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January 1919



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Heartiest Greetings
and all sorts of good wishes
for your Happiness, Good
Health, and Prosperity.

1918 has gone, with
all its joys and sorrows,
but it was crowned with
Victory.

May 1919, and the years
following, bring to all
the fullest fruits of that
hard-fought Victory.

Sincerely

LeRoy Kramer



The Frisco-Man

745 FRISCO BUILDING
SAINT LOUIS

A monthly publication devoted to the interests of the 23,000 employees
of the Frisco System.

VOL. XIII

JANUARY, 1919

No. 1

The New Year and Peace

With the world emerging from the woes of a gigantic war, which has cast gloom among the peoples of the earth for some four years, the prospects of peace with the coming of the New Year fills us all with hope and kindly feeling.

Our causes for rejoicing at this, the inception of the New Year, are many. The terrible conflict which has brought so much sorrow to so many homes is victoriously ended. We can once more turn our attentions and energies to the peaceful pursuit of life, liberty and happiness, with the reasonable assurance of not being again turned aside by war.

The New Year and Peace present gigantic problems. The world has changed, as has its inhabitants. Although we are confronted with magnitudinous questions innumerable, they shall be solved. Our new conception of life, our more kindly feeling toward our fellow man, and the new hope inspired by the coming of Peace will combine in completing the great work to be done.

While the terrible carnage of the last four years has brought sorrow to so many of us in the loss of many of our friends, relatives and comrades, the sacrifice has not been in vain. The principles of humanity have been vindicated in a most decisive way. The struggle has brought about a better understanding between individuals and peoples, a deeper appreciation and conviction of the good in us all, and a more profound consideration of the ideals of our fellow man.

Let us, individually and collectively, resolve with the New Year to carry to a consummate fulfillment the ideals for which our heroes, the living and the dead, have fought. It is our debt to them and must be paid.

Women in the Railroad Service

*By Pauline Goldmark, Manager, Women's Service Section,
U. S. Railroad Administration.*

Women's employment in the railroad service on a large scale is now. It has really been a wartime innovation due to the shortage of man power—especially in the shops and roundhouses. Last January the total number of women employed was 60,000. By July it had increased to 81,000 with the following geographical distribution: 45,000 in the Eastern District, 8,000 in the Southern and 27,000 in the Western District. By October 1st these numbers were probably increased to a total of approximately 100,000.

Naturally the greatest number are in the clerical and semi-clerical occupations. Of the 81,000 employed July 1st, 61,000 were working as clerks of all kinds, stenographers, accountants, comptometer operators, etc. In this class appear women ticket sellers and bureau of information clerks who served the public for the first time; they were found well fitted for this type of work, and special instruction agencies were opened by the Government in various states to train them in the intricacies of tariffs and routes.

The next largest group of 4,000 it is not surprising to learn, appears in women's time honored occupation of cleaning. Women have long been cleaning stations, offices, etc., but now they are employed in the yards to clean coaches and pullman, both inside and outside, and in the roundhouses doing the heavier work of wiping locomotives: 800 were so employed.

In personal service, including work in dining rooms and kitchens, as matrons and janitresses, 2,000 were found.

In the railroad shops, women entered the greatest variety of new occupations. 3,000 were employed ranging at one end of the scale from common laborers, at the other end of the scale to skilled mechanics earning the machinists' or carmen's rate of pay.

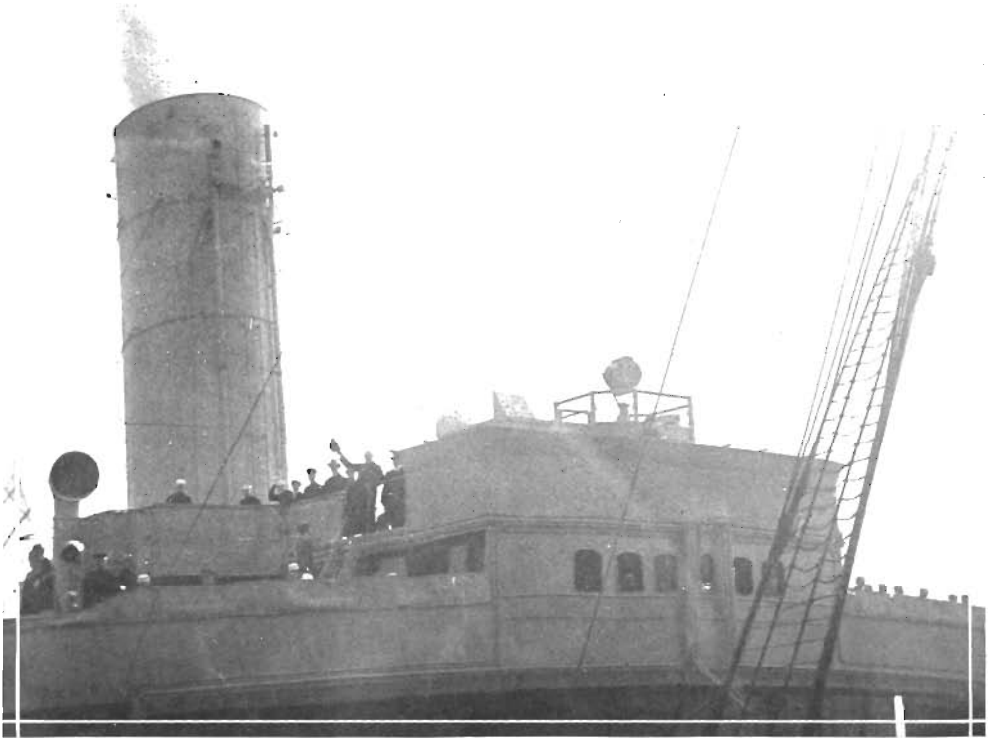
Owing to these increases and to the need of caring for the special interests of women, the Women's Service Section

was created on August 27, under Mr. Carter, Director of the Division of Labor. Women's interests had already received attention in the first orders of the Director General. He specified (1) that where women are employed their "working conditions must be healthful and fitted to their needs"; (2) that "the laws enacted for the government of their employment must be observed"; and (3) "their pay when they do the same class of work as men shall be the same as that of men."

These general directions were taken over by the Women's Service Section as its first sailing chart. The scope of its work, it will be noted, is drawn on broad lines, and includes supervision of all the factors affecting the industrial welfare of the women employes. The field agents of the Women's Service Section have been making inspections on the Railroads both in the East and West. They are reporting on the exact character of the work required, its suitability for women, the observance of the State Labor Laws as to hours of work, and, most important, the application of wage rates insuring equal pay for equal work irrespective of sex.

It is perhaps not fully known to this Conference that the rates of pay for all the diversified occupations of the great transportation service of this country have been standardized and new increases adjusted for every class of employe. This is now true for positions of the highest skill and responsibility down to the humblest scrub woman. To give a concrete example: under a special order the pay of coach cleaners was raised 12c, the present minimum being 28c and maximum 40c.

In a Conference on Women in Industry such as this, no point it seems to me needs to be more emphasized than the equality of pay for both men and women in this service. The Railroad Administration put itself squarely on record in its first wage order on this fundamental principle, and is living up to it in regard to every occupation.



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"GOODBYE, AMERICA!" PRESIDENT WILSON AND PEACE DELEGATES SAIL FOR FRANCE

"Goodbye, America!" President Wilson doffs his hat in a last farewell to the United States, as the S. S. George Washington, bearing the presidential party, steams from its pier at Hoboken. The ship sailed amid a rousing farewell from both shores of the North River, lined solid with cheering humanity, a striking testimony to a great man, by a nation whose safety rests in his hands.

Women were undoubtedly first engaged about a year and a half ago, before the railroads were put under Federal control, because they could be obtained for less pay than men. They were, for instance, engaged as common laborers at 20c to 22c an hour, at a time when men were receiving 28c to 30c for the same class of labor. With rare exceptions where adjustments are still necessary, the wage orders have absolutely stopped this undercutting of men's wages by women. The Women's Service Section receives many complaints regarding wages, but in the large majority of cases, the grievances are due to incorrect application of the wage orders or to a wrong calculation of the wage increases, rather than in discrimination between men and women.

Soon after women began to be largely employed it became apparent that some of

their work was neither profitable nor appropriate. The use of women as section laborers, for instance, in a gang of men working along the tracks at a distance from any house or station was judged to be unsuitable. This was also found to be the case where women were employed as truckers in depots and warehouses on account of the extraordinary physical exertion required of them. In view of the wages now paid it was believed possible to secure men and to transfer the women to some class of work suitable to their strength and with proper regard to their health. The Railroads were accordingly asked to discontinue their employment in both these positions.

Similarly, the work of calling train and engine crews was found to be undesirable. The service requires that the caller must find the train or engine man for whom he is looking, who is often

asleep at his home, hotel, or boarding house or caboose, where he must be awakened and his signature secured as acknowledging the call. For obvious reasons the railroads were requested to dismiss women from this occupation. Under these orders, on one railroad employing more than 2,000 women, 223 employed as laborers and 193 employed as truckers were transferred to other jobs. To those of us who are accustomed to methods of factory inspection and the difficulty and delay of securing the enforcement of Labor Laws, it is a new and welcome experience to secure the kind of concerted action which now exists under the Federal control of the railroads. The publicity which is needed to secure support for the Labor Laws, is not required when the Government itself is the employer and specifies the conditions of work which it wishes to have maintained.

It does not mean, however, that the Women's Service Section is not busily engaged in securing improvement of conditions of work. The sudden growth in the number of women employed has not

been accompanied in many places by proper supervision for health and comfort. It has therefore proved necessary to secure proper equipment and better supervision of all the conditions of work where women are employed. If, for instance, they are working in isolated positions at night in the round houses or telephone offices, it has been necessary to secure the transfer, especially of young girls, to day time shifts. Owing to seniority rights among railroad employes the last comers are given the most undesirable hours. Last Fall there was some indication that women might be employed on night shifts as watch-women. The Women's Service Section has however taken the position that older men who may be incapacitated for more active work should be employed on these shifts and the employment of women restricted to the day time hours.

There can be no question that women working as laborers have been doing work involving too great muscular exertion. They have handled lumber, loading and unloading it in the yards. They have also lifted great weights of iron



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FIRST OF VICTORIOUS AMERICANS RETURN HOME

When the S. S. Mauretania steamed into N. Y. Harbor Sunday night, she was received with a literal bedlam of screaming whistles, a medley so characteristically American and a hysterical waving of flags. The giant Cunarder floated majestically through a gamut of lined up vessels, her sides aching with writhing, bellowing American aviators who cheered the skyline of New York, Miss Liberty and most of all HOME. The photo shows the men cheering the skyline of New York City.

scrap,—all work of this kind is now being discontinued.

The variety of occupations is surprising. One of the Railroads reports the employment of women in 99 different operations. It follows that the conditions of work show wide variation and the adjustment of local conditions in case after case must be taken up. It is obviously difficult to frame rules of general application at once for such diversity of conditions.

Comparisons with other industries can probably best be made in respect to the women employed in the shops. They are operating a number of machines such as bolt threaders, nut tappers, drill presses, for which no great skill or experience is needed, and which is classed as "helper's work," and rated at the specified pay of 45c an hour. They are also employed for highly skilled work. A number have succeeded as electric welders and oxy-acetylene burners. They have been found well adapted for work on the air brake equipment and are cleaning, testing and making minor repairs on triple valves. In some places they are now working in a separate group on the lighter weight valves, weighing not more than 40 pounds. After a period of training they are giving satisfaction without the help of any man operator. This is an exceptional achievement which is the result of careful training and the selection of the proper type of worker, as well as a real desire to develop women as a new source of labor. They have responded to this treatment, take a pride in their work and are doing it well. In other places, however, the introduction of women into these trades has been reluctantly undertaken, and they have been given the least possible instruction. Given this spirit, the employment of women at new and unaccustomed tasks is not a success and results only in indifferent and uninterested workers.

Women are found now performing the duties of crane operators, and hammer operators in the shops, of turntable operators in the roundhouses and of packers of the journal boxes in the yards; they are acting as attendants in tool rooms and storehouses; they are doing block signal work and acting as lever women in the signal towers. This list covers in

general the more highly skilled operations into which women have become proficient. The scarcity of male labor has not been sufficient to cause the employment of large numbers in any one of these jobs. On the railroads, as elsewhere in industry, the women of the United States have not felt the compelling pressure experienced in England to leave their wonted occupations and enter new lines of work, but the attraction for the most part lies in the opportunity to earn higher wages than women can usually obtain. A remarkably fine type of woman is now to be seen in many of the shops, who enjoys the greater freedom of her work as compared with factory routine, although in many cases the discomfort, the dirt and exposure is far greater. It remains to be seen whether the women will remain in these jobs to any great extent. The railroads will of course recognize the seniority rights of all their employes returning from military service, but as far as the new employes are concerned, women will have the same privileges as other new employes in retaining their positions or being assigned to other jobs. There can be no doubt that in the clerical and semi-clerical positions, they have proved their worth and will to a great extent be retained. It has, in fact, seemed questionable under any circumstances to have women working as laborers in yards and roundhouses in the immediate neighborhood of offices which depend to a great extent on men's labor for their inside force.

One further point must be mentioned in regard to the privileges which the women enjoy. They have been given fair treatment not only in regard to pay, but in regard to complaints. A woman is given a hearing according to specified procedure and can appeal her case respectively to the Director of Labor or to the Adjustment Boards at Washington. The representatives of the Brotherhoods are members of the Boards. Thus the women share the gains secured through years of collective bargaining on the part of the men.

In the post war period, while there is federal control of the railroads, the women will retain their own seniority rights, including the privileges of promotion. The present indications are that

they will remain as a permanent part of the great army of clerical workers, rather than in the out-of-door occupations and in the shops and roundhouses where the environment is often unavoidably unsuitable.

In the recognition given to the labor

of women, the policies regulating their employment on the railroads forms a new chapter in the industrial history of our country. It may be considered one of our great gains of the War, hastening the day of uniform recognition in all industries of these principles.



Fuel Economy on the Railroads

*By Maj. E. C. Schmidt, Assistant Manager, Fuel Conservation Section,
U. S. Railroad Administration.*

That the campaign among the railroads of the United States for conservation of fuel may result in an annual saving of 10,000,000 tons of coal and 840,000 gallons of oil was a statement contained in a paper prepared for the Western Sections meeting of the American Society of Mechanical Engineers, at Indianapolis, November 15, by Major Edward C. Schmidt, assistant manager of the Fuel Conservation Section of the United States Railroad Administration.

In his discussion of "Fuel Economy on the Railroads," Major Schmidt detailed the organization and work of the Fuel Conservation Section of the Railroad Administration, telling how, after conferences between that administration and the United States Fuel Administration, though it had initiated the work the latter agreed to turn over to the former such authority as it possessed and to cooperate through its divisions of Conservation and Distribution. This followed the conclusion that the Railroad Administration was possessed of better means of directing fuel conservation by railroads than the Fuel Administration, since it had become clear that the campaign would be more one of supervision of men and methods than one of education.

The purposes of the Fuel Conservation section of the Railroad Administration, as defined by Major Schmidt, are "to effect economies in the fuel consumed by locomotives and in the fuel consumed at railway power and heating plants, pumping stations, etc., and to bring about an improvement in the kind of coal mined for railway purposes."

He said that, as most large railroads for years had maintained some special

organization for overseeing the uses of fuel and education of enginemen and others in its proper handling, the task of the conservation section became principally one of enlisting individual interest and effort to insure the constant application of well-known methods.

As the railways until recently applied their conservation methods chiefly to the motive power department, paying practically no attention to the possibilities of saving through the transportation department by quick movement of trains, avoidance of stops and delays and better coordinated handling of locomotives at terminals, the Conservation Section appealed to superintendents, trainmasters and dispatchers to emphasize in their work the need for saving fuel.

"About 90 per cent of railway fuel is used for locomotives," declared Major Schmidt, "the remaining tenth being used in stationary power and heating plants, pumping and coaling stations and in similar situations. The majority of these plants are small and so situated as to make supervision difficult. In the main, they are wasteful and they use an aggregate amount of coal which demand effort at conservation. By their wastefulness, they offer an excellent opportunity to save."

Attention also was called to the work for conservation through cleaner and better coal.

Major Schmidt stated that as the desire was to keep the organization of the Conservation Section as small as possible, main offices were maintained in Washington and St. Louis and the total personnel, including clerical and statistical forces, comprised only 27.

He said that the aims and recommendations of the United States Fuel Administration, so far as applicable to railroads, have been applied to them, while through the offices of regional directors, instructions covering the following topics have been issued.

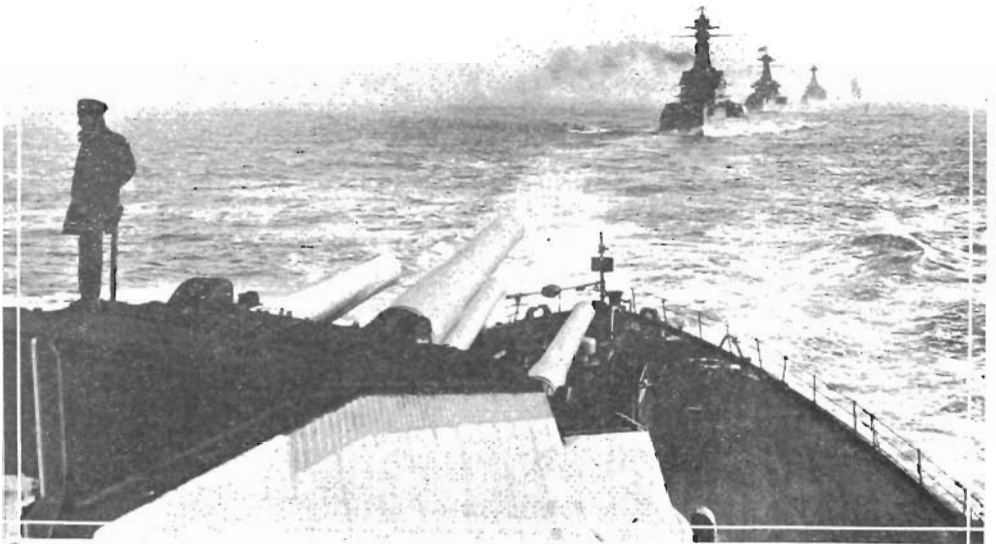
The necessity for completely unloading coal cars; the prompt handling of passenger locomotives at terminals by hostlers so as to avoid coal losses incurred while locomotives stand idle; the avoidance of the use of open fires by cinder-pit men, car-riders in switch yards and others; fuel conservation in the heating of passenger trains; unnecessary train delays caused by lack of attention or forethought on the part of signal tower operators; and the waste of coal in the operation of stoves in stations, signal towers and similar situations.

"While statistics are being accumulated which ultimately may reflect the result of our efforts," said Major

Schmidt, "we are not yet able to draw conclusions from them, but evidence of the effectiveness of our campaign comes to us from many directions. From practically all railroad officials we have had a most hearty response to our appeals.

"In response to the natural question as to how much fuel we expect to save, I would conclude by presenting the following estimate. It should be understood as a mere estimate not yet supported by adequate statistics, but it is made with care and is probably conservative.

"Present estimates indicate that during the calendar year 1918, United States railroads will use about 175,000,000 tons of coal for all purposes, including both bituminous coal and anthracite. Of this amount about 157,000,000 tons will be consumed in locomotive service and about 18,000,000 tons at stationary power plants and for miscellaneous purposes. In addition, the railroads will use approximately 42,000,000 gallons of fuel oil.



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BRITISH SHIPS STEAMING OUT TO MEET THE GERMAN SHIPS FOR THEM TO SURRENDER

This very remarkable photograph which was taken from the flagship "Herculer" shows the British Fleet going out to the place where the German High Seas Fleet surrendered to the British. Behind the flagship on which is Admiral Sir Montague Browning, the other ships are the "Neptune," "St. Vincent," "Collossus" and "Sellerophen."

Cooperation

*By Frank McManamy, Assistant Director Division of Operation,
U. S. Railroad Administration.*

It has been generally understood that the Government assumed control of the railroads because of the necessity of increasing their efficiency and operating them in such a manner that the necessary transportation would be provided to enable the country to successfully conduct the war against what had come to be recognized as the enemy of civilization.

It had been demonstrated that under individual control it was not possible to obtain the degree of co-operation necessary to bring about the increased efficiency which must be obtained and that only by operating the railroads as a single system under the direction of a strong central organization could the transportation needs of the country be met.

A survey of the situation showed that one of the principal, if not the principal, needs was to improve the condition of motive power and rolling stock.

Greater efficiency in this respect could only be secured by greater efforts and closer co-operation of the army of the railroad shop employes, because with the urgent demands for men for military service and for munition factories it was not possible to increase the forces in proportion to the increased work. The results of the past year show that increased efforts and better co-operation was secured to an extent hitherto unknown. Personal convenience and comfort on the part of railroad officials and employes were alike disregarded. Sundays, holidays and vacations were unknown to most of the railroad workers for the past year or more. Every loyal man was on the job 24 hours a day and seven days a week or as near it as was physically possible. Employes' contracts were temporarily modified with respect to shop hours and to promotions and suggestions or requests of the Railroad Administration for changes that would increase efficiency and bring about closer co-operation have been cheerfully and promptly complied with. As a result of this it

is not an exaggeration to say that a degree of efficiency in operating railroad shops was reached which has never before been attained. The railroad machine has been operated at high speed and with full tonnage and the shop employes have provided the necessary equipment.

In the matter of furnishing necessary equipment to conduct transportation during the war, the railroad shop employes have gone over the top and when the records of what they have accomplished is written they will have little to regret and much to be proud of.

The war is now over and the problems incident thereto are things of the past. We have, however, confronting us problems equally important although perhaps not quite so urgent.

The principal requirements necessary to go from a peace basis to a war basis were, unlimited energy and unceasing effort. To change the shop organization from a war basis to a peace basis, which is the task that confronts us now, will require unlimited patience, tact and judgment. A degree of co-operation equal to that which has been exercised during the war will be required. It will require the principle of the square deal to be recognized and observed on all sides and it will require absolute confidence that the necessary reorganization will be worked out with fairness.

The railroad shop employes with the co-operation of the officials have performed a great service in their work during the past year, but it could not have been accomplished without complete co-operation and confidence in those who were directing the work. They have before them during the reconstruction or reorganization period an opportunity of performing an equally great service and if that is to be successfully performed it will require the co-operation of all and the work must be done in a way that will inspire confidence.

During war times two points in the operation of railroads predominated; namely safety and efficiency, and others

where they in any way adversely affected these could in a measure be disregarded. In times of peace safe and efficient service must be rendered to the public at a cost commensurate with the service performed. This, of course, means readjustments of hours and reorganization of forces, but this can and should be done along reasonable lines with proper consideration for the rights of the public

and of the employes. If approached in the proper spirit and carried out with absolute fairness, necessary readjustments can be made without friction and without loss of efficiency.

The spirit of co-operation and the desire for performing constructive work which has been manifest during the past year is a sufficient guarantee that this will be done.



CHEMIN DE FER D'ORLEANS BULLETIN DE SERVICE EXPLOITATION. RESIDENCE de ... Nom et Qualité de l'Agent ... 124000 Ex. 1000 ... 1914-1915

DATE	NUMEROUS	PARCOURS	HEURES	SERVICES EFFECTUES		Total	Il y a eu pendant la nuit de la nuit	Niveau des rails	Temps de marche	VITESSE ET OBSERVATIONS
				Heure de départ	Heure d'arrivée					
12/11/14	116	Paris - Chartres - Nogent-le-Rotrou - Paris	2							
14/11/14	160	Paris - Chartres - Nogent-le-Rotrou - Paris	2							

BULLETIN DE CROISEMENT

Sur la Section de ... Gare de ... Le TRAIN N° 6001 à la station de ... le train N° 6002 à la station de ...

BULLETIN D'ENGAGEMENT DE CROISEMENT

Sur la Section de ... Gare de ... Le train N° 6002 à la station de ... le train N° 6001 à la station de ...

A SAMPLE OF THE ORDERS OUR BOYS RAILROADING IN FRANCE HAVE TO SOLVE



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GERMAN ENVOYS CROSS FRENCH LINES ENROUTE TO MEET ALLIED ARMISTICE DELEGATES

First exclusive pictures of the journey of the German envoys to meet Marshal Foch and the Allied dictators of the armistice terms near the battle lines of France. This photo shows the German representatives crossing the French line on the road to Fourmies-la Capelle-Guise. The cars bearing the German mission left the general headquarters on November 7th at 5 P. M. and reached this point at 9:30 P. M. They spent the night at the Castle of Francport and left the next morning to meet the Allied leaders who were waiting for them.

To the New Railroad Man

By a Brakeman, Eastern Division.



AS I am in the service you are about to begin, I may be able to give you some advice that may contribute to your safety and success in the railroad service.

Railroad work is not dangerous for a careful man. The record of all railroad accidents shows that carelessness and disobedience of rules causes most of them. The steadfastly careful engine-man or trainman exempts himself from over four-fifths of the dangers that claim as victims his less cautious fellows.

"Familiarity breeds contempt," even of danger. So many good railroadmen, through constant familiarity with train and engine movements become careless, and even reckless; and climb around and over swiftly running trains, and leap on and off moving cars and engines with too much regard for their convenience and too little concern for their safety.

No duties of enginemen or trainmen require them to ever place their personal safety in jeopardy, and the rules of all railroads forbid them to do so, and require them in all cases of doubt to "take the safe side and run no risk."

Begin your work with a feeling of security. Your engine is a safe machine if properly cared for and carefully guided in its movements. This assures your safety if you will keep your attention on your duties and make sure in your movements that you do not put yourself in danger.

Never let yourself get in too great a hurry around a railroad. Be deliberate and sure in your movements. Always be most watchful for your safety in walking on, across or along railroad tracks. Don't walk in the middle of the track if you can walk outside the rails.

Never try to jump on or off a fast running car or engine. Wait for it to

slow down or stop. If you go to the back of your tender while your engine is running, keep in the middle of the coal pile and guard against any possible jolt or sway that might make you fall off. Never go under your engine unless your engineer knows your intention, and you are sure there is no chance that the engine can be moved.

Throughout your railroad career, in your daily work and in every emergency, make it your chief duty to respect and conform to these requirements of safety for yourself, your associates, and the engines and trains with whose movements you are connected.

Sobriety is the essential virtue of a successful railroad man, and the chief requisite for permanent employment in any railroad's service. Especially in every man connected with the movement of trains, a clear head and steady nerves are necessary for the correct judgment that will prompt the right action at the right time to avert danger and secure safety. Strict sobriety is necessary to these conditions of head and hands.

To an intoxicated brain, or one muddled after a debauch, all matters appear out of their natural proportion, while the memory is paralyzed and the judgment is distorted. To such a mind an impending, fearful danger may appear as no hazard, or the physical power to avert it may seem far greater than it is.

In the past, intoxicated engineers have thought that their engines could run faster and their brakes stop quicker than either could, and have paid for their folly with their lives. They have forgotten meeting points and that other trains were on the road, and have smashed into them, destroying their own and other lives, and many thousands of dollars worth of engines and cars at the same moment.

Trainmen with flasks in their pockets and turmoil in their heads have likewise failed in their duties in critical emergencies, or in proper care for their own safety, and have sacrificed themselves and comrades, and the company's patrons and property.

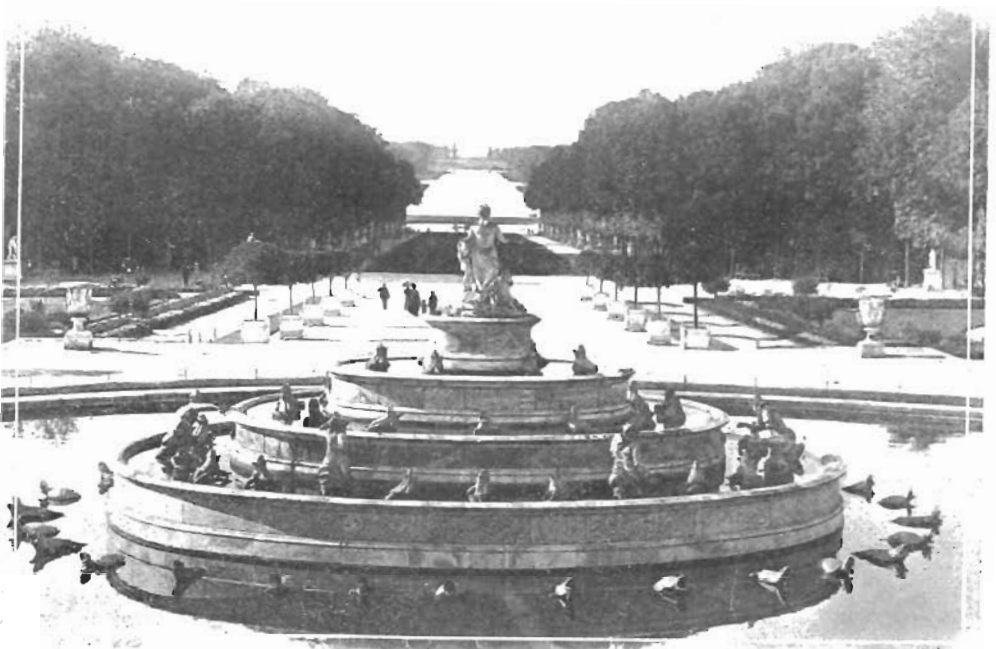
Intemperance no longer causes a large proportion of railroad accidents, because the responsible men in the service realize that they, of all men, must especially abstain from intoxicants. For many years the doors of employment have been steadily closing against the intemperate man, because intoxicating drink makes him less a man. The officers of every railroad know that the employe who gives a part of himself over to the slavery of liquor is not the man they want. They want a full man, not part of one, not one who is a man only part of the time, but one who is a whole man with his full senses all of the time.

The managing officers of a railroad are charged with the general conduct of its business and maintenance of its property, so that its operation may yield the best service to its patrons, fair play to its employes, and a fair return in dividends to the owners of the property, whose capital investments therein have made the railroad what it is.

The view point of the management is the success of the company in these three supreme ways. This should also be the common view point of every man in the company's service.

Regard the performance of your duties, and your relation to the successful and economical operation of the road the same as if you were an officer of the company with its best interests at heart. This will insure you greatest efficiency in your work, and your personal success. Advise and encourage this attitude in others also.

The most obscure worker is entitled to as great credit for results in proportion as the man who commands—so long as he has and uses all the Faith he can muster.



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FOUNTAIN IN THE PARK OF VERSAILLES WHERE THE PEACE CONFERENCE WILL
BE HELD

The "Bassin de Latone" in the park of Versailles where the conference on peace will take place, is shown in this interesting photograph. The fountain is a very beautiful piece of sculpture and is only one of the numerous statues and figures on the grounds.

Our Place in the Prevention of Claims

By L. C. McCutcheon, Asst. Supt. F. L. & D. Claims.

The story is told of the Squire who recently, looking unusually happy, was questioned by his neighbor. "Yes, Émory," returned the Old Codger, "I have abundant causes for rejoicing. The war is over and I can now safely leave everything to Marshal Foch. The influenza has about run its course. My son-in-law is laid up in bed at his mother's house with a broken leg. The election went the way I wanted it to. I made a hundred dollars today by not endorsing a note for a friend of my boyhood. Whoop-ee."

And like the Squire, we all rejoice that the fighting is over, and we can turn more of our attention to the various branches of our business. Those of us directly connected with the Claim Department are rejoicing and glad to be able to say too to the employes that the transportation conditions have improved

to the extent that there has been a very noticeable reduction recently in the number of over, short, and damaged shipments, likewise the number of claims received has fallen off.

The loss and damage payments charged out by Government controlled Railroads had reached such alarming proportions, due to various causes, that the Railroad Administration took especial note of the matter, and in his circular No. 3 dated September 13th, Mr. John Barton Payne, General Counsel, stated in part: "In view of the economic conditions of the country, generally and particularly the operation of the Railroads, your attention is drawn to the enormous amount of money (running well into the millions) expended annually for loss and damage freight claims. Money paid out in this connection has no economic value, a situation that must be corrected by taking

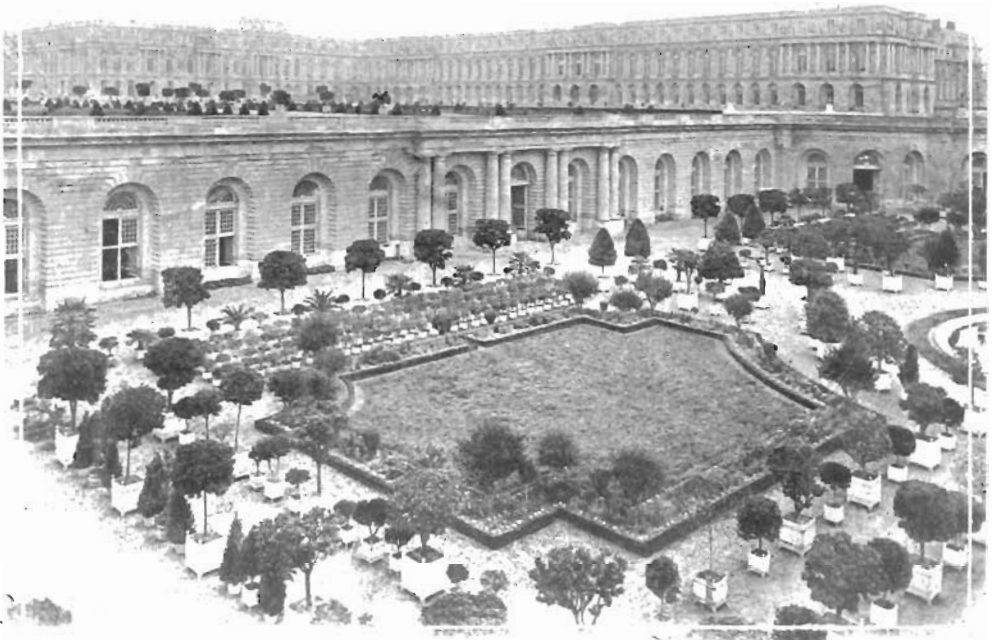
such remedial steps as are necessary toward the prevention, as well as the settlement of claims."

A piece of freight lost may be the result of an error in not receiving or checking, improper marking, not loading correctly in car, or not loading in the right car, robbery, failure to maintain seal record, or possibly improper checking at delivery station, and failure to secure and maintain proper receipt.

Likewise a piece of freight damaged may be the result of negligence in some form that could have been avoided: for instance, rough handling, failure to properly stow and brace shipments in car, trimming down the load after car breaks bulk, containers not coming up to classification requirements, not handling vents and plugs on refrigerator cars in accordance with instructions when loaded with perishable shipments, etc.

Anyway, the Railroad pays the bill, and don't forget that the largest claims that are filed are sometimes the outcome of the smallest mistakes. A claim for several hundred dollars may result from a trilling error in billing, or negligence or poor judgment in one of the many ways related in the above.

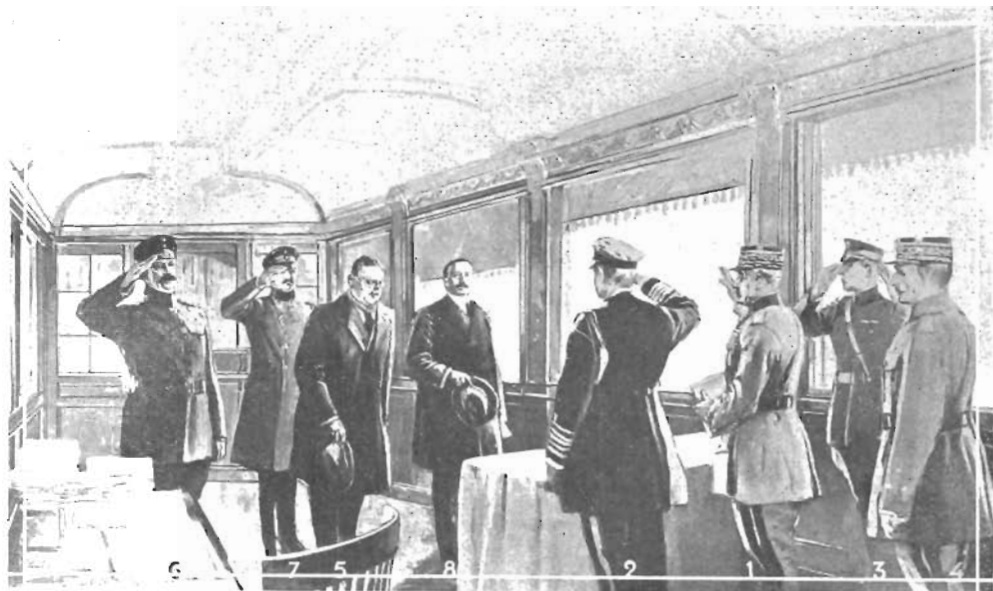
The year 1918 will go down in history with the Frisco Railroad as the one for heaviest freight loss and damage claim payments—but everything points now to an excellent start for the year 1919 with a good decrease—let's make it a record breaker—make the decrease run into the hundreds of thousands of dollars for the year, and everyone can then share in the pride that will come in not only knowing that we made transportation better, but that we lead in the loss and damage performance compared with the other carriers.



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WHERE THE PEACE CONFERENCE WILL TAKE PLACE.

The Historic Palace of Versailles, where the question of the peace of the world will be decided upon, and where democracy will be pitted against autocracy only in regard to peace terms, for autocracy has been completely vanquished. This picturesque and extremely beautiful Palace was built by Louis XIV. of France, at a cost estimated at \$280,000,000, and is a marvel in regard to architectural achievement.



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FIRST PICTURES OF RECEPTION OF GERMAN PEACE DELEGATES

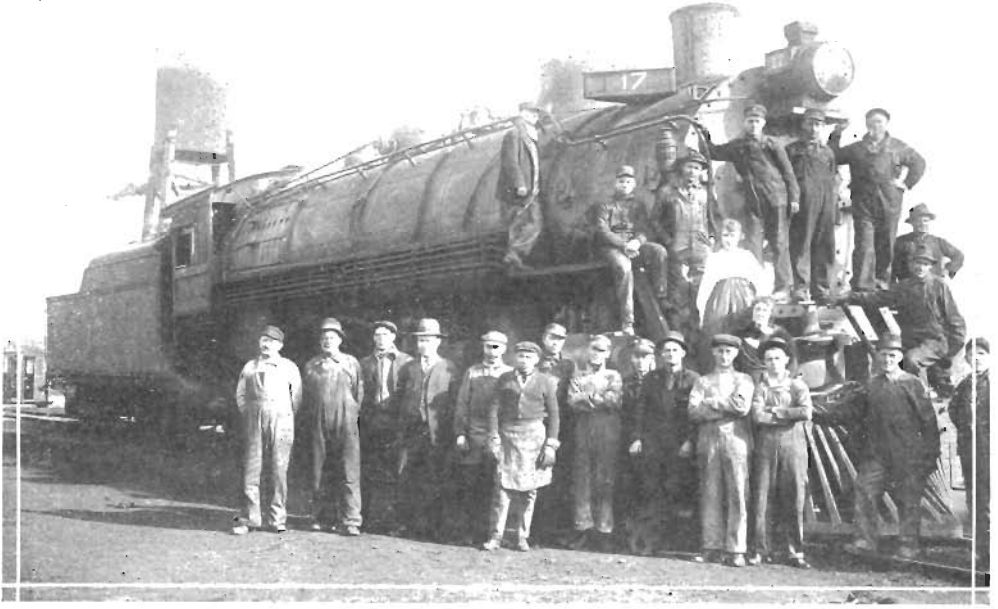
This is the first picture to be received in this country of the reception of the German plenipotentiaries inside the French lines in the railroad car of Marshal Foch. The German party left on November 7th at 5 P. M. and, following the road of Fourmies-la Capelle-Guise, reached the French advance post at 9:30 P. M. They spent the night in the Castle of Francport. The following morning they were led to the town of Rothendos where Marshal Foch and Allied delegates were awaiting them in a private car. The photo shows the reception of the delegates in the car. They are (1) Marshal Foch; (2) Admiral Weymss; (3) An American delegate, probably General Rhodes; (4) General Weygand; (5) M. Erzbergor; (6) General von Gundoll; (7) General von Winterfeld; (8) Count Oberndorff.



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THE SURRENDER OF THE GERMAN HIGH SEAS FLEET

A remarkable photograph showing the actual surrender of the German high seas fleet to the Allied navies at Harwich. The German navy is seen passing through a lane of Allied seacraft prior to the complete surrender. The vessel in the foreground is a British destroyer which participated in the ceremony.



EMPLOYEES OF THE CHOUTEAU AVE. ROUNDHOUSE AT ST. LOUIS

Typhoid Fever Doomed

At the last meeting of the Board of Trustees of the Frisco Employees' Hospital Association, the Board authorized a new service which should be of additional benefit to all employes, particularly those who may reside in communities where health conditions are not of the best.

It is a well-known fact that absolute protection can be given against typhoid fever by the use of anti-toxine. This has been demonstrated by the army health authorities during the war and has proven so effective there is no doubt as to the efficacy of this preventive measure.

In line with progress in the medical world, the Hospital Association will be prepared, from this time on, to furnish the anti-toxine to various division surgeons for free treatment to employes.

This service is not compulsory and no one need accept it unless he chooses, but it is hoped that every one who may feel the need of such treatment will avail himself of the opportunity to protect his own welfare and that of his family from the ravages of this dread disease.

The history of the Hospital Association shows that in the last twenty years two out of every hundred patients brought to the hospital have had typhoid, and of these typhoid patients seven per cent have died.

The use of anti-typhoid vaccine would undoubtedly have prevented hundreds of people from having the disease at all, and, naturally, would have saved the lives of those who died. The records in the cases show that the employes affected with typhoid fever have come from every locality on the railroad, indicating that no section is free from this illness. Some sections are worse than others, but the only known method of avoiding it is through preventive measures which are now offered to all employes, without cost, upon application to division surgeons.

The vaccine seldom causes the least inconvenience. In a few cases, some people have a very slight fever for a day or two, but even this is only an indication of their susceptibility to the disease, and it is fortunate that such persons have taken the vaccine to prevent serious sickness.

United States Railroad Administration

— News From Washington —

STORES SECTION CREATED

Announcement is made by H. B. Spencer, Chairman, Central Advisory Purchasing Committee, of the Division of Finance and Purchases, of the establishment of a Stores Section of that committee, to be under the charge of Mr. E. J. Roth, Manager, Washington.

INCREASED EXPRESS RATES

An increase in express rates effective January 1, 1919, has been announced by Director General McAdoo. The essential features of the Order provide that in the territory north of the Ohio and Potomac Rivers and east of the Mississippi River, the increase in express merchandise rates ranges from 16c to 17c per hundred pounds regardless of the distance hauled in that territory. The increase in the balance of the United States will range from 10c to 12c per hundred pounds on merchandise. The increase of food products will be about three-quarters of the increase on merchandise shipped by express.

INCREASED FARE ON SLEEPING AND PARLOR CARS ABOLISHED

On December 1, the Director General issued an order abolishing the additional passage charge of 16 $\frac{2}{3}$ per cent. of the normal one-way fare now required from passengers traveling in standard sleeping and parlor cars, and 8 $\frac{1}{3}$ per cent. of the normal one-way fare required from passengers traveling in tourist sleeping cars. This means a reduction of one-half cent per mile in the fare of passengers using standard sleeping or parlor cars, and one-fourth cent a mile in the fare of those using tourist sleeping cars.

REDUCED HOURS FOR LOCOMOTIVE AND CAR SHOP EMPLOYEES

The emergency under which railroad employes in locomotive and car shops worked having in some degree passed, the Director General has issued instructions under which the locomotive and car shop hours as far as practicable, will be reduced to 9 hours per day, effective November 25, and to 8 hours per day effective December 9.

In a telegram to all the Regional Directors under date of November 22, the Director General states that the different mechanical organizations responded in a most gratifying way to the request that the men work a greater number of hours in shops throughout the country when the railroads were struggling with congested traffic and weather conditions last spring.

"The Director General desires to express his deep appreciation of the patriotic response of

the mechanical workmen on all railroads," he wired. "and his gratification that it is no longer necessary to call for the number of hours of service heretofore required."

DIRECTOR GENERAL URGES CONTINUED SAVINGS

Under date of November 29, from Asheville, N. C., Director General McAdoo sent this message to all Regional Directors:

"It is of the utmost importance that our people shall continue to save in order that they may help the government complete the victories we have gained in Europe, meet the expenses of the war and provide the means of supporting our army in Europe until it is released from duty, and of bringing it back to American soil. Will you not ask the railroad employes throughout your region to save their money and invest it in war savings stamps and thrift stamps to help their government and our gallant soldiers and sailors who are still on duty in Europe, and also to help themselves by laying up a fund which will be a protection to them in case of misfortune or necessity. Railroad employes have responded so patriotically to every call that has been made upon them that I feel confident they will not fail to continue to save their money and lend to Uncle Sam until every need of our soldiers and sailors has been satisfied by the return of every one of them to his home in America."

SPECIAL RATES TO DISCHARGED SOLDIERS FOR MEALS

Instructions have been issued by Director General McAdoo to furnish discharged soldiers and sailors, traveling to their points of enlistment, with so called military meals at the special rates of 75 cents as granted to men in the service under an arrangement made with the several Military departments some time ago.

Special reduced fares accorded discharged soldiers and sailors are on the basis of two-thirds of the normal coach fare applying via route traveled, or two cents per mile, except that the rate per mile would, of course, be higher in those states where the basic fare is more than three cents per mile. Between the reduction of the fare and the special meal rate made, it is believed they have been amply provided for, particularly in view of the fact that the additional passage charge for occupancy of space in parlor and sleeping cars is cancelled on December 1st so that such discharged soldiers and sailors will have at their command at least a half cent per mile more than the actual need to cover their total expenses in reaching home.

CONTRACTS FOR ADDITIONAL LOCOMOTIVES

Announcement was made by Director General McAdoo on December 4 that in addition to an order recently placed for 100 Mikado Standard locomotives with the Lima Locomotive Works, of Lima, Ohio, the Railroad Administration has executed contracts with the American Locomotive Works for the construction of 500 standard locomotives of the following types:

Mikado—200; Santa Fe—25; Mallot Compound—75 and Switching Locomotives—200.

These two contracts involve approximately \$40,000,000 and have been awarded on the basis to yield the locomotive builders approximately 6 per cent on cost. The builders guarantee the government against any increase above the stipulated price on account of wages or overhead expenses, while the cost of the principal materials will be regulated by the government through the Price Fixing Committee.

The order will be divided between the various plants by the American Locomotive Company, including Schenectady, Richmond, Pittsburgh, Patterson, N. J. and Dunkirk, N. Y.



RAILROAD AGENTS RECEIVE INCREASES IN PAY

Approximately 2,500 railroad employes were affected by an award made by Director General McAdoo on November 23 increasing the pay of agents of the roads whose regular assignment does not require the sending or receiving of railroad train orders by telephone or telegraph.

According to the terms of the award, there was established first—a basic minimum rate of \$70.00 per month and to this minimum and to all rates of \$70.00 and above in effect as of January 1, 1918, prior to the application of General Order No. 27, there is added \$25.00 per month. The only exceptions to this basis are to those individuals who are paid \$30.00 per month or less for special service which takes only a portion of their time for outside employment or business, and also to all agents who receive \$50.00 per month or less, a straight advance of \$25.00 per month is granted.

Eight consecutive hours exclusive of the meal hour constitute a day's work. Overtime for the 9th and 10th hours of continuous service to be paid pro rata. All after the 10th hour to be paid for at the rate of time and one-half.

The usual provisions with respect to right of appeal in cases of individual grievances are established.



SEPTEMBER FREIGHT MOVEMENTS BREAK ALL RECORDS

According to figures made public by Director General McAdoo on December 4, all comparative records in the movement of freight throughout the country since the government

took over the operation of the railroads were broken during the month of September, 1918.

The statement shows that for the month of September, 1918, there were 38,592,137,000 ton miles of freight moved by the transportation systems, while for the same month in 1917 there were but 35,469,005,000 ton miles of freight transported. With an increase for September, 1918, of 8.8 per cent in ton miles, it required the use of but one-tenth of one per cent. more freight train miles to provide for this additional tonnage. In September, 1917, there were 52,989,000 freight train miles used to handle the business on the roads, while for the same month of 1918 these figures were increased to but 53,026,000.

For September, 1918, each car carried an average of 29.7 tons, while for the corresponding period of 1917 there was an average of 26.8 tons loaded on each car. This shows an increase for the month of September, 1918, due to the policy of the railroad administration in requiring loading to full capacity, of 10.8 per cent.

The number of tons per train carried for September, 1918, were 728 while for the corresponding period of 1917, there were but 669 tons transported, an increase of 8.8 per cent for September, 1918, over September, 1917.



EXPRESS COMPANIES UNDER GOVERNMENT CONTROL

On November 16, President Wilson issued a proclamation taking under federal control the American Railway Express Company and placing it under the jurisdiction of Director General McAdoo. The change went into effect at noon on Monday, November 18.

Two days later, the Director General issued an order initiating increased express rates. It provided that in the territory north of the Ohio and Potomac Rivers and east of the Mississippi the increase in express merchandise rates should range from 16 to 17 cents per hundred pounds regardless of the distance hauled in that territory. The increase in the balance of the United States ranged from 10 to 12 cents per hundred pounds on merchandise. The increase on food products amounted to about three-quarters of the increase on merchandise shipped by express.



SOLDIERS TO TRAVEL AT REDUCED FARES

On November 19, the Director General ordered a reduction of 33½ per cent in the current coach fare for discharged soldiers and sailors traveling to their homes, making the rate to them approximately two cents a mile. The law allows 3½ cents per mile for transportation and sustenance for soldiers, and in order to make sure that they will not be required to pay any part of the expense in returning to their homes, the Director General issued the order mentioned above.

He followed this up by issuing instructions to furnish discharged soldiers and sailors, journeying to their points of enlistment, with

so-called military meals at the special rate of 75 cents as granted to men in the service under an arrangement made with the several military departments sometime ago.



DIRECTOR GENERAL ORDERS RAISE IN SALARIES FOR EMPLOYEES

On November 16, the Director General announced his award, effective October 1, 1918, with respect to telegraphers, telephone operators, excepting switch-board operators, agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The award affected between sixty and seventy thousand railroad employes, and involved increases in salaries approximating \$20,000,000 a year.

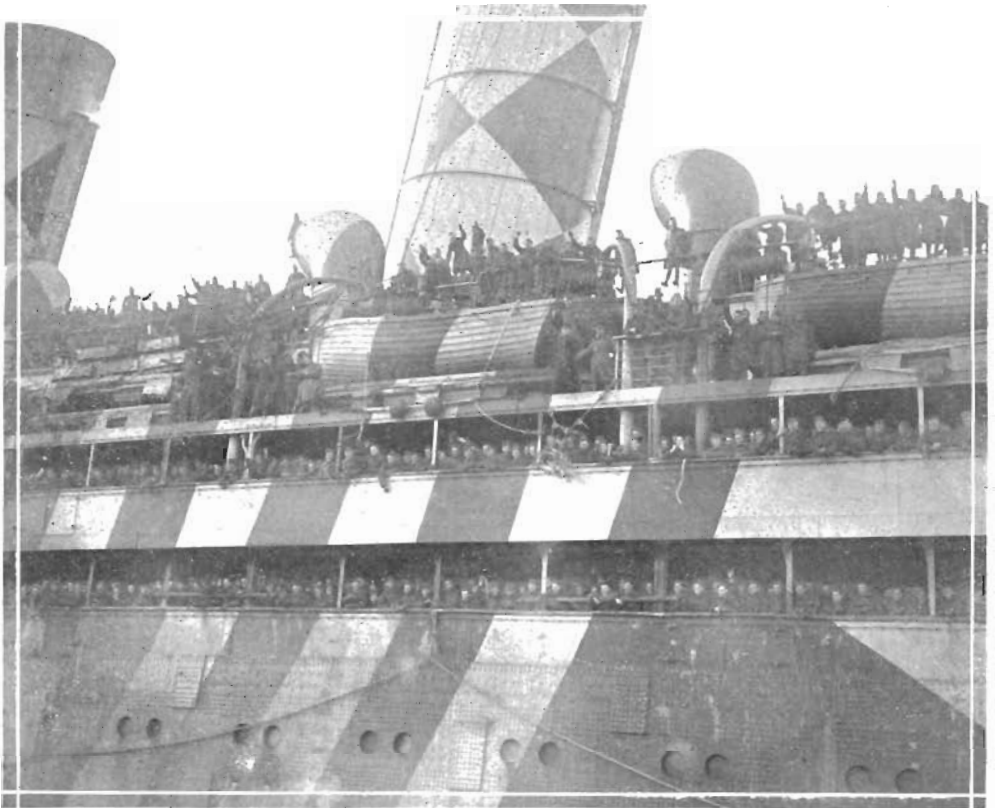
The order provided that all rates of wages paid as of January 1, 1918, prior to the application of General Order No. 27, and exclusive of all compensation for extra services, should first be reduced to an hourly basis, arrived at in case of monthly paid employes by dividing the annual compensation by the num-

ber of regularly assigned working days for the year 1918; and then dividing the daily rate thus obtained by the regularly assigned or established number of hours constituting a day's work, exclusive of the meal hour. The hourly rate for weekly and daily paid employes is arrived at similarly.

Rates thus obtained, where less, are first advanced to a basic minimum of 35 cents per hour and to this basic minimum, and to hourly rates which are above the minimum, 13 cents per hour is added.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work and overtime will be paid at the rate of time and one-half. There has been no consistent practice on the several railroads with respect to this item. On the majority of roads there has been in effect varying rates for overtime, some of which were less and in instances, more than the time and one-half rate.

The award of the Director General does not apply to cases where individuals are paid \$30.00 per month or less for special service which takes only a portion of their time from outside employment or business, and in the



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CHEERING CROWDS OF YANKS ON MAURETANIA THE FIRST TO ARRIVE FROM THE OTHER SIDE

This photo shows a side view of the S. S. Mauretania which brought the boys, the first of those to come back, across the water to the country that they willingly and bravely risked their lives for. The ship is seen as it is entering New York harbor crowded to the rail with happy faces and echoing with the lusty cheers of the Yanks who haven't seen their own country for many months.

case of employes who are paid upon a commission basis or upon a combination of salary and commission, not including express or outside commissions, the Board of Railroad Wages and Working Conditions are instructed to make individual recommendations when properly presented.



DESIGNATION AND DUTIES OF TRAIN CREW

In order to carry out the intent of Article VI, of General Order No. 27, retroactive to June 1, 1918, the Director General has issued the following order:

1. Employes in a passenger train crew, except conductor, collector and baggage-master, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly:

- (a) Inspect cars and test signal and brake apparatus for the safety of train movement.
- (b) Use hand and lamp signals for the protection and movement of trains.
- (c) Open and close switches.
- (d) Couple and uncouple cars and engines and the hose and chain attachments thereof.
- (e) Compare watches when required by rule.

2. Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employes heretofore classed as "train porters."

4. This order shall not infringe upon the seniority rights of white trainmen.



DIRECTOR GENERAL'S CHRISTMAS MESSAGE TO RAILROAD MEN

Although issued too late for publication in the December issue, so as to appear before Christmas, the following message to railroad men from the Director General is of such interest to railroad men generally that we reproduce it in this issue.

Christmas this year will have a special significance to peoples everywhere. For the first time in four years the world is at peace and railroad men can be happy in the consciousness that they have contributed their full share to this result. I shall always remember the splendid way in which they applied themselves to the task of running the railroads at a time when their efficient operation was absolutely fundamental to the winning of the war. I am proud to have been associated with them in this great job.

The railroads have not alone carried the tremendous burden thrown upon them by the war, but they are now in better shape than ever before in our history. For the coming winter I have no fear of their ability to do the work required of them.

And now, as I am about to sever my connections with the officers and employes of the railroads, I want to assure them of my deep regret at being forced to take this step. Among the happiest memories of my life will be those connected with my work as Director General of Railroads. I shall always cherish the friendships I have formed with railroad officers and employes, and I take this opportunity to assure them that although I shall no longer be their "boss," I shall always be their friend.

(Signed) W. G. McAdoo,
Director General of Railroads.



RULES FOR USE OF TELEPHONE AND TELEGRAPH FACILITIES

The Director General recently issued the following circular affecting the use of the railroad telephone and telegraph facilities, with a view to relieving them from unnecessary business:

1. Use the telephone and telegraph only when the mail will not answer the purpose.

2. Send by mail messages written late in the day, on Saturday afternoons, Sundays or holidays which can not be acted upon at once and which will reach their destination by mail in ample time for action.

3. Omit superfluous words, avoid unnecessary file numbers and references—BE BRIEF.

4. Use telegraph code systems where it will effect a saving.

5. Limit the use of telephone facilities, both railroad and commercial, to railroad business and to the shortest time practicable.

6. The Telegraph Section, Division of Operation, will establish an effective system of censoring with a view of reducing the number and length of telegraphic communications.

Director General McAdoo announced recently that a report from R. H. Aishton, Regional Director of the Northwestern Region, shows that Canadians took a deep interest in the Fourth American Liberty Loan, as demonstrated by the fact that railroad employes on the lines of the Great Northern in Canada subscribed for \$76,800 worth of bonds of that loan.



URGES RAILROAD EMPLOYES TO BUY WAR SAVINGS AND THRIFT STAMPS

Director General McAdoo on November 29 sent from Ashland, N. C., the following message to all Regional Directors of Railroads:

"It is of the utmost importance that our people shall continue to save in order that they may help the Government complete the victories we have gained in Europe, meet the expenses of the war and provide the means of supporting our army in Europe until it is released from duty, and of bringing it back to American soil. We must therefore keep up the war savings campaigns and induce every one to invest to the extent of his means in war savings stamps and thrift stamps which are obligations of the United States Government.

and which are the best of investments for the savings of the people. Will you not ask the railroad employes throughout your region to save their money and invest it in war savings stamps and thrift stamps to help their Government and our gallant soldiers and sailors who are still on duty in Europe, and also to help themselves by laying up a fund which will be a protection to them in case of misfortune or necessity. Railroad employes have responded so patriotically to every call that has been made upon them that I feel confident they will not fail to continue to save their money and lend to Uncle Sam until every need of our soldiers and sailors has been satisfied by the return of every one of them to his home in America."



INCREASE FOR AGENTS

Director General McAdoo on November 23 announced his award, effective October 1, with respect to rates of pay, rules for overtime and working conditions upon railroads under Federal control for the agents, whose regular assignment does not require the sending or receiving of railroad train orders by telephone or telegraph. The order applies to approximately 2,500 employes.

There is established, first, a basic minimum rate of \$70.00 per month and to this basic minimum and to all rates of \$70.00 and above in effect as of January 1, 1918, prior to the application of General Order No. 27 there is added \$25.00 per month. The only exceptions to this basis are to those individuals who are paid \$30.00 per month or less for special service which only takes a portion of their time for outside employment or business, and also to all agents who receive \$50.00 per month or less, a straight advance of \$25.00 per month is granted.

Eight consecutive hours exclusive of the meal hour constitutes a day's work. Overtime for the 9th and 10th hours of continuous service to be paid pro rata. All after the 10th hour to be paid for at the rate of time and one-half.

The usual provisions with respect to right of appeal in cases of individual grievances are established.



RESIGNATION OF THE DIRECTOR GENERAL

The resignation of W. G. McAdoo, Director General of Railroads and Secretary of the Treasury, official announcement of which was made to a conference of Washington newspaper men on November 23, overshadowed every other development of interest at the National Capital during the month. Only a comparatively few of the Director General's most intimate friends, including President Wilson, were aware of the contemplated action on his part. For this reason, when the announcement was given to the public it came as a distinct shock and brought forth expressions of regret from all sections of the country, from railroad officials and employes alike.

"For almost six years," said the Director General in his letter of resignation to the President, "I have worked incessantly under the pressure of great responsibilities. Their exactions have drawn heavily on my strength. The inadequate compensation allowed by law to Cabinet officers (as you know I receive no compensation as Director General of Railroads) and the very burdensome cost of living in Washington have so depleted my personal resources that I am obliged to reckon with the facts of the situation."

In accepting the Director General's resignation, President Wilson expressed the deepest regret at losing the services of such a valuable public servant.

"I know that only your high and exacting sense of duty had kept you here until the immediate tasks of the war should be over," the President declared in his letter to the Director General. "But I am none the less distressed.

"I shall not allow our intimate personal relation to deprive me of the pleasure of saying that in my judgment the country has never had an abler, more resourceful and yet prudent, a more uniformly efficient Secretary of the Treasury; and I say this remembering all the able, devoted and distinguished men who preceded you.

"The whole country admires, I am sure, as I do, the skill and executive capacity with which you have handled the great and complex problem of the unified administration of the railways under the stress of war uses, and will regret, as I do, to see you leave that post just as the crest of its difficulty is passed."

So many different constructions had been placed upon the action taken by the Director General and various reasons assigned for his step that during an address delivered at Chattanooga, Tenn., on November 28, he made this declaration:

"The reasons I stated in my letter to the President are the exact reasons for my resignation. There are no other reasons. I have been in office as Secretary of the Treasury for almost six years, and I can say truthfully that I have never yet lied to the American public, nor have I ever misrepresented anything to the American people. I would not, for all the fortune of the ages, misrepresent anything to the American people.

"If there is one thing that a man entrusted with great responsibility owes to his country, it is to be square with the people and to tell the truth all the time. When our politicians learn that it pays to always be on the level with the people, we shall elevate America by elevating politics in America."



COAL MOVEMENT

A report was received by the Director General from the Car Service Section of the Railroad Administration on the quantity of coal of all kinds loaded by roads for week ended December 7, 1918, as compared with the same period of 1917, which shows 227,782 cars loaded this year and 205,110 loaded in same period last year.

Report on Hospital Inspection

The following is a report made by Mr. O. W. Howard and Mr. E. J. Espelin, employes' representatives on the Hospital Association Board, on conditions existing in the Association Hospital at St. Louis. These gentlemen were especially requested by the Board to make an inspection of the St. Louis and Springfield hospitals at any time. Their report will be of interest to all employes.

Monett, Mo., November 19, 1918.

To the Board of Trustees,

Frisco Employes Hospital Association.

Gentlemen:

We, your committee, appointed by the President of the Association to make an inspection of the Hospital at St. Louis, beg to submit the following report:

On Sunday, November 17, we visited the Hospital at St. Louis; we found everything in the most perfect order; the officers, dispensary, operating rooms, halls and wards were clean and in a perfect sanitary condition; the kitchens were a model of cleanliness, the cooks and assistants were spotlessly clean; all assistants of the institution were polite and attentive to their duties, and upon questioning many of the patients, they were of one accord, that they were being royally treated.

The plaster in some of the halls and in some of the wards has cracked and is now being repaired under the supervision of Dr. Cale.

We found that there were being used quite a number of the old carbon electric light globes; we would suggest that they be replaced by Mazda lamps, which will make more light and thereby give the wards and halls a more cheerful appearance, and not use any more current.

We were there at a time when they were serving supper; the portions were plentiful and of a variety; the meals were served in the wards in a prompt and efficient manner; the dining room tables looked to be bountifully filled, and the dining room had a cheerful and home-like appearance.

We wish to commend Dr. Cale to the Board of Trustees for the excellent condition in which we found the Hospital, and to also favorably mention Dr. Check for his genial good manner and kindness in showing us, in detail, everything pertaining to the operation of the institution.

Yours very respectfully,

(Signed) O. W. HOWARD,

E. J. ESPELIN,

Trustees.

OVER THERE

Lieut. J. R. Avinger

The following is an interesting letter from Lieut. J. R. Avinger, formerly of the Southern Division, written to Superintendent of Terminals, F. G. Faulkner, at Springfield. Lieut. Avinger says that it is the prevailing opinion among the men that the war could be ended by Christmas "if they would turn the American Army loose." The letter was written on September 1.

France, Sept. 1, 1918.

Dear F. G. F.:

Thought you'd possibly enjoy a line or so from me and know of nothing more pleasing than to spend a few moments "thusly" engaged. Everything breaking nicely with us over here. We are doing the railroading while the rest of the gang does the scrapping, don't know which is the worst or the most hazardous. We have quite a lot of U. S. railroad equipment now and beginning to bring things around into pretty good shape, although we are meeting quite a good deal of confusion in assimilating our methods with that of the French. We have all kinds of railroad men, all the way from General Managers on down the line—a happy go-lucky bunch—and having an interesting experience. Our most interesting duty is conveying munition and provision trains to the fighting line, have been there several times and saw the real game which beats any Xmas or Fourth of July pyrotechnic display you can imagine. Our boys are making quite a hit for their scrapping proclivities, and they well deserve it for they have no equals. They have put an absolutely new spirit into the entire Allied army. I guess you good people have recognized that fact and give our boys credit for every bit of it. We believe the war could be finished by Christmas if our army was turned loose, older heads think more prudently and are waiting until everything is unquestionably cocked and primed before making a master stroke. In the recent drive that we made the army ran clear away from the rail head. We engineers couldn't build it fast enough to keep up with them, this is going to be the trouble all along. Everything is so badly devastated and torn to pieces that there is scarcely a semblance of a road bed left. For several weeks I had a detail of 500 conductors, engineers, brakemen and firemen building track. Just think of me and a bunch of that class of men building track. All of our men now are practically in road service and doing just fine, now and then a derailment, but very seldom. Am disappointed in France, its not near the country I had thought. They are fully a century behind the U. S. A. Would like to see you in Paris, especially without a body guard, am

afraid you'd be persuaded to try stunts that are ancient history now. Lots of pretty girls and all of them lying in wait for an American Officer. They sacredly believe it their patriotic duty to extend every entertainment and they do not fall short. Quite a country after all.

Don't know of any particular news that would interest you and will stop. Hope you are getting along nicely, and that you will find time sometime to drop me a line or two.

Lieut. J. R. AVINGER,
53rd Engineers, A. P. O. 713, A. E. F.



Pvt. Albert E. Simmons

The following letter is from Albert E. Simmons, also formerly of the Southern Division, to Mr. Faulkner. He tells of having been in several "warm fights," and says Berlin is the destination of the Americans. The letter was written October 18, several days before the armistice was signed.

France, October 18, 1918.

Dear Mr. Faulkner:

I thought I would write you a letter tonight so while you read the good news of the Americans and the Allies you would know that my company is helping. We have been in action quite a while now and have been in several warm fights, but believe me, we are sending the square heads back where they belong, and they are going very fast. Berlin or the Rhine is our destination.

I have looked at dead Germans so much lately that I can hardly eat at mess time. And as for prisoners, I see plenty that the dough-boys send back. I watched several battles in the air where the Allies were always victorious, have seen balloons and planes come down in flames.

On our advances we have been making good use of the German's gardens that they had before we run them out. Plenty of cabbage, potatoes, beets, onions and anything that you could wish for.

I guess from what Mr. Wilson tells the square heads that they will have to be to the Rhine before he can talk with them, and what it takes to put them there the papers tell at home.

I am going to stop as this is about all the news. If you have time would appreciate hearing from you.

ALBERT E. SIMMONS.



A Close "Shave"

A memorandum is submitted by the chauffeur who drove Capt. E. E. Carter,

formerly assistant superintendent on the Frisco, and Lieut. H. M. Harris, formerly general yardmaster, on an inspection trip, in which is told a story of a close encounter with high explosive shells. It gives a vivid description of what railroads in France encounter. The memorandum:

Just an incident that happened while driving for Captain E. E. Carter on a trip he made for the purpose of securing railroad data of a secret military railroad which extended and branched out into ammunition dumps on ground that had been bitterly fought for by Franco-American troops, and still being shelled at the time this trip was made, by boche 77's. The territory is known as the "Toul" sector.

The railroad has since been taken over by Americans and is known as the "Line of the Woivre."

My idea in putting this on record is so that we may refresh our memories when talking of our experiences "over here" if we ever plant our feet on the "good old U. S. A." again.

On September 22, 1918, I drove Capt. Carter to Belleville where we picked up Lieutenant Harris, had dinner, and drove to Dieulouard. Left Dieulouard for Pont-a-Mousson, went up to the depot, and the Captain and Lieut. Harris got out and walked up the track. I parked the car in back of the depot.

I heard, about a half hour later, a shell strike in back of the depot, probably 200 feet from where the car was, and I was in it at the time. I knew what was up, and immediately took the car down the road below the depot, and parked it under the trees near the village.

Left the car there, turned and went right back to the depot and down the tracks to tell the Capt. and Lieut. that "they" were shelling the depot. I did not know the idea, as the depot had been abandoned, and no trains were being run through it. I had reached the tracks when the second one came over, and it struck a little to the right of where the first shell landed, and nearly in the same spot. I ran down and met them coming up the track, and told them that the depot was being shelled. They had not heard the first two that came over. The first two having come over within five minutes of each other, I figured the next would come along in about four or five minutes, and we started on a run for the car. We reached a wooden fence separating the tracks from the road, climbed over it, and got about ten feet from the fence when the third one came and exploded about 70 feet from us. Lieut. Harris and I were near a tree stump at the time and the Captain a little to one side. The Lieutenant told me to hold on to the tree, and he did the same, but the Captain had nothing to hold on to, and the concussion of the explosion threw him down and hurt his knee. The sharpnel whistled around our heads in the trees, but luckily, none of us were hit by the flying fragments.

I said, "There ought to be another one coming over in five minutes," and the Captain



FAY W. RAULEY

Formerly operator at Tuskahoma, Okla., now with S. A. T. C. as instructor in Wireless Telegraphy. Joined the service Aug. 15, 1918.

said, "We'll beat that five minutes," and we made for the car.

We were about two miles away in the next four minutes, and if the road hadn't been so rough, we would have done better than that.

Corp. SIDNEY E. RUDOLPH,
Chauffeur, Co. C, 58th R.
T. C., Liffol-le-Grand.

E. E. CARTER, Capt. R. T. C.

H. M. HARRIS, 1st Lieut. R. T. C.

October 31, 1918.



Old Frisco Family Well Represented in War Service

The family of Sam E. Ferguson, Freight and Passenger Agent at Olathe, Kan., has contributed its full share to the winning of the war by sending three of its members to do service under the Stars and Stripes.

Two sons, Lieut. Philip and Lieut. W. W. are U. S. Army aviators and a daughter, Nannette, a Red Cross nurse, represents the Ferguson family in the war work. The sons, both aviators, have made remarkable successes, W. W. having been detailed as flying instructor at Carlstrom Aviation Field, Arcadia, Fla., soon after he won his commission. Later however, he was sent to France for actual war work.



LIEUT. PHILIP FERGUSON



LIEUT. W. W. FERGUSON

The Ferguson aviators are grandsons of the late W. W. Fagen, at one time General Superintendent of the old Memphis lines of the Frisco, whose death is announced in this issue.

The unusual features of the aviation service are of such general interest that the following account of an attempt to fly to Olathe early in September by Lieut. Philip Ferguson should be enjoyed by the Frisco people. Lieut. Ferguson's account of his trip follows:

This trip was originally intended to go to Springfield, Mo., with Lieut. Nelson as pilot and Lieut. Cuff, a Kiwi, as passenger. Nelson received his over seas orders and was in such a joyful state that when he went up Thursday evening to test his ship he performed numerous stunts too near the ground to suit the commanding officer who happened to be a witness. The trip was off then as far as Nelson was concerned. He fixed it up though so I could go in his place and we changed the destination from Missouri to Kansas.

At 6:50 Friday morning we left here. It was partly cloudy, but no more so than usual. The air was fine and we headed direct to Denison with a light wind helping us out. The leg of the journey from here to Denison was uneventful. The motor was going good and we sailed along at about 90 m. p. h. at an altitude of 3,000 feet. Just before we got to D. the clouds thickened quite a bit and I had to get down under them at 1,000 feet to see the town. We stopped here for oil and gas. There was quite a crowd at the field as several other ships were going through on a flight to Kansas City. We stayed quite a while at D. and got away at 8:30, just as the other bunch was landing. Our next stop was supposed to

be McAlester, Okla. Had to fly at 800 feet from D. to keep below the clouds. It started to rain a little so I went up above the low layer as we were passing Armstrong, Okla. That was the last ground we saw until we came down in the mountains. A big storm cloud was in our path so I tried to go around it and in doing so got over to the east of the R. R. I kept climbing all the time and reached an altitude of 6,700 feet. Never saw so many clouds in my life. They were above, below and on every side. I was kept busy dodging them. They looked so wet I did not want to go through them. Was able to keep headed straight, thanks to a good compass.

Pretty soon I ran into a little rain. Under ordinary conditions a motor will run quite a while in the rain without any trouble. The one we had wasn't that kind though. After the third or fourth raindrop hit it began to miss. That, of course, left me with nothing to do but go down through the heavy rain below us. The more we went down the more rain we met. The motor continued to miss and we continued to descend. The altimeter showed that we were nearing the ground, but still there was nothing to be seen but clouds and heavy rain. Then I saw land—no not land, but trees—trees on mountains. We were in a valley with the mountain tops extending above the clouds. Don't forget the rain—I wasn't allowed to.

We were still a few hundred feet above the tree tops, and I decided to stay up as long as possible. We were losing altitude all the time, but I wanted to see as much of the country as possible before we settled clear down to the tree tops. So, down the valley we went. Turned around one mountain and just like the bear, all I could see was the other side and the other side was just like the one I had already seen. Kept on around another mountain. More of the same scenery. The

supply of rain was holding out well, but the supply of altitude was weakening. So much so that the other side of one more mountain would be all that I could be able to see. Then it would be up to me to decide whether to make my landing in a pine tree or an oak. The other side of Hill No. 3 was painfully similar to the others. Then off in the distance I thought I saw a piece of clear sky. On closer inspection it appeared to be a corn field and a little cotton patch. I used my remaining 30 feet of altitude going over the field once to look it over. It didn't look promising to say the least. Too many stumps and not enough cotton. I cut off and nosed down. Got along fine until a big stump loomed up among the rain and made a pass at one of my wings. I succeeded in dodging it, but before I could get righted again my left wheel hit the soft ground and "dug in." It broke and let the left wing down to the ground. The ship turned half way around on the ground and then stopped. I killed the motor and looked around. We were in a little partly cleared space surrounded by high trees. The raindrops were playing a regular tune on the wings of old No. 404. It was a sorry landing field.

I was just beginning to wonder how far we would have to tramp over the mountains and through the woods to find a means of communication with the outside world when—the crowd began to collect—two came out from the corn field, two from the woods and the other three slipped up when I was looking the other way. All of them were "Hooverizing" on shoe leather but two. After much questioning we obtained the following information: McAlester 40 miles northwest. Nearest railroad station, Tuskahoma, 25 miles east. Nearest telephone, Daisy, 20 miles west. Nearest town of any size on main road, Atoka, 50 miles southeast. One of the interested bystanders said he had a team and could haul us to wherever we wanted to go. We walked to his house, about a half mile. It, the house, was a two-room affair with a porch between the two rooms. We sat down and waited for the transportation to be arranged.

Several of the children were sent out to look for the horses, leaving only six or eight of the younger ones to entertain us. After a long wait the horses were brought forth and hitched to a springless wagon. We were on the main road and had thought of catching an automobile, but as Mr. Goforth (the man who was honored by having the "avyaters" light in his back yard) said, "some days one will come along and some days we don't see none," we decided to "carry on." A canyas cover was put on our chariot to keep us from getting any more wet and we "took off." Oh, that road! Rocks, ditches, stumps, holes, hills, ruts, an' everything. We bounced up and down and from side to side. On and on. Finally Cuff asked the driver how far we had come. We had been going nearly an hour and Cuff was getting pretty well shaken up. "I reckon about two or three mile," was our pilot's reply. Could we stand 23 more miles like those? A few

more jolts and our savior appears on the scene. No use telling you what it was, because no other vehicle could weather such a gale or such rough seas and make any time. We hailed it. It already held its full quota of five passengers, but three of them were small. The driver was on his way to Chickasha, Okla., and offered to take us to Atoka. He knew the roads better than the natives and informed us that 50 miles west would be much easier to travel than 25 miles east. We dismissed the native conveyance and mounted the trusty flyver. Mr. and Mrs. and baby in the front seat and Cuff, two little boys and I in the rear. We headed back to the west and before long passed the ill fated No. 404. We had instructed Mr. Goforth to take good care of it and to let nobody fool around. He was honored. The natives looked on us with quite a bit of awe. One of them asked us if we were after draft evaders, and from what I learned of the country later, no doubt there were several of the D. Es., watching us from behind the bushes and trees. It is a wonder some of them didn't take a shot at us for good luck.

The first ten miles of our Ford trip was wild. The road was nothing more than a path through the hills. We slipped, skidded and bumped nearly as bad as in the wagon, but we were making better time so we didn't mind it. After about five miles we had blowout No. 1. We also had a little trouble with water in the gasoliac. The engine stopped every now and then. I appointed myself official cranker and before the journey was completed I had a lovely blister on the palm of my hand. After ten miles the roads were a little better and the country more open. Passed through several little crossroad towns and about three o'clock stopped for dinner. It quit raining at 2. Our friends had a nice lot of fried chicken, etc., along, and we had a good meal. We had two more blowouts on the journey before arriving at Atoka at six o'clock. We went directly to the hotel and cleaned up. Then put in a call for Fort Worth in order to break the sad news. After supper we went out to look around. It did not take the people long to get a line on us and we were soon the center of attraction. A couple of planes had passed over the place earlier in the day so they really had more than their share of excitement for one time.

Cuff, being a ground officer, was great on answering questions and telling the admiring group just how it was done. We loafed around one of the village drug stores for a while and met numerous people, among them Prof. Battenburg, superintendent of schools, and Judge Taylor, county attorney. The Prof. invited us to make his house our headquarters so we went down there and had some music. The Prof. played a horn of some kind, Cuff played a violin, a young lady who lives next door played the piano and I played with the Prof.'s five year old son. I had the loudest instrument, if not the most musical.

We did not get the phone call through to Fort Worth until Saturday morning. When

we did we got instructions to bring the ship back. We spent the day making arrangements to do this. Engaged a truck and got a bunch of implements together. Judge Taylor wanted to go along and help. Our party was made up of Turabo, the truck driver, his assistant, a Choctaw Indian, the Judge, Cuff and myself. We left at six o'clock Sunday morning after a hasty breakfast and arrived at our destination at 12:30 without anything of interest happening. Mr. Goforth reported that he had had a steady stream of visitors ever since we left. Some came at 2 o'clock one morning and woke him up to see "it." There were about fifty present when we arrived. I started disassembling the brute, which I might state is quite a job without the help of anybody else that knows how. At 6 the job was all finished and we were ready to start back. We ate a little lunch and then the J. and I went swimming, allowing the others to go on. We were going to walk and catch up with them.

After our swim we walked 10 miles and even then didn't catch up with the truck, but stopped for the night at a ranch house where the J. had friends. In the morning they rustled up a flivver from some where and we caught the truck, which had stopped at another house about two miles on. There we had breakfast and started on again. This time I rode with the truck and left the J. and Cuff to come after us in a Ford. We stopped next at a little town called Daisy. Here we again shifted positions and Cuff went on with the truck, while the J. and I waited for the mail man who carries passengers in his flivver. He was not due for a couple of hours, so we had a little wait. The Hon. county attorney was kept busy giving advice to his friends and I just sat around and looked wise. A bunch of the natives stood nearby. One old fellow was deploring the fact that people had to ride in "them airplanes." Some one said to him that they were not any more dangerous than automobiles. "Well," he said, "you don't catch me ridin' in one of them things neither."

We caught up with the truck just as they were pulling into Atoka. We stayed with the J. that night and the next day got No. 404 comfortably situated in a box car and ready to start on its return trip to Carruthers Field. Cuff and I chose a pullman on the Katy Flyer. It took us five hours to come back over the ground that we covered in a little over two a few days before.



Makes Supreme Sacrifice

Virgil Faulkner, 19 years old, nephew of F. C. Faulkner, Superintendent of Terminals, Springfield, has made the supreme sacrifice for Freedom and Liberty. He was killed in action October 24.

Virgil—a mere boy—volunteered at Rolla, Mo., joining the infantry and with-

in seven weeks from time of entering the service was enroute overseas.

He frequently wrote his brothers, Rex and Guy, at Rolla and told them not to worry about him as he was doing fine. On December 7 however, his brother received advice from the Adjutant General at Washington that Virgil had fallen in battle on the above date.

He was a most lovable young man and had a lot of friends who were shocked at this late hour to learn of his death on the battle field.



Private Louis J. Tucker



Private Louis Jack Tucker, formerly a Frisco machinist at Memphis, is another Frisco boy to make the supreme sacrifice on the battlefields of France. He was killed in action on October 30, according to communication received by his mother, Mrs. Sallie J. Tucker.

Private Tucker entered the service of the Frisco in 1913, and had many friends in the service at Memphis.

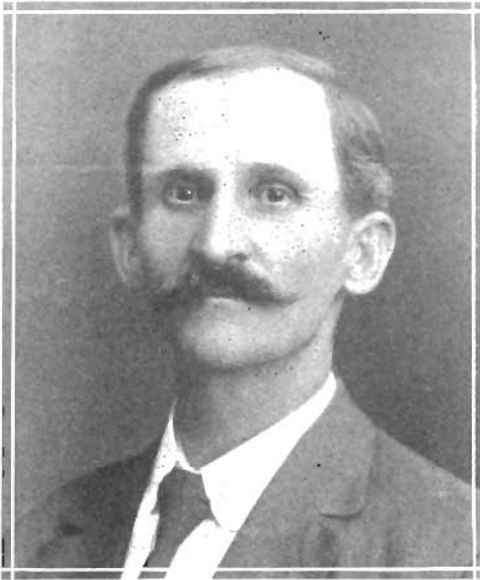
Mr. Tucker is survived by a mother, sister and brothers. A brother, Lester J. is in the Naval Training Station at San Diego, Cal.

Louis, at the time of his death, was a member of Company K, 102nd Infantry.

The Frisco family extends sincere sympathy to the family of this young man who has given his life in the cause of Freedom.

GENERAL NEWS

Edward J. Eicholtz



Edward J. Eicholtz, who has been in the service of the Frisco for thirty years, died at his home in Springfield November 15.

Mr. Eicholtz was born June 7, 1861, in Frederick County, Maryland. In 1863 when he was but a small child his parents moved to York County, Pennsylvania.

Edward J. received his education in the public schools of Harrisburg and on leaving school entered the employ of the Harrisburg Car Manufacturing Company, where he remained for ten years. In 1887 he came west to Kansas City and went to work for the Fort Scott & Memphis Railroad.

Up to two and a half years ago Mr. Eicholtz was in charge of the yards at Rosedale, Kansas, and at one time was located at Kansas City. At Rosedale he was one of the leading citizens, having been elected Mayor in 1908 and again in 1909. He was a member of a number of fraternal organizations, among which were the Masons, Odd Fellows and the Modern Woodmen of America.

Mr. Eicholtz was married in 1888 to Miss Carrie Miller of Pennsylvania and is the father of one daughter, Mrs. Carrie B. Dye, of Nowata, Okla.



Appointed Service Agent

H. F. Sanborn has been appointed Service Agent of the Frisco with headquarters at St. Louis. The appointment is announced in circular dated December 14, issued by F. C. Reilly, General Freight Agent.



St. Louis Ticket Office Robbed

John R. A. Ziegenfuss, assistant ticket agent for the Frisco at the ticket office at 322 North Broadway, St. Louis, was robbed of \$750 by a man who entered with a revolver at 5:40 p. m. December 19.

Ziegenfuss said that he and Mrs. Laurel Heffron, stenographer, were preparing to depart for the day and that the front door was locked. Mrs. Heffron stepped out to get her wraps and the robber came in at the rear door through which she had gone, Ziegenfuss said. He had been counting the day's receipts, and the packages of bills lay on the counter.

According to Ziegenfuss the intruder pointed a revolver at his head while he helped himself to packages of larger bills, which he shoved in his overcoat pocket, leaving several packages containing smaller bills and checks, and that he backed through the rear door. Ziegenfuss threw a ticket stamp at the robber, breaking a window.

Mrs. Heffron, the stenographer, is a niece of the late W. C. Nixon, formerly president of the Frisco.



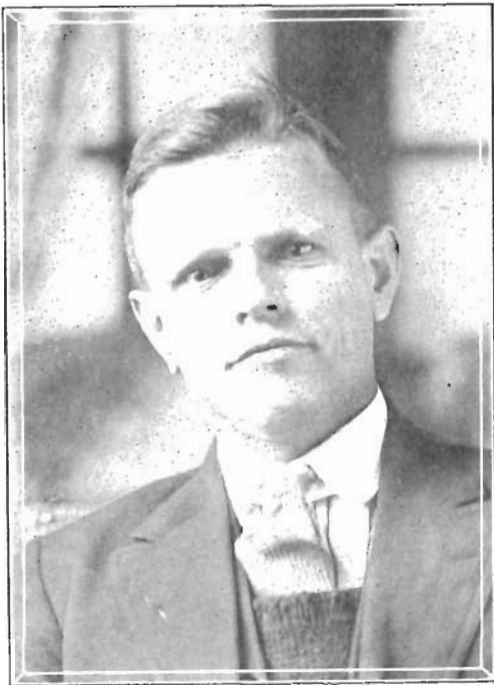
Former Editor Frisco-Man Back From France

L. M. Harris, who was editor of The Frisco-Man for a number of years prior to going to France as a Y. M. C. A. Secretary last June, has returned and is visiting railroad friends.



GENERAL OFFICE BUILDING AT SPRINGFIELD AND PART OF THE OFFICE FORCE

Those in the picture are about one-third of the number working in the building. Total is about 700. The largest number in any one department is the Claim Department with 102. The building is situated one block from the business district, having grounds of one block around it. It is surrounded by a beautiful lawn with hedged walks and numerous flower beds.



W. H. BURT

Truckman, New Coach Shops, Springfield. A veteran of 11 years service with Frisco. Is a bachelor at present, but says he still has hopes.

Death of W. W. Fagan

W. W. Fagan, at one time General Superintendent of the old Memphis lines of the Frisco, died at the home of his daughter, Mrs. Sam E. Ferguson, wife of Frisco Freight and Passenger Agent, Olathe, Kan., on November 27, at the age of 77.

Mr. Fagan was born in Guilford, Indiana, September 20, 1840, and entered the railway service at the age of 15 as a newsboy on the Indianapolis, Cincinnati and Lafayette railroad. Later he became a fireman, machinist, 10 years an engineer, roundhouse foreman, train dispatcher, and freight and passenger conductor.

From 1869 to 1874 he was assistant superintendent of the Santa Fe. For two years he was general superintendent of the Kansas Midland, then for four years superintendent of the Western Division of Hannibal and St. Joe line. From January 1, 1879, to January 1, 1880, he was assistant superintendent of the Central Branch of the Union Pacific and from 1887 to 1895 general superintendent of the Kansas City, Fort Scott and

Memphis, Kansas City, Clinton and Springfield and Current River roads.

In 1895 he resigned on account of failing health and in 1897 and 1898 was agent for the receiver of the Kansas City National Bank. Later he was connected with the Kansas City Terminal railroad.

The funeral was held at Olathe November 29, and the body was taken to Atchison for burial. Death was due to pneumonia. He is survived by one daughter, Mrs. S. E. Ferguson, of Olathe.



U. N. Martin, Agent at Cherokee, Kan., Succumbs to Influenza

U. N. Martin, Agent at Cherokee, Kan., for the last ten years, died the early part of the month as a result of Influenza. He was buried at Cherokee December 4.

Mr. Martin was well known among Frisco employes as a fine fellow and a first-class agent in every way—a man who never pushed himself, but could be found in the right place at the right time always.

The loss of such a trustworthy agent will be felt by the entire Frisco organiza-

tion, and his sterling character will be missed by those who knew him best.

Mr. Martin leaves a wife and three small children, to whom is extended the condolences of the entire Frisco family.



JOHN HOWE

Painter, new paint shop, Springfield. Has been in the service for three years.



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FIRST PHOTO OF GERMAN ADMIRAL MEURER BOARDING BEATTY'S FLAGSHIP TO ARRANGE TERMS OF SURRENDER

The above British Naval Official picture is the first to arrive in this country of the German Admiral and his officers boarding H. M. S. Queen Elizabeth, Admiral Beatty's Flagship, to arrange the terms of surrender of the German High Seas Fleet. Admiral Meurer, of the Germany Navy, is here seen stepping upon the deck of the battleship, after coming up the ship's ladder. He was accompanied by a submarine and Zeppelin commander who are following close behind, to arrange the terms of the surrender.

AMONG OURSELVES

SPRINGFIELD

(By C. E. Martin, F. L. & D. C. Dept.)

Prior to the late drive made for funds to be used by the Salvation Army for charitable purposes in Springfield, "M. M." in the Mechanical Department wrote the following:

It's give to this and give to that,
Gee! they must think our pocketbook fat!
About every day \$5.00 we "blew"
For some poor "feller" who had the "Flu,"
For Liberty Bonds we went "Over the Top,"
And made our total a great big lot,
The Salvation Army has asked us today,
To help feed the poor on Christmas Day.
Once more our office will come to the front,
And help them out with a great big lump,
No worthier cause has yet been known,
Than to give somebody a cheerier home.
We sure don't mind, as You Know we've given
But Gee! Ain't it hard, with the high cost o'
livin'?

M. M.

Here's one from Mr. Shackelford, Mechanical Department—Joke.

"Say did you know Santa wasn't coming down the chimney this year?"

"No. Why isn't he?"

"He's afraid of the Flu."

(By Mrs. G. B. Bear.)

The wife of C. A. Dunham, Accountant in the Fuel Department, died at Ft. Scott, Kansas, November 13. She leaves two children.

G. M. Bear, Machinist, attended the graduating exercises of the Lutheran Hospital, St. Louis, on November 26. His daughter, Bertha Mae, was among the graduates. Mrs. Chas. Looney, Mrs. I. L. Willhite and two sons also attended.

Circular announcing the appointment of H. W. Cutshall as Supervisor of Gas Engines has been received from the office of J. M. Kurn. The appointment is effective at once. Headquarters will be in Springfield.

Mrs. G. W. Greener and daughter, Helen, wife of Operator Greener, have returned from an extended visit to points east, including Washington, D. C.

I. E. Bear, formerly machinist in North shops, who has been in training at Camp Pike since June 24 has received his discharge and returned. He has entered his former position.

Quite a number of Frisco folks are spending the holidays out of town. Mrs. R. R. Andrews to St. Louis, E. Blanchard, Fireman, to Everton, Mo., C. E. Martin and wife to Marshfield, Mo., Mrs. F. W. Stolpe to St. Louis, Mrs. C. Effinger to Newburg, Mo., Harry Bray to St. Louis, John Long to St. Louis. It sure is fine to have folks you can run away and spend Christmas with and there's a lot more who are going to enjoy the same privilege.

T. Chapman and family have returned from visiting in St. Louis. Mr. Chapman is Chief Clerk in the office of Mr. Woodson, foreman of South-side Roundhouse.

Mrs. J. W. Reddick has returned from St. Louis.

Things to be thankful for on Thanksgiving day are many, but Mr. and Mrs. W. Smithmyer have a bouncing baby boy to thank about.

Joy of joys! "It's twins," and better still twin boys. Where? At the home of Machinist Bert and Mrs. Mosely. Just recently. Last reports, hubby was reviving.

James Carter, B. B. at store room, was badly injured short while ago by falling from a scaffold.

J. B. McClellan from the New Shops is still off the works on account of the injury to his hand.

Mrs. Loran C. Loveless will visit in Oklahoma City the remainder of the year.

Guy H. Mathews, age 44, who was headlight inspector for the Frisco, died December 3 at his home, 330 Nichols Street. He is survived by his wife, two daughters and three sons; Ralph, a S. A. T. C. student at Drury College, Ray and Owen, twins, 14 years old. Mrs. Geo. Wells, wife of Captain Wells now in France, and Fay at home.

The condition of Carol Higgins, who recently underwent an operation in Chicago, is reported improving. She is the daughter of C. C. Higgins, acting Superintendent of Motive Power.

CAR ACCOUNTANT DEPARTMENT

(By Miss Myrtle Vance.)

Miss Gladys Newbill has been visiting relatives in De Quincy, La.

Mrs. Alta Carter Smith spent Thanksgiving holidays with her husband, Quartermaster Sergeant Albert Smith, who is stationed at Camp Bowie, Texas.

Miss Mary Cummings will spend the Christmas holidays with relatives at Orlando, Fla.

Miss Mabel Hunt has been visiting friends in Kansas City.

We have been wondering what the attraction is at Memphis. A merry party composed of Misses Maude Mills, Carol Slagle, Lelia Pride, Cora Watkins, Ruby Northcutt and Edith Clifton spent Sunday, December 1, sight-seeing there, and on December 15 Misses Lenna Solomon, Myrtle Williams, Grace Stevens and Ruth Williams went down to take in the town.

Miss Belle Ramey entertained at her country home east of the city, November 25, with a tacky party and hay ride. The evening was spent with games. The guests were very much surprised at the announcement and mock wedding of Mabelle Ott as Mary Jane Samantha Woodyard, the bride, and the groom, Mrs. Dela Smith as Silas Timothy Snodgrass, Suzie

KERITE

Insulated Wires and Cables

The performance record of **KERITE**, covering over half a century, is absolutely unequalled in the whole history of insulated wires and cables.



KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK. CHICAGO

Normand as parson, Florence Stone as Maid of Honor, Clarissa Hall best man, ring bearer, Buster Kennett Ramey and Little Ruby as flower girl, carrying a large market basket filled with cornshucks. The bridal party marches in to the tune of Yankee Doodle, while Esther Anderson sang, "Do you take this woman for your lawful wife."

At a late hour a tacky lunch was served to Erma Fairman, Esther Anderson, Florence Stone, Mabelle Ott, Clarissa Hall, Edna Aton, Suzie Norman, Dela Smith, Fern Bates, Myrtle Lachmond, Edna Matthews, Jessie Ramey, Marie Norman, Genevieve Bates, Mr. Smith, Bill Smith, Mr. Ramsey and hostess.

In the recent United War Work Campaign, the General Office Building, organized under the leadership of W. A. Young, raised a total of \$3,929.25, making an average of \$6.52 per subscriber.

CLAIM DEPARTMENT

H. B. Jones was back recently, circulating around shaking hands. He has been released from the Officers' Training at Camp Pike. But he has started training of another kind, and a lot longer. He's married. Tell you more later.

A lot of folks allow opportunities to pass and never see them. He is married also. That is E. M. Davis. We thought possibly he would stay true to his vows in the Stags lineup, and it seemed he should have known better. Now he does know better. He did it Sunday, December 15 with Miss Pearl Carr as leading lady. Long may she lead!

Results from efforts to prevent claims are being felt pleasingly well. Let's keep it up and it will do every one good.

Oh! you high price of living when it comes to buying your Steady Christmas presents this year.

The second invasion of the influenza hit Jim Turner for nearly two weeks off.

Editors Note:—Springfield is doing smilingly in the "Among Ourselves" column—thanks to the efforts of C. E. Martin of the Freight Claim Department. Mr. Martin is enjoying the co-operation of a number of the departments at Springfield in his work, and it is to be hoped that the balance will fall in line promptly. Leave it to Martin, he's the man. Keep up the good work, everybody.



NEODESHA

(L. J. Westerman, Storekeeper.)

Chris. Nelson, General Car Foreman, Northern Division, was at Neodesha November 6 on business.

G. R. Wilcox, Assistant Master Mechanic, Northern Division, was at Neodesha November 14.

Jno. Forster, Division Master Mechanic, was at Neodesha November 20 on business.

A. W. Nelson, Roundhouse Foreman, attended Roundhouse Foremen's Convention held at Kansas City December 2.

The Spanish Influenza has made its appearance at Neodesha; the following Frisco men

CHASE



MOHAIR CAR PLUSH

The Standard for a quarter century
Fast in color and more durable than any other fabric

Leatherwove

The Standard leather substitute for car upholstery

Plush Renovator

Effective and harmless to the dye

Samples on request

L. C. CHASE & CO.

BOSTON

NEW YORK DETROIT CHICAGO

have been off on account of influenza: Wm. Morgan, Car Foreman; Chas. Causey, Section Hand; W. V. Crook, Machinist; Pat Curran, Machinist; Roy Hazen, Machinist Apprentice; Arley Rodgers, Truckman; C. S. Havens, Yardmaster; Amos Neer, Car Inspector; Will Carter, Car Repairer; Peter Johnson, Machinist Apprentice and Dave Smith, Blacksmith Helper.

The Doctors report something like 1,000 cases in Neodesha. The Frisco has been very fortunate as we did not lose one case by death.

Mrs. Arlie Rodgers, wife of Truckman Rodgers, died at her home from Influenza-Pneumonia November 29. The boys of the shops extend their sympathy to Mr. Rodgers.

Amos Neer, Car Inspector, recently lost his infant daughter, death caused from influenza.

Mrs. Leo J. Westerman and family are visiting relatives at Willard, Mo.

Mrs. Wesley Eaton, wife of Car Clerk Eaton, is visiting relatives in Kansas City.

The Standard Oil Company at this point has been badly handicapped during the past month account of influenza. It was necessary for them to shut down twenty stills account of men being sick. They were very fortunate in having what men that were not sick to work two shifts in order to keep going.

Mr. and Mrs. W. T. Eaubanks are the proud parents of a baby girl.

Editor's Note:—Best New Year's greetings to L. J. Westerman, our faithful correspondent at Neodesha. Mr. Westerman has given unfaltering support to The Frisco-Man for many months past, and we take this occasion to thank him for his interest and efforts in reporting the news at Neodesha during the year just ended.



RED RIVER DIVISION

Car Inspector W. C. Woods, who has been ill with the influenza, has returned to work.

Ticket Agent Green at Ada was off with the "flu."

Miss Glenn relieved Manager Cady at Francis for a few days, also Operator Robinson at Holdenville, account sickness.

The second trick at Ada has been discontinued and Miss Glenn took the first trick bumping Mr. Stevens who took first at Francis.

We hear that Switch Engineer Barney McCook is contemplating the purchase of a "Hudson Speedster." "Watch your step, Barney, they don't furnish a track with them."

Dispatcher Bales is back to Madill after a tour of New York and Virginia points; was relieved by Dispatcher Brown.

Dispatcher McElwee is laying off, relieved by Mr. Evans.

Mr. and Mrs. S. L. Garrison are proud parents of a son. Mr. Garrison is Operator at Madill.

Business is fine on the Red River Division—running lots of trains.

The Rock Island is to take charge of the station at Holdenville the first of the year when the Frisco contract runs out.



"I Got the Job!"

"I'm to be Manager of my Department start ng Monday. The boss said he had been watching all the men. When he found I had been studying at home with the International Correspondence Schools he knew I had the right stuff in me. Now we can move over to that house on Oakland Avenue and you can have a maid and take things easy. I tell you, Nell, taking that course with the I. C. S. was the best thing I ever did."

Spare-time study with the I. C. S. is winning promotions for thousands of men and bringing happiness to thousands of homes all over the world. In offices, shops, stores, mines, mills and on railroads, I. C. S. trained men are stepping up to big jobs, over the heads of older men, past those whose only qualification is long service.

There is a Job Ahead of YOU

Some man is going to be picked for the boss can't take chances. He is going to choose a trained man with sound, practical knowledge of the work.

Get busy right now and put yourself in line for that promotion. You can do it in spare time in your own home through the International Correspondence Schools, just as nearly two million men have done in the last twenty-five years, just as more than 100,000 men are doing today.

The first step these men took was to mark and mail this coupon. Make your start the same way—and make it right now.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 8636, 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 Offices Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Stationary Engineer | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> Electric Railways |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> MINE FOREMAN OR EXP'R |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> CHEMIST |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Poultry Raising |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Spanish |
| | <input type="checkbox"/> French |
| | <input type="checkbox"/> Italian |

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FOR EVERY VARIETY OF
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*Gasoline Locomotives
 for Industrial, Con-
 tractors' and Light
 Switching Service.*

**THE BALDWIN
 LOCOMOTIVE WORKS
 PHILADELPHIA, PA.**

Editor's Note:—The signature "ABG" as contributor of these items is not "methinks" too deep for ye editor. Thanks, Miss Glenn, keep up the good work.

GREENLAND

(H. J. Mullen, Agent.)

There was a Safety First Club organized at Greenland December 1 with about forty members enrolled.

Mrs. J. W. Seburn and daughter, Virgie, wife and daughter of section foreman here, have just returned from an extended visit at Chandler, Okla.

H. Bayless of West Fork came up Sunday, December 1, and helped to organize the Safety First Club.

J. R. Ross, bridge inspector for the Central Division, visited with his sister, Mrs. J. T. Rutherford, of this place, one night last week.

Mrs. H. J. Mullen, wife of agent here, returned Saturday 14 from Combs, where she had been visiting for several days.

Mr. Douglas Campbell of Greenland relieved the agent two days recently while the agent was away.

The wheat acreage throughout this community is greater than ever before, and the prospects are very favorable now for a bumper crop another year.

The lineman has removed the long cable here which was used when Greenland was a wire station.

We notice Conductor Miller again on 743 and 742, after being on another run for some time.

Mr. Huff, of Fayetteville, was in Greenland recently. Mr. Huff is engineer on 755 and 752 on the St. Paul branch.

Greenland is pretty well represented on the Frisco pay roll, having about twelve men from here employed.

I believe the editor of the Frisco-Man will appreciate it if more of us will send in a few items each month. If he don't he will tell us about it, so come across.

Greenland has just been visited with a very heavy rain, and the outlook is very favorable now for some winter weather.

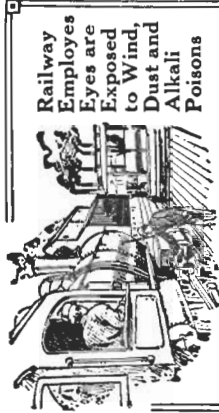
If the above items miss the waste basket we will try it again next month.

Editor's Note:—Indeed the above will miss the waste basket, so make good your "try again next month." Your note urging contributions is appreciated, and it is to be hoped that it will be heeded by all employees. Thanks.

SHERMAN

It is almost time for New Year's resolutions, and we have decided or rather resolved that henceforth, and for all time to come, we will keep the dom's of the very important Sherman Shops before the public by means of the "Frisco-Man."

To begin with, a reform started quite a while before the New Year, in the Stores De-



**Railway
 Employes
 Eyes are
 Exposed
 to Wind,
 Dust and
 Alkali
 Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablations.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 50c per Bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



partment, said reform being noticeable in the change of language used by the Chief Clerk and the Stock-Foreman. "By Heck," is now the strongest expression used. Wonder who is responsible for the change?

Storekeeper Guin has also fallen in the Reform Line, and "No Smoking" signs are in evidence throughout offices and shops. The ladies see that he lives up to the sign himself.

The "Flu" has hold of the Mechanical Department at the present time. Quite a number of the shop men are off. Timekeeper Hopsom and Mr. Hewitt in the Master Mechanic's office have just returned to work after several days absence. Miss Iva Cochran, and Mr. Jim Belt are still suffering from the malady.

The Stores Department had their share of sickness in October. At that time, the Chief Clerk, R. Jay Senner, succumbed to double pneumonia. His loss was keenly felt by all departments as Jay was very popular among his associates. All other members of the Stores Department were ill at that time.

Several changes have been made in Stores Department within recent months. Lee McDuffie, Accountant, was transferred to Mart, Texas, as Storekeeper, I. & G. N.

Miss Ethel Davis, clerk in Chief Dispatcher's office in Madill, took Miss Ann Leonard's position as clerk, Miss Leonard relieving Mr. McDuffie as accountant.

Miss Ann Leonard, Stores Department, is to spend Christmas at her home in Kansas City, and of course all interested are anxiously awaiting her return.

Safety First work is under way in Sherman Shops and committee has been appointed, with Mr. A. Evans, Machinist, as Chairman. At their November meeting, they had as visitors, Mr. J. L. Walsh, Superintendent of Safety, and Mr. K. N. Easley, Superintendent of Safety, Frisco-Katy Lines, North of Red River.

Mr. P. George, Night Foreman, died this week of influenza.

Conductor Hileman also was a victim of the "Flu."

Miss Ethel Davis will spend Christmas at her home in Bonham, Tex. That is, of course, if she doesn't have a visitor from Springfield.

Frisco workers at Sherman unite in wishing the "Frisco Family" a very merry 1918 Christmas, and the Happiest of New Years.

Editor's Note:—An excellent New Year's Resolution the contributor has made, Make it regular and give us your name, we're proud of you.



MEMPHIS
(Effie DeVhue Yancey)

Lieut. LeRoy Prater paid us a short visit recently, on his way to Springfield. Every one was indeed happy to see the "Smile that won't come off."

The war strikes in the family of the Frisco at Memphis. Misses Effie DeVhue and Tommie Letha Yancey, have received communication from the War Department, advising them of the death of their brother, Private Bertrum

"Each one's BEST effort in his daily tasks—is the 'BIT' he's duty bound to do during these war times of labor shortage."

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Plants Throughout the Southwest.

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For piston rod and valve stem use only machine finished packing.

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Spring Frogs and Split Switches
Of New and Improved Patterns.

Wrought Iron Head Chairs, Rail Braces,
Bridle Rods, &c.

Oliver Electric & Manufacturing Co.

Railroad Axle-Light and Locomotive Headlight Parts

2219-2221 Lucas Ave. ST. LOUIS, MO.

B. Yancey, Company "D," 363rd Infantry, who was killed in action September 29, 1918.

"Somewhere in France he is lying,

Or maybe, on Belgium sod,

What a glory in his dying,

For country, Liberty and God."

Mr. O. F. Soderstrom, former Chief Clerk to Master Mechanic, Mr. H. L. Worman, resigned November 15, to accept position with The Memphis Union Station Company. Mr. J. E. Potts succeeds Mr. Soderstrom.

"Frisco employes shoot the Bull for Red Cross."

The Memphis forces have gone "over the top" in all drives for Liberty Bonds, War Work Campaigns, etc., and have recently raffled a calf, which was donated by Mr. August Pante, one of the oldest employes in Memphis shop, and realized \$120.30, which was turned over to the local Chapter of the Red Cross.

We are glad to welcome in our midst, W. W. Warren, formerly of Company "G," Heavy Artillery, Officers' Training Camp, Fort Monroe, who was just recently mustered out of the army. We hope Mr. Warren will remain with us and make a valuable employe for the Frisco.

C. E. Wheatley, Storekeeper at Memphis, wires the sad news of the death of James H. Bishline, formerly accountant in Memphis Store. Mr. Bishline was appointed Storekeeper at Amory, effective December 9, and was taken ill the same day and succumbed to pneumonia on December 11.

Robert Breedlove, formerly Piece Work Checker at Harvard, has returned from Camp Sevier, with an honorable discharge. Welcome Mr. Breedlove, we are glad to have you back.

Misses Effie DeVhuc and Tommie Letha Yancey have received communication stating that a cousin has been seriously wounded in France on Armistice Day.

Editor's Note:—Thanks, Miss Yancey, for your excellent contribution. Let's hope you continue. It is with regret, however, that we read report of death of your brother.



FORT SMITH (Thos. R. Riley, Yard Man.)

Tuesday, December 10, was F. C. P. day, and notwithstanding the fall of the German Empire and the absence of our honored President, our meeting was an unqualified success. C. H. Baltzell as chairman and L. C. McCutcheon of the Freight Claim Department conducted the meeting. Every craft and department on the Central Division had a representative. I do not think there was a man at the meeting but who was dumbfounded when told that freight claims for this year already amounted to the staggering sum of \$900,000. A great many of these claims were read to the committee, discussed and ways and means to prevent a recurrence presented and adopted. Men, you would be surprised to know how much money it costs the Frisco or any other

railroad for one of its men to pull off just one little bonhead, one error, and these errors, how fast they accumulate. Davy Crockett said, "Be sure you are right then go ahead." If this was a good slogan for a backwoodsman almost a century ago, it is a thousand times a better one for the railroad men of today to live by, to work by, to even sleep by, for it is an even bet if a man lives and works by that motto, when his work is done he will sleep good and sound and not be troubled by thinking—Have I made an error today?

Note the heading of my letter, I live in Ft. Smith and I want you all to know that Arkansas is just a part of Ft. Smith.

Dixie Dan killed his hogs recently, then to mix things up for Dan the weather turned warm, and Dan turned cold thinking about losing his meat, but Dan's head was working overtime, so he carted his meat to the ice factory and put it in cold storage. Now Dan feels on a plane of equality with Swift, Cudahy and the rest of the pork barons.

Not long ago a young man, new to railroading, got a job as switchman. One day he caught a trick with a screw of "old heads." During the day they were making up a train, and the new man and the old head were at the end of a cut of cars, and the engine was shoving a long string against them. As the cars approached the new man stepped in front of them to adjust the knuckle, instantly the old head bawled, "Get out of that, do you think I want to make out a stock report for a bonhead?"

If flour is \$12.50 per barrel, Bacon (capital B) 55 cents per pound and eggs 72 cents per dozen, how much will it cost to feed a brakeman whom the Hog Law caught at a blind siding and was hauled into the terminal four hours after the local freight?

With all due apologies to Miss Wanda Lyon and a coterie of young ladies who propose to make wall flowers of the boys who stayed at home. To begin with, I saw with all my heart and all my strength, God bless the boys who fought for the honor of Old Glory, but I hold this much in reserve; God also please bless the boys, old and young, who made it possible for the other boys to fight for Old Glory. Girls, let me draw a word picture for you, a true one for I know whereof I speak. A young man of my acquaintance for a physical reason, could not join the boys "Over There," but each time the Liberty Bonds came around he bought one, every pay day he whipped a Hun by licking a War Savings Stamp, and everytime he had a spare quarter it bought a Thrift Stamp. He gave to the Red Cross, he gave to the Y. M. C. A. and today he is wearing his last year's suit and overcoat. Were it not for the stay-at-homes like him, the boys who went over there would have had an awful hard time of it. Girls, without disparaging the boys coming from "Over There" I am going to say that the boy who stayed at home will do to tie to just as well as he who fought. They both did their "bit" as it was allotted to them, and did it well.

Kaiser Bill's Last Reign

By T. F. Jones, Sec. Foreman, Keystone, Okla.

The dove of Peace has flown thru the land
To proclaim to the Kaiser the fate of his band,
The devil of hell has things prepared
And sits on his throne to welcome him there.

When the armistice was signed by the blood
of the Hun.

The Kaiser then made preparations to run,
But no matter where he goes or where he
stops,

In the middle of Hell he will make his last
hop.

When he has registered safely in Hell,
And we all know it's a fact by the toll of the
bell,

The Angels in Heaven then can tell,
That the Kaiser on earth was an inmate of
Hell.

With the stamp of Heaven on documents plain,
We may all know that he lived in vain,
Under the guard of Satan in hell
He will pay for the people, on earth, that fell.



The World War Is Over

*By Ralph Burd, 9-year-old son Platform Foreman,
Sapulpa.*

The World's war is over,
The Kaiser's in distress,
But the allies, victorious and happy,
Their joy they cannot express.

God's will led that the righteous should
prosper,

We have prospered so we were right;
When France called for help from the U. S. A.
We helped her fight her fight.

Now that the War is over,
Our boys must come home;
They must have clothing and money,
While over France they roam.

So send them Gifts for Christmas,
Through the U. W. W. C.
"For they are the ones who have won the War,
For you, your friends and for me.



The Flag of Liberty

By Ralph Burd.

Dear mother if I go to war,
Away across the sea,
While I am on the Battle Front,
Then please remember me.
And if I'm killed in action,
Away across the sea,
I hope above my grave will float
"The Flag Of Liberty."

But if I come back home,
A Hero brave and free,
Dear mother, I imagine
How happy you will be.
But if I am killed, mother,
Why unhappy should you be
For you'll know that I died fighting
For "The Flag Of Liberty."

Why "FLINT" Excels.

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are the Product of Railway
Paint and Varnish Specialists.**

**FLINT VARNISH & COLOR WORKS
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"The Name Guarantees the Quality."

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**TYPEWRITER \$3 or \$4
SENSATION**

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Reconstructed Latest Model Visible Typewriter
with back-spacer, decimal tabulator, two-color
ribbon, etc. Every late style feature and modern
operating convenience. Perfect appearance, perfect
action and absolute dependability. Sent
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DEARBORN SERVICE

Is just as important an aid to economical railway operation in this time of reconstruction as during the most strenuous months of the war period.

The railways must use the best in every line of supplies, in order to maintain the standard of service required. Dearborn Water Treatment has proven its value and is now in use on more than 100 railways in the United States. A satisfied user is the best recommendation of the quality of the product.

Our organization of chemists and mechanical experts is at the service of the railways at all times in the solving of bad water problems.—*Idr.*

From Your Boy and Mine

By J. H. Richardson, Claim Clerk, Sapulpa.

We prayed to God, our Father,
This world wide war to win,
To help and conquer
A nation from its sin.

Our prayers were quickly answered
By him who dwells above,
Allies were soon united
By his precious love.

We fought like beasts together
Against the dreadful foe,
For we knew that God was captain,
And to the right we were bound to go.

And now the war is ended,
And now our victory's won,
We freed the Belgium children
From being slaves of horrid hun.

We freed thousands of brothers,
Who will return to the U. S. A.
Back to their mother as a prodigal,
Thousands of miles away.

Now attention to our father,
Who was captain of us all;
Let us listen to his teaching
And respond to his bugle call.

If he can lead us through great battles
Against the dreadful hun,
He can lead us into heaven,
When our work on earth is done.



Patriotic rally by our workers and their children at Ideal Park, Endicott, N. Y.

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FOR WORKERS AND THEIR CHILDREN

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Cut Over Pine Lands For Sale to Actual Settlers

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The VARNISH That Lasts LONGEST

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REVOLUTIONIZES this line of work in
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\$4.00 Per Month buys a beautifully reconstructed, Latest Model Visible Typewriter, with Back Spacer, Decimal Tabulator, Two-Color Ribbon, etc. Every late style feature and modern operating device. Sent on approval; Catalogue and Special prices free.

Harry A. Smith, 378-218 N. Wells St.,
Chicago, Ill.

VICTORY



At this time when the hearts and minds
Of all right thinking people
Are full of joy and thanksgiving
Through the coming of peace of the world
The Frisco-Man finds new pleasure in
sending the old wish—

A Happy and Prosperous New Year

===== **To All** =====