-year size requires $4\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

3142. A pretty dance or party frock. Pattern cut in three sizes: 12, 14 and 16 years. Size 16 will require $4\frac{3}{4}$ yards of 27-inch material. Price, 10 cents.

3163. A pretty gown. Pattern cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires $7\frac{3}{8}$ yards of 38-inch material. Price, 10 cents.

3152. A good style for a school dress. Pattern cut in four sizes: 6, 8, 10 and 12 years. A 10-year size will require $3\frac{5}{8}$ yards of 36-inch material. Price, 10 cents.

3166. A very pretty and stylish model. Pattern cut in 3 sizes: 16, 18 and 20 years. $5\frac{1}{8}$ yards of 36-inch material required for the 18-year size. Price, 10 cents.

3154. A becoming frock for school or play. Pattern cut in four sizes: 4, 6, 8 and 10 years. Size 6 requires $2\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

Coat pattern 3129 and Skirt pattern 3008. Skirt pattern is cut in seven sizes: 22, 24, 26, 28, 30, 32 and 34 inch waist measure. Coat is cut in six lengths: 34, 36, 38, 40, 42 and 44 inches bust measure. It will require $7\frac{3}{8}$ yards of 44-inch material for a medium size. Price, 10 cents each.

3133. A new house dress in "tie on" style. Pattern cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure.

A medium size will require $5\frac{3}{4}$ yards of 36-inch material. Price, 10 cents.

3159. A pleasing frock for the small girl. Pattern cut in four sizes: 2, 4, 6 and 8 years. For a 6-year size $3\frac{1}{2}$ yards of 27-inch material will be required. Price, 10 cents.

3137. A practical apron dress. Pattern cut in four sizes: Small, 32-34; Medium, 36-38; Large, 40-42; Extra Large, 44-46 inches bust measure. For a Medium size, $4\frac{7}{8}$ yards of 36-inch material will be required. Price, 10 cents.

3126. A dainty under garment. Pattern cut in four sizes: Small, 32-34; Medium, 36-38; Large, 40-42; Extra Large, 44-46 inches bust measure. A medium size will require $3\frac{1}{4}$ yards of 27-inch material. Price, 10 cents.

For 10 cents in silver or stamps we can send you our up-to-date Spring and Summer, 1920, Catalogue, containing 550 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

The "Pyle-National"

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Train Lighting, Oil Well Drilling and Industrial Purposes

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The VARNISH That Lasts LONGEST

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"CE-VE" PROCESS
OF
RAILWAY PAINTING

REVOLUTIONIZES this line of work in
Time Saved and Durability

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**OVERALLS, COVERALLS
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Remember, it's the *cloth* in your overalls that gives the wear! Stifel's Indigo Cloth is a sturdy, fast-color fabric, the dots and stripes positively will

This is Mr. Chas. Broll, one of the oldest engineers of the B. & O., who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth

not break in the print. Ask for overalls, coveralls and uniforms of Stifel's Indigo Cloth, and be sure of the genuine, look for this trademark on the back of the cloth inside the garment. Your dealer can supply you. We are makers of the cloth only.



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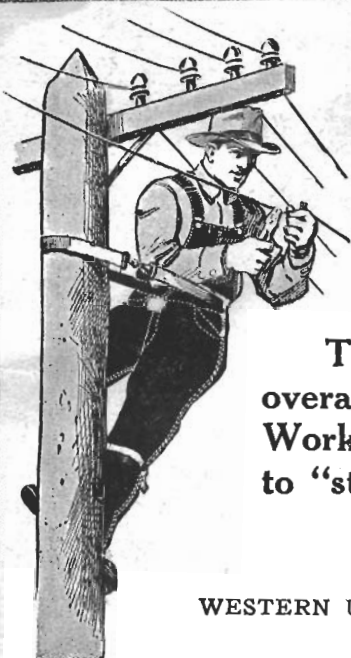
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ALLIGATOR Coats, Suits and Hats are the *perfect* garments to give full protection against rain, snow and sleet. Light in weight and permit free body movements.

ALLIGATORS are Guaranteed
We rigidly guarantee every ALLIGATOR not to leak, crack or stick. The longer you wear ALLIGATORS the better they get. Actually wear like leather. Every out-of-doors worker should have one.

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The Government purchased over Three Million ALLIGATORS to protect our forces on land and sea. The severe test proved ALLIGATORS the best and most durable water-proofed clothing made.

Union Men! Demand ALLIGATORS

Take no chances with goods you know nothing about. The Union Label in every ALLIGATOR is the badge of honor made.

If your dealer does not handle ALLIGATOR Oiled Clothing, send us his name and yours. Protect Yourself Against the Weather with an Alligator.

All sizes. Made in Army Olive and Black, in Coats, Suits and Hats.

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