

The Frisco-Man



January

1920

BETTER

Union



BUILT

Made

OVERALLS AND WORK SHIRTS

For FIT — For COMFORT — For WASHING — For WEAR
Are in a Class by Themselves

A MAN'S GARMENT FOR A MAN'S WORK

Guaranteed to Fit Better, to Wash Better and Wear Longer.

Your Money Back if they Don't

They cost more to make because we use better Materials.
Why pay the same price for an inferior garment?

*Insist on Your Dealer Supplying You With BETTER-BUILTS. If He
Will Not Supply You, Write Direct to Factory.*

For Sale by

E. F. Eggiman Merc. Co.
Chaffee, Mo.

Galloway & Mansfield
Monett, Mo.

I. Kohn
Hayti, Mo.

Reed-Smith Clothing Co.
Springfield, Mo.

Cofer Clothing Co.
Cape Girardeau, Mo.

Chas. Ferguson
Willow Springs, Mo.

Hickman-White Store Co.
Puxico, Mo.

Standard Clothing Co.
St. Louis, Mo.

Logan-Jones Dry Goods Co.
Kansas City, Mo.

Textile Products Manufacturing Co.

Makers

SAINT LOUIS, MISSOURI

Stifel's Indigo Cloth

Standard for over 75 years



This Baltimore & Ohio "Royal Blue" engineer, Mr. Charles Broll, wears and swears by "true blue" Stifel's Indigo Cloth road clothes.

Since the time of the first railroads strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men. Before you buy

OVERALLS COVERALLS, JUMPERS or UNIFORMS

look for this trademark
on the back of the
cloth inside the gar-

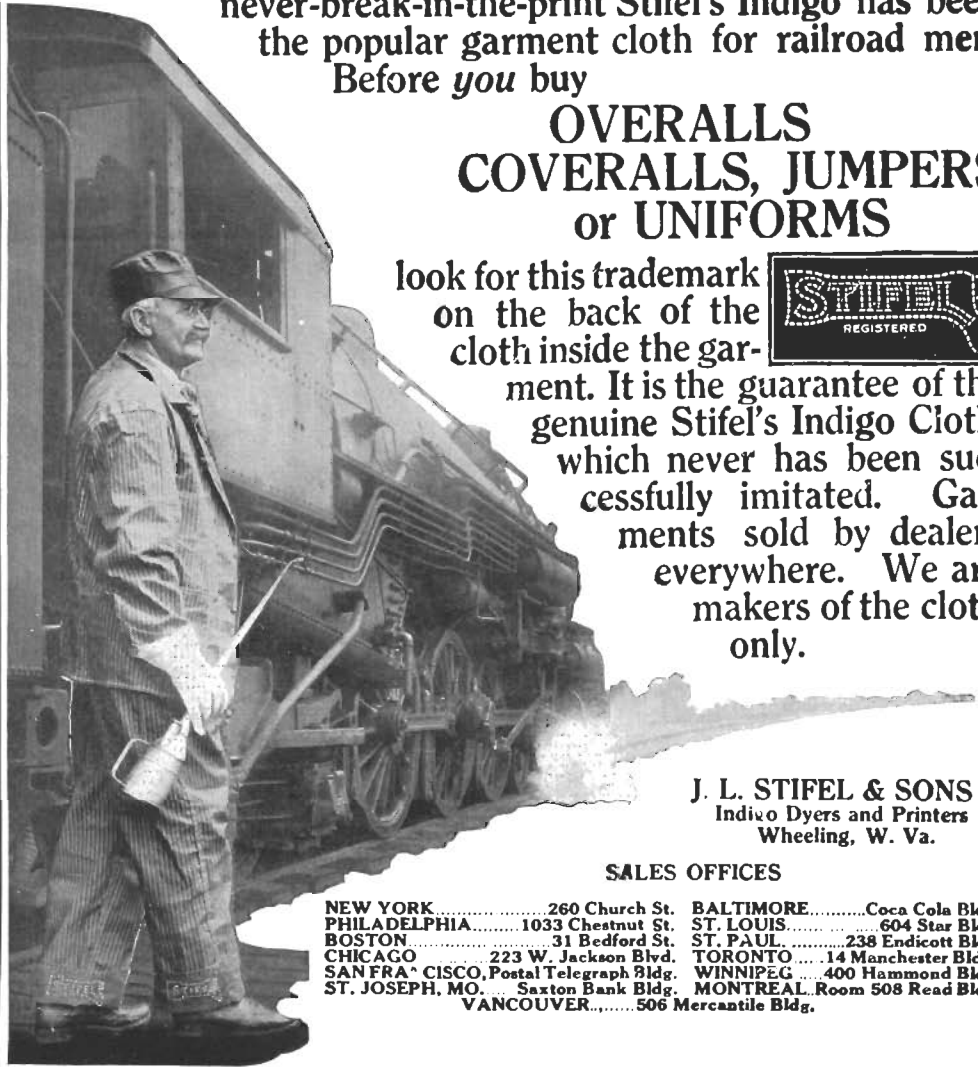


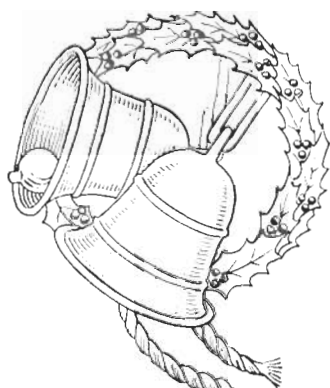
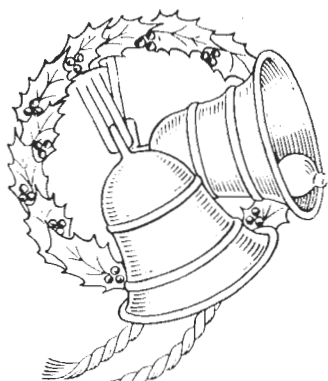
ment. It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

SALES OFFICES

NEW YORK.....	260 Church St.	BALTIMORE.....	Coca Cola Bldg.
PHILADELPHIA.....	1033 Chestnut St.	ST. LOUIS.....	604 Star Bldg.
BOSTON.....	31 Bedford St.	ST. PAUL.....	238 Endicott Bldg.
CHICAGO.....	223 W. Jackson Blvd.	TORONTO.....	14 Manchester Bldg.
SAN FRANCISCO.....	Postal Telegraph Bldg.	WINNIPEG.....	400 Hammond Bldg.
ST. JOSEPH, MO.....	Saxton Bank Bldg.	MONTREAL.....	Room 508 Read Bldg.
VANCOUVER.....	506 Mercantile Bldg.		





Ring out, wild bells, to the wild sky,
The flying cloud, the frosty light;
The year is dying in the night;
Ring out, wild bells, and let him die.

Ring out the old, ring in the new,
Ring, happy bells, across the snow;
The year is going, let him go;
Ring out the false, ring in the true.

Ring out the grief that saps the mind,
For those that here we see no more;
Ring out the feud of rich and poor,
Ring in redress to all mankind.

Ring out a slowly dying cause,
And ancient forms of party strife;
Ring in the nobler modes of life,
With sweeter manners, purer laws.

Ring out the want, the care, the sin,
The faithless coldness of the times;
Ring out, ring out my mournful rhymes,
But ring the fuller minstrel in.

Ring out the false pride in place and blood,
The civic slander and the spite;
Ring in the love of truth and right,
Ring in the common love of good.

Ring out old shapes of foul disease;
Ring out the narrowing lust of gold;
Ring out the thousand wars of old,
Ring in the thousand years of peace.

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.

- Tennyson

The Frisco-Man

Frisco Building, Saint Louis

A Review of the Year 1919

The First Period of Reconstruction After the Great War Marked
by Struggles Over Peace Treaty and League of Nations.

AFTER nearly five years of frightful warfare, in which all of the great powers and many of the smaller nations had been involved, the world found it difficult to return to anything like normal conditions during the year 1919. While the armistice, which was signed in the closing weeks of 1918, brought a cessation of hostilities between the two groups of nations that had been engaged in the great struggle, it did not bring peace to all the peoples involved. Technically, the world was still at war throughout practically all of the year just closed, as the peace treaty, which was framed in Paris after months of negotiation could not be made fully effective until ratified by the great powers and formally promulgated by the Peace Conference. Failure of the United States Senate to ratify the treaty, because of opposition to the covenant of the League of Nations, which was made a part of the peace treaty, prevented the formal declaration of peace until more than a year after the armistice was signed.

In the meantime, internal disorders and territorial disputes, arising from the establishment of many new nations kept a large part of Europe in turmoil. Such a complete remaking of the map of Europe as resulted from the great war naturally could not be accomplished without friction. The great empire of Austria-Hungary had fallen to pieces with the defeat of the Central Powers, and out of the wreckage new states arose. These new nations—Austria, Hungary, Poland and the Czech and Jugoslav states—could not establish their new boundaries without friction among themselves and with their neighbors. The new government of Germany, which had been transformed into a republic, was striving to maintain itself against the attacks of radical elements. Russia was torn by civil strife, with half a dozen groups fighting for the mastery. At times world peace seemed still far off, but as the year passed conditions became more settled and it seemed probable that with the formal promulgation of the peace treaty the seeming chaos into which Europe had been thrown would pass.

In the United States conditions were not so unsettled as in the nations that had been longer engaged in the war, but here, as in Europe, the transition from a war to a peace basis was not easy. New industrial problems had been created. The high cost of living caused labor to make insistent and repeated demands for higher wages and resulted in numerous strikes among all classes of workers. Radical leaders took advantage of the unrest that existed to recruit their forces and they became so active that the constituted authorities of the nation finally found it necessary to take determined steps to suppress disloyal propaganda.

Foreign Affairs.

While the treaty was being negotiated conditions remained very unsettled not only in the territory which had been included in the four defeated nations, but throughout Europe. Russia continued in a state of turmoil throughout the year. Although the Bolshevist government, under the direction of Lenine and Trotsky, maintained its control over a large part of the former empire, it was hemmed in on all sides by opposing groups, which attacked it with varying success. The new German republic during the early part of the year faced serious opposition from the radical Spartican element, but by the adoption of severe measures the government succeeded in maintaining itself and order was restored throughout the country. The newly constituted nation of Poland was beset for a time on all sides, but it, too, succeeded in weathering the storm and had established a stable government before many months had passed.

Failure to reach a settlement of the Fiume question continually threatened an armed conflict between the Italians and the new Jugo-Slav state. Serious conditions existed in Hungary, both because of internal disorders and because of clashes with Roumania and with the new Czech government. For a time it seemed that the great war had been ended only to resolve itself into a great number of minor conflicts.

5 Making of Peace.

The first steps toward the organization of the Peace Congress were taken on January 12, when the Supreme War Council, members of which were President Wilson and Secretary Lansing of the United States, and the premiers and foreign ministers of Great Britain, France, and Italy, together with Marshal Foch and military representatives of the several powers, began actual consideration of the terms of peace to be imposed upon the Central Powers. The Peace Congress itself, without delegates from the defeated powers or Russia, met in the Ministry of Foreign Affairs at Paris on January 18. President Wilson proposed Premier

Clemenceau for permanent chairman of the conference and the delegates elected him by unanimous vote. It was determined at the beginning that only the five great belligerent powers, the United States, Great Britain, France, Italy and Japan, should take part in all meetings of the conference and commissions to be appointed; that other belligerent and associated powers should participate only in meetings at which questions concerning them were to be discussed.

It was generally agreed that none of the defeated nations should be invited to send representatives to the Peace Conference, but there was some difference of opinion as to whether the representatives of existing Russian governments should be asked to participate. France refused to approve the proposal made by Great Britain that the various Russian governments be asked to send representatives to the conference in the interest of world harmony, but on January 22 the Supreme Council of the Peace Conference announced that it had approved the proposal of President Wilson that each organized group in Russia should send representatives to confer with delegates from the Peace Conference at Princes' Islands, Sea of Marmora, with the understanding that in the meantime hostilities between the Russian factions should be discontinued. The Bolshevist government of Russia, however, declined to meet the conditions imposed by the Peace Conference and the proposed conference at Princes' Islands did not materialize. As a result the Russian problem remained unsolved when the Peace Conference completed its work.

As the representatives of the many belligerent nations entered upon the task of bringing peace to the world, Europe was still in turmoil. The old empire of Austria-Hungary had been broken up into a number of new states, the boundaries of which were still unsettled. Poland was being reconstituted and the fixing of her boundaries gave rise to many controversies between the Poles and surrounding peoples. At the time the Peace Conference met it seemed that war for Eu-

rope had not been ended when the armistice between the Central Powers and the Allies was signed on November 11, 1918. The situation was so serious that on January 24 the peace delegates at Paris issued a solemn warning against the use of armed forces in an attempt to gain possession of territory before the claims involved should come before the conference.

The League of Nations.

The question of whether a League of Nations should be created as a means of preventing future wars was one of the first to be taken up by the Peace Conference. On January 25 the conference formally declared in favor of the establishment of a League of Nations, and a commission, of which President Wilson was chairman, was appointed to prepare a definite plan. The League of Nations Commission held its first meeting on February 3 and on February 14 President Wilson read and explained to the Peace Conference a draft of the constitution for the League of Nations that had been prepared by the commission. The plan, as presented to the conference, provided for an executive council, to be composed of representatives of nine nations, and for an international secretariat. It was provided that decisions of the executive council should be enforced, if necessary, by "the prevention of all financial, commercial or personal intercourse" between the nation and all other member states of the League of Nations.

On the same day that he presented this plan to the Peace Conference, President Wilson sailed for the United States to attend the closing sessions of Congress at Washington. Opposition to the incorporation of the League of Nations covenant in the peace treaty already had developed in this country and President Wilson, upon his return, delivered an address at Boston, in which he emphasized the necessity of the United States taking a leading part in the organization of the League of Nations.

In the meantime the Peace Conference was endeavoring to reach a solution of several other vexing problems. A bitter dispute had arisen between

Italy and the new Jugo-Slav state as to the possession of the eastern coast of the Adriatic. The Italians demanded possession of the city of Fiume on the ground that its population was largely Italian, while the Jugo-Slavs maintained that possession of this port was essential if their newly organized nation was to have access to the sea. On February 11 the Jugo-Slav delegates requested President Wilson to act as arbitrator of the dispute, but on February 18 the Italian delegation declined to accept any proposal for arbitrating their claims to the Dalmatian coast.

The Japanese delegates also gave an early indication of their attitude by insisting upon Japan's right to retain the Marshall and Caroline Islands, which she had taken from Germany.

Terms for Germany.

The first indication of the severity of the terms to be imposed upon Germany was given on March 10, when the Supreme War Council announced an agreement upon the proposal to limit Germany's army in the future to 100,000 men, with provisions designed to prevent intensive training of large numbers of soldiers.

President Wilson returned to Paris after spending little more than a week in the United States. With his arrival in France, on March 14, the Peace Conference began consideration of recommendations by various committees, and the peace treaty began to take definite shape. On March 15 President Wilson announced that despite proposals that had been made to that effect, there had been no change in the plan to include the League of Nations covenant in the peace treaty.

On March 24 the Council of Four, which had been considering the problems before the Peace Conference, was replaced by a Council of Five consisting of President Wilson, Premiers Lloyd George, Clemenceau and Orlando. From that time up to the actual signing of the peace treaty all of the problems arising were disposed of by this Council of Five, in which, at times, the Premier of Japan also participated.



Copyright, Underwood & Underwood.

GOES DOWN 360 FEET TO OCEAN'S FLOOR IN NEWLY INVENTED DIVING SUIT.

John F. Turner of Philadelphia, a diver of international repute, in the newly invented armor diving suit, in which he went down 360 feet to the ocean's bed. He performed this world's record-breaking feat 15 miles east of the Graves Light near Boston, Mass. The inventor, Charles H. Jackson, a colored mechanic, is standing to the left of the photograph. On the right will be seen the lowering of the diver with a derrick. It permits a diver to go down twice as far as with the old style rubber suit, and it is expected to give a great impetus to the search for sunken treasure, because it relieves the diver of the tremendous pressure of the water against his body. The suit weighs 400 pounds.



Copyright, Underwood & Underwood.

CHICAGO CUBS WANT STAR ON THIS FAMOUS LONG-HAIRED AND BE-WHISKERED MICHIGAN BASEBALL TEAM.

The Chicago Cubs are after Paul Leslie Mooney (fifth from the left), pitcher for this long-haired and hirsute adorned baseball team of the House of David of Benton Harbor Mich. The team is considered one of the best in Michigan and Indiana and is expected to play an exhibition game with the Cubs next spring. Mooney made a name for himself last season by winning 18 games out of 24 pitched and allowing only 116 hits during the season.

Switchmanship

By DUIT WRIGHT, Switchman Chicago Terminal, Illinois Central Railroad.

BIG men now days tell us that to succeed we must be a good salesman and that we must sell something that we believe in and something that the buyer will not have to put on the shelf or sell at a sacrifice if we are to be a good salesman. If we sell something that the buyer cannot use it won't be long until we have no market for our goods and we will have a poor reputation. When we have run ourselves down in this manner we are not wanted anywhere and even though we are handling another article we cannot get an audience with the prospective buyer. We "done" him once and he doesn't care to take another chance.

What has a switchman to sell? A switchman sells his labor at so much an hour. He must sell his employer the best he has so that his employer can sell transportation. If the employer does not sell good transportation there is no business on the road and both switchman and employer suffer. I leave it to the reader to decide which suffers the most. Suppose you want to make a change from your present location to one where the prospects for you are better. You go to your employer and tell him of your intentions. You have been a good salesman and you have always sold him something that he could use. He likes you for your honesty, so he takes you into his private office and talks to you as father to son and volunteers to write a personal letter to your future employer. If he is personally acquainted with your future employer he will make it a point to look him up and have a talk with him and do all the good he can. He is sorry to lose you, but he is willing to help you, because you helped him. You leave his office in a happy frame of mind with his personal letter of recommendation tucked in your pocket. If you have been a poor sales-

man you do not get such a reception. You will go to the office and tell your employer of your intention and he will reply: "All right." He calls in his clerk and tells him to give you an order for your time and a service letter. Your service letter will be something on the order of a prison record. It will give the color of your hair and eyes, weight and height. Your future employer can get nothing out of it except the fact that you were employed as a switchman at a certain place for a certain time and he may not be sure about that because it may be a "fake" letter that you carry. You will probably get a job if he needs men, but the other fellow with the personal recommendation will get a job without any trouble.

Now that we have found out that a switchman has something to sell we want to know how to become a good salesman. The first asset is honesty. Honesty in your dealings with all mankind. When the yardmaster gives you work to do get it done and when you have completed it report to him for another one. If you happen to be working on a lead keep the engine moving. Don't think that you can stay down in the track thirty minutes each time you go after a "cut" and be a good salesman. You are "skinning" the buyer when you do this and it will come back to you. Better be honest and have the good will of the yardmaster, because you cannot tell when you will need his help. One night I was the direct cause of a passenger train "side swiping" some cars and had this train been moving in the opposite direction there would have been a very serious accident. As it was the accident caused but little damage and delay. The damage amounted to about \$500. I fully realize what \$500 means to the average man and that a few \$500 credits on his bank book would put him on "Easy

Street," yet it doesn't take much of a wreck to cost your employer \$500. I fully realized the seriousness of my position and I fully expected to be discharged. I knew that the accident was caused by misjudgment and not by gross carelessness, but how was I to convince my employer and how could my employer satisfy the traveling public with my report. I wasn't discharged. I had always sold my yard master the best I had and he showed his appreciation by fighting for me. He was so successful in his fight for me that I did not lose a minute's time. It was some time before I found out why I wasn't discharged and I can assure you that I resolved more than ever to be a better switchman. You very often hear of cases like this and you wonder "How he got by with it." The truth is you are not selling good stuff. You are not broad enough to look at the subject from all angles. Put in a good line in place of the stuff you are selling the yard master and he will help you as he did me.

Switchmen handle commodities representing thousands of dollars each shift they work. The rough handling of these commodities costs your employer a lot of money for avoidable claims. It discommodes the consignee and the men who work for him. It ruins your reputation. Did you ever hear of a job being held up because the material was not on hand? There are many cases of this kind. If we were to follow a car of material from its point of origin to destination we probably would find that it spent several hours on the repair track and if it happened to be in a very bad condition we would find that it spent two or three days on the transfer track while the load was being transferred to another car. Now, Mr. Reader, if you hadn't kicked that car of lumber so hard the load would not be shifted and the end would not be out of the car. The contractor would have his material on time and the carpenter would not be out of work a couple of days waiting for material. The carpenter would have money enough to buy some things that his wife and chil-

dren need from the merchant whose merchandise comes to town over the railroad that gives you employment. This illustration shows you how you help yourself by being honest in the quality of "Switchmanship" you sell.

Would you loan your automobile to a friend and would your friend loan his to you? You would have to be pretty good friends to loan an automobile, because automobiles cost money. Switch engines cost lots of money. Your employer has spent nearly \$60,000 for the switch engine he loans you to work with and it is costing him about twenty cents per minute to operate this switch engine. These figures include coal, water, sand, repair parts, wages of shop employes, wages of yard and engine crews and depreciation. It costs our employer not less than \$96 to operate a switch engine eight hours. Are you getting \$96 worth of work out of this engine and are you getting more than \$96 worth of work out of it so that your employer can make money out of the labor you are selling him?

The switchman who does industry work has to deal with the public and he has a better chance to use his qualifications as a salesman than those who work on inside jobs. He is not only selling his labor, but he is in a position to represent his company. If he does his work promptly and cheerfully, he will have no trouble to throw all the shipments from these industries over to his employer. By obtaining this additional business for his employer he is building a reputation for himself and getting more work for his fellow employes to do. Give the public all the help and information you can, because it is the public that keeps us busy. The public also pays for the fine passenger trains that travel over our line. When you have work to do on these trains do it carefully. If you do not handle passenger trains carefully the public will be afraid to ride on your line and you will be the cause of some "old timer" returning to the freight service.

Each railroad company factory,

steel mill or any concern employing a number of people has its rules. We railroad employes know it as the "Book of Rules." These rules were drawn up by men who have spent their lives on the various railroads and it is dedicated to us by them in order that we may be benefited by their experiences. We should know this little book from beginning to end so that we will be able to sell our employer something that he can use. I plainly remember when I started my railroad career that I studied the "Book of Rules" just enough to let me slide by in the examination. My next move was to find out what I didn't have to do. I got more information from the fellows regarding what I didn't have to do than I did on the "Book of Rules." Well, it wasn't very long until I told the yard master that I didn't have to do something and he moved those below me one notch higher on the seniority list. I didn't approve of this. I was discharged for something that was unjust, nevertheless, I was away for more than a year and I had plenty of time to think the matter over. The more I thought about it the more I agreed with the yard master and I have thanked him since for teaching me this lesson. You see I hadn't been selling him good stuff and he was glad to get me off his list. He gave me enough rope and I hung myself. Each time you study the schedule study the "Book of Rules" and before long you will know them both.

The proper make-up of trains is an item that must not be lost sight of. See that each car goes forward in the proper train. When a car of explosives or an inflammable load is on hand see that it goes forward in the proper train and that it is placed the required distance from the engine and caboose. It is a good idea to get these commodities to destination as soon as possible as an explosion or fire from either of them means death and destruction to everything in its path. A train properly made up will reach its final destination on time, but if it is simply thrown together it will have to be handled at each division point. This will cause the train to reach its



Copyright, Underwood & Underwood
INVENTION ALLOWS AIRPLANE TO FLY
STRAIGHT UP.

Peter Cooper Hewitt, famous American inventor, has developed a new machine which he claims will rise straight into the air without a preliminary run and will land in a space 30 feet square. He also says his machine will do this and may be reversed while in flight without reversing the engine, and will leap up or drop with the suddenness of a flying bat. This is made possible by a propeller that may be pointed in any direction and its direction changed at any time during flight.

final destination several hours late and also cause your employer a lot of worry and expense. You all know how long it takes to handle the average train of today and, as I have before stated, that it costs about 20 cents per minute to operate a switch engine, you can figure what the expense of reswitching this train will be. Don't forget that a train passes through a number of division points before reaching its final destination.

Coal is one of the most expensive things a railroad company has to purchase, but I have never seen an article or heard a lecture on coal conservation in which the switchman was mentioned. It is my opinion that the switchman can save a lot of coal for his employer by making up trains properly at initial terminals, thereby eliminating reswitching at intermediate points. He can save coal by handling short "cuts." Most experienced switchmen know they make better time by handling short "cuts," but few realize how much coal and water they are saving their employer when they do it. Short "cuts" not only save coal and water, but, in addition, they save the fireman's back, the engineer's temper and the draw bars. The whole crew is in better spirits when the work runs smoothly. The switchman can save coal by having the trains ready on time and by having a clear track for inbound trains. When the road crew is standing around the yard the engine is consuming coal very rapidly. The road crew is getting uneasy because of this delay. They want to get started for the other end of the road or home, whichever the case may be. You only work **eight** hours and the road man very **often** works sixteen. Make a special effort to get him started either toward the other end of the road or toward home. He has a family at home the same as we have and he thinks as much of them as we do of our family.

All of you have had occasion to use the "frogs" and switch chains, but how many of you have left them in the ground when the wreck was cleared up? How many times have you needed the frogs and cursed because there were none on the engine? How many times have you stumbled over a pair of "frogs" lying on the ground and then remembered when you left them there a menace to the safety of yourself and others? These supplies cost lots of money and we must take care of them if we are to be good switchmen.

Have you ever stood before the bulletin board and criticised your superior

for putting out such a bulletin? In your mind it is all wrong and you may be right about it, because you are probably concerned in it as much as anyone else. I want to say to you that even though you know the condition is wrong you are not doing yourself or employer justice by criticising him. Make it a point to go to him and have a talk with him about the subject. Make a suggestion to him. If you are right the bulletin will be changed, but whether you are right or wrong you will be thanked for the interest you displayed. Suggestions made in the right spirit are always welcomed and an official who holds his head too high to listen to a suggestion from one of his men is about done. One of our superintendents told me that a man who couldn't take a suggestion had reached the end of his string. Since then I have not been backward in offering a suggestion and I have always found an attentive ear to anything I had to offer. Some of my suggestions were made use of, many of them were not, but they were all given due consideration by my superiors. Remember, kind reader, that you are a cog in the wheel of a big machine and if you fail the whole machine may stop. There are many things that I could write about; in fact, I could write continuously on this subject, but I am going to close this article by mentioning three more items that are on my mind.

Self-education is one of the items. A man these days who has a poor education has no one to blame but himself. Go to night school or take a correspondence course. If you don't feel able to do either of these, read some **good** magazines. Do not read all **fiction**, but get something that will stick to the ribs. Read such magazines as the Literary Digest and The American. Use your dictionary when you come to a word you do not understand and before many days you will have a number of new words on your list and you will know how to use them. If you are a fellow who thinks he is not doing well read "The American" and find out why you are not succeeding. There was an article in the American Magazine a few months ago in

which Daniel Willard told how he went from a fireman on a little Vermont railroad to president of the B. & O. If he did it you can. Don't be satisfied with your job, but work for a better one. A man who is satisfied is "on center" and he has every one behind him blocked. If there is a man ahead of you who is "on center" try to run around him.

We often wonder why we have been left in the same job so long and many times we think that we are being held up by some one who has a grudge against us. This may sometimes be true, but in most cases we are not worthy of promotion. We have been selling our employer the wrong kind of switchmanship and he has not made a fair profit out of the money he invested in the labor we sold him. He has been "done" once and he is not going to be "overdone" by promoting us.

Last, but not least, I will mention temperance. What is better to look at than a well fed, well clothed and happy family? What is better than a happy family? How can you have happiness and prosperity if "booze" is to be paramount? "Booze" will rob you of your family. It will rob your family of its food and clothes and also take away the love and respect others have for you. You don't want your son to be a drunkard, yet you set the trap for him. There is a slogan going the rounds that runs on like this: "No Beer, No Work." I will show you how weak it is by adding a few words. I say it should be "No Beer, No Work—No Work, No Pay—No Pay, No Beer." Now, my friend, you were without beer when you started and you were without beer when you stopped. Between beers you had no money to supply yourself and family with the necessaries of life. What do you gain? Nothing but a harvest of barren regrets.

A few days ago, you might say yesterday, the switchmen were classed as a kind of beast. Even any "railroader" was looked down on. If some fair lady stooped low enough to marry a "railroader" she disgraced her family.

After a long fight we have gained a firmer footing in the world, but it has taken some time. We have always been intelligent, but we have not been handling the right brand of goods. Let each one of us try to improve our line so much that our employer and the public will be unable to get along without us. Let us try to make a better place for ourselves in the world now that we have a start. If we stop "on center" we will be set on the siding and then backed up to the shop. After the repairs are made we will start out again to the other end of the ladder. We may make the top of the ladder this time, but we will be late. Perhaps too late, because the yard may be blocked by those who ran around us when we broke down.

In conclusion let me say that my object in writing this article is to help the switchmen and other employes as well as the Illinois Central. I sincerely hope that my efforts will be of some benefit to both.

TWO KINDS OF PEOPLE.

"There are two kinds of people on earth today;
 (Just the two kinds—no more, I say);
 Not the saint or sinner, for 'tis well understood,
 The good are half bad and the bad are half good.
 Not the rich nor the poor, for to sound a man's wealth
 You must first know the state of his conscience and health.
 Not the happy or sad, for the swift flying years
 Bring to each man his laughter and to each man his tears.
 No; the two kinds of people on earth today,
 I mean,
 Are the people who lift and the people who lean.
 And where'er you go you'll find the world's masses
 Are always divided into just these two classes.
 And, oddly enough, you'll find, too, I mean,
 There's only one lifter to twenty who lean.
 In which class are you? Are you easing the load
 Of overtaxed lifters who toil down the road?
 Or are you a leaner who makes others bear
 Your part of the labor and worry and care?"

Calmness of Twelve-Year-Old School Girl Saves Lives of Three Small Children.

ONE of the most brilliant acts of heroism in the annals of the Frisco lines was the saving of three small children from death under the wheels of a locomotive by twelve-year-old Agnes Standifer of Albion, Okla.

On Sunday, November 2d, as Frisco train No. 5, rounded a curve one mile east of Albion, Okla., Engineer W. A. Davis saw several children playing on a bridge only a short distance ahead of the engine. The engineer immediately applied the air in the emergency and did everything in his power to check the train, but he was so close to the children that it was impossible for

him to stop. Just at this moment Miss Agnes Standifer, age twelve, appeared on the bridge and got one of the children off the track, returned and grabbed the other two, one under each arm and jumped off the bridge just before the locomotive reached the spot.

In response to a letter from Supt. C. H. Baltzell, of the Central Division, Miss Standifer wrote as follows regarding the matter:

"I received your letter yestarday and you wanted me to tell you all about the rescue of the three children, dear sir, it is hard to do as I was scired but the thought came to me that it was death if I did not get them so I

maid for thir rescue got one off and I saw that my time was getting short so I ran back and got one under each arme and jump off of the end of the bridge about 5 or 6 feet just before the train struck us. I thought the

little girl was killed but when I got out and saw her I was so overjoyed that I could not keep from crying. I hope the ones that reads this letter will take warning and stay off of the railroad. The names of all them, the little girls name is Vernie Crawford, 4 years old, the little boys one named Roland Standifer, my cusin 5 years old, the other was Milburn my brother 4 years old, and

my name is Agnes Standifer age 12 years old. As ever yours frind your very truly. Write to me soon good by, P. S. in close you will find my picture. Miss Agnes Standifer."

Engineer Davis, in speaking of the matter to Mr. Baltzell, was overjoyed in the fact that he did not strike the children, and to use his own words, stated that he could "feel the children being ground to death under the wheels of the engine," when he was doing everything in his power to stop his train.

The remarkable presence of mind of this little twelve-year-old school girl



AGNES STANDIFER.

saved from a horrible death three small children under six years of age. Mr. Baltzell expects to present Miss Standifer with a medal properly inscribed, as a token of thanks and a reward for her heroic act.

Mr. Baltzell, who is a most ardent safety worker and a lover of children, is loud in his praise for little Miss Standifer. For a number of months Mr. Baltzell and his Safety Committee has been meeting with the school children at different points on his division where the monthly safety meetings are conducted, in an effort to impress upon the children the danger of walking and otherwise trespassing upon railroad tracks. He feels that this incident should be a lesson and a warning to others who might not be so fortunate in escaping with their lives should an incident of this kind occur.

The heroic act of Miss Standifer gave impetus to, and was the basis of much discussion at the monthly safety meeting of the Central Division held in Fort Smith on December 5 in the High School Auditorium. More than 1,100 school boys and girls attended and signed pledges thereby becoming members of the Central Division Auxiliary Safety Committee, which brings the total membership up to 2,200.

As the principal speaker of the afternoon, Superintendent Baltzell gave a detailed account of the little girl whose presence of mind and quick decision saved the lives of the three children. Later he introduced Engineer W. A. Davis of No. 5. Davis modestly declined to give full details of his own efforts, but the superintendent added that "Davis recalled that in the excitement he would have turned his engine bottom side up if he could to prevent the eminent tragedy.

Safety Supervisor Gaines and Mayor Monro, of Fort Smith, were others who made talks, each of whom appealed to the students to pledge that when riding in any automobile about to cross a railroad or dangerous city street crossing, or which was being driven at a dangerous rate of speed, to demand that the car be driven more

slowly and to stop before making railroad crossings.

Here's to Miss Agnes Standifer.

OF SPECIAL INTEREST TO HOLDERS OF U. S. LIBERTY BONDS

Carter Glass, Secretary of the Treasury, issued the following statement under date of November 15, 1919:

"The 4 per cent coupon bonds of the Second Liberty Loan, which were issued in temporary form, like other 4 per cent and 4½ per cent coupon Liberty Bonds, have no interest coupons attached for interest payable after Nov. 15, 1919, and will therefore become exchangeable for permanent bonds with all subsequent coupons attached. Holders of these bonds are reminded, however, that the bonds are convertible into 4¼ per cent bonds as well as exchangeable into permanent bonds, and that the Treasury has already prescribed regulations, set forth in Treasury Department Circular 158, dated September 8, 1919, calculated to provide for both exchanges and conversions with the minimum of inconvenience and expense to both the Government and the bondholders.

Under these regulations there will be no exchanges whatever of temporary for permanent bonds until approximately March 15, 1920, the preparation of permanent 4 per cent coupon bonds having been subordinated, in view of the extension of the conversion privilege, to the preparation of the permanent 4¼ per cent bonds of the several loans.

Holders of temporary 4 per cent coupon bonds of the Second Liberty Loan are therefore urged either to present their bonds for exchange into registered bonds, which are already in a permanent form or refrain from presenting them for exchange into permanent bonds or for conversion until approximately March 15, 1920, when it is expected that the permanent 4 per cent and 4¼ per cent coupon bonds of the Second Liberty Loan and the Second Liberty Loan converted will be ready for delivery.

All 4 per cent coupon bonds of the Second Liberty Loan presented for exchange into permanent bonds on or after Nov. 15, 1919, will be deemed to be presented also for conversion into 4¼ per cent bonds unless otherwise indicated by the holder in writing, and with the 4¼ per cent coupon bonds issued upon such exchange and conversion special 4 per cent interest coupons will be delivered to provide for the 4 per cent interest accruing after Nov. 15, 1919, which would be payable May 15, 1920. In the meantime, it is understood that the

(Continued on page 17)

The Hanna Stoker

By W. E. BELTER, Road Foreman of Equipment.

THE Hanna Stoker consists of the following parts, namely: a double reversible reciprocating steam engine, a tender crusher hopper with a conveyor worm to carry the coal forward from the tender, a locomotive feed hopper which conveys the coal received from the tender to the elevating worm, a door cabinet containing the high and low pressure blast chambers and distribution wings, a control case used in operating the distribution wings, a gear box and clutch arrangement for disconnecting the tender machinery.

The small steam engine driving the entire mechanism is as above stated a double reversible reciprocating engine. It is very simple in design and easily demonstrated that it is powerful enough for the work demanded from it. The oiling device for it is well designed. The cylinders are lubricated from the lubricator in the cab. The other machinery is incased and is lubricated by what is known as a splash system. In other words the entire working parts are surrounded with oil. This is known as the crank case and is fitted with a pipe to fill it. The only exposed parts on this engine are the valve rods.

The tender hopper and crusher worms are very simple in design. It consists of a hopper so constructed that it will slip into the bottom of the tender. The crusher is made up of a conveyor screw and a series of knives or breakers which prepare the coal from the usual run of mine. The top of the hopper is fitted with slides to give the correct flow of coal into the hopper and are adjustable to meet all conditions.

The locomotive hopper receives the coal from the tender hopper and is fastened to the back head and deck in such a manner that it will accommodate itself to the different boiler expansions. It is also fitted with conveyor worms and discharges the coal

into the elevating worm which leads to the cabinet. This hopper has an opening from the deck of the locomotive which can be used for coal conveyance at such times as the tender hopper may be out of service due to foreign substance being in the fuel thereby stopping the tender conveyor. Right here it will be well to add that the coal is carried between the locomotive proper and the tender by means of a made up steel pipe fitted also with a conveyor worm. This arrangement is a very good design since it eliminated the possibility of any coal being spilled on the right of way.

The door cabinet consists of a cast iron frame attached to the boiler back head over the fire door. Its design is very good since the firing is done through the fire door, which, as most engineers will agree, is the logical place to fire an engine. This cabinet is the place where the coal is finally landed to be burned and since it is that part of the Stoker, which has a vital function to do it is well that it be perfectly understood. This cabinet is fitted with an automatic fire door, thereby making it very easily at all times to open the door. This cabinet also contains the distribution wings which conveys the coal to the double blast chamber and the blast chamber proper. The coal is received at the top of the cabinet from the vertical or elevating worm and descends to a ridge plate which is used to divide it into any ratio to the wings. This is done so that if a boiler requires more coal on one side than the other, it can be easily cared for by the operation of the dividing plate. This is done by simply shifting the plate. The coal is then deposited on the wings and slides down the blast chambers. These wings are in motion and travel a distance of about three inches each side of the center of the door opening. They can, however, be so controlled by the control box (which will be explained later)

that they will travel any distance from the center. This depending on what the needs for correct firing may require. By the operation of these wings a fireman is able to get the distribution he desires from the back corners to the boiler arch. In conjunction with these wings the double blast chambers also play a prominent part. After the coal has left the wings it drops down on a blast chamber fitted with a high and low pressure blast. The high pressure blast is arranged with finger tips and acts as a sort of screener of coal only allowing the larger coal to be hit by the high pressure blasts. This means that the larger coal is sent forward in the fire box while the finer coal drops through these fingers and comes in contact with the low pressure and is likewise deposited in the rear of the fire box. It also follows that as the two different kinds of coal are blown into the fire box the finer coal acts as a sort of blanket for the larger coal, which is a clever arrangement in assisting materially in burning a greater amount of coal in suspension thereby eliminating much stack loss. There is also a feature in the steam blast that must not be overlooked. When the steam is blowing the coal into the box, it is also separated into its component parts, namely, hydrogen and oxygen. The oxygen will further support the combustion and the hydrogen in itself will burn. This also increases the percentage of coal burned in suspension, thereby doing away with much clinker formation, inasmuch as coal burned in the presence of oxygen (pure) will not be found to deposit any clinker. The cabinet is further arranged in its mechanism to facilitate hand firing. The entire cabinet can be cleared of the wings and blast chambers since the wings are so constructed that they will fold back in the cabinet and the blast chamber will hinge out the door, leaving the entire cabinet free. However, in order that even in the case where hand firing is necessary, it is so arranged that the coal can be thrown on the blast chambers with a shovel and distributed in the fire box in exactly the same principle that the Stoker does

it, thereby eliminating the laborious job of trying to pitch the coal the entire distance of the box. It further gives a more even distribution than without it. Regardless of the design or durability of any machine failures will happen, and they are to be expected. However, with the feature of the double blast chamber, much hard work can be overcome since there is nothing in the way of machinery to fail in its make up. It necessarily follows that even in a stoker failure this can be used to a great advantage in the scattering of coal and also eliminating the hard work of getting the coal forward in the fire box.

The control case is located on the fireman's side of the locomotive and is used in controlling and furnishing the travel of the wings in the cabinet. Each wing has its separate control in this box. The travel of each wing is marked on the box in the segment of a circle with holes bored in it which will accommodate the placing of the handles which show the travel of the wings. The travel of this control box is taken by means of an eccentric from the main shaft in the locomotive hopper. It is a ratchet arrangement and the travel is always proportional to the stoker engine travel. This means that at whatever speed the stoker engine may be running a corresponding speed is also maintained in the control box, thereby giving the same speed to the wings. It necessarily means that regardless of what speed the stoker engines is running the distribution of the coal is also in the same ratio.

The gear box is very simple in design and the entire arrangement is floated in oil eliminating any probability of heating so long as it is kept filled with oil. This gear box is used to cut in or out the operation of the tender hopper.

There is a feature of this stoker which is to be greatly considered. In separating the engine and tender, which is very often required at engine houses for one cause or another, no work is needed to disconnect them as the connection is a slip joint arrangement. Simply disconnect the draw

(Continued on page 19)

The Frisco-Man

Published Monthly by the
St. Louis-San Francisco Railroad

Office of Publication: 723 Frisco Bldg., St. Louis

Subscription price, 10 cents per copy, or \$1.00 per year, delivered postpaid. Copy furnished gratis to the employes of the St. Louis-San Francisco Railroad.

Advertising rates furnished upon application.

VOL. XIV

JANUARY, 1920

No. 1

EDITORIAL

HIGH COST OF LIVING VERSUS COST OF HIGH LIVING

THE high cost of living is now a by-word with most of us mortals; we talk it, think it, breathe it, and question it. It is the chief topic of discussion over the back-yard fence, in the office, the shop and the church. We talk it up one side and down the other until we have thoroughly convinced ourselves that it is real; that it is a condition beyond our individual power to overcome. We have all placed the blame, some at the door of the profiteer and some of us maintain that it is the natural result of the diminished supply of all the necessities of life. With a great deal of justice have we come to these conclusions, but there is one factor which we are all prone to overlook. We must take stock of ourselves and see if we ourselves, individually, are not directly responsible to a degree, for the present mad rush of prices to the mountain tops.

Summing it all up and listening to all the evidence we must, all of us, admit a share of the guilt. It is not alone the food profiteer, the clothing profiteer, the coal profiteer that should bear the entire responsibility. True there are those among us, and it would seem, many of them, who very eagerly take advantage of a bad situation and run their prices up beyond all reason, but as a whole it must be admitted that the average business man is honest and wants to give an

honest value for an honest dollar, but oftentimes we, the public, won't let him. We insist that he charge us more than a reasonable price for his goods, and if he refuses we won't buy but will simply go to a man who will let us pay more for the same article.

An instance of the present high living mania recently came to the notice of the writer. A certain large department store in St. Louis put on a silk shirt "sale." This sale was advertised in the daily press, and several large counters were given over to the display of these "bargains" at \$8 per each. On the appointed day the "bargain" hungry public made a mad rush for the unheard of bargains in silk shirts at \$8 apiece, resulting in a stampede. On another counter lay an ordinary cotton shirt of good quality but minus the glaring colors and the soft texture. These were also on sale at \$2.00 each, but still the chief center of attraction was at the \$8 counter. A few years ago the opposite would have occurred and the cotton shirt counter would have received the plaudits of the multitudes.

Another instance was recently cited by a St. Louis butcher testifying before a committee in Washington. He told of having lost business because he tried to give the people choice cuts of meat at a reasonable price, whereas his competitor across the street was perfectly willing to let the multitudes pay the fancy price and the competitor got the business. This, of course, tends to create a desire on the part of the merchant to accommodate Mr. Consumer by letting him pay a big price for his goods.

Profiteering and high prices will cease only when the consuming public puts its foot down and agrees to quit profiteering itself. Profiteers exist only because the public encourages profiteering by emptying its purse into the coffers of the profiteer. We will buy a suit of clothes at one store for \$60 and refuse to go across the street and buy the same suit for \$30, consequently the man with the \$30 suit is compelled to raise his price to \$60 to stay in business, and successfully compete with the other man.

The surest and quickest way to reduce the cost of living is for the consuming public to take a hand by refusing to do business with the man who charges two prices for his goods. We should wear cheaper shoes, cheaper clothing; eat cheaper cuts of meat and forego many of the luxuries we now enjoy. Let us bestow honor on the man with a patch on his trousers and who wears cotton shirts and hose, and re-made shoes and the enigma of the high cost of living will fade away into insignificance.

Why rant and puff about a condition that we ourselves support and encourage? Why condemn the profiteer then go directly into his store and pay him more for his goods than these same goods can be obtained elsewhere? Let us analyze ourselves individually and ascertain if we are not guilty and responsible to a large degree, for the existing conditions. If we will do this conscientiously and without prejudice, then take steps to correct our faulty methods, the results will surprise even the most skeptical. After all it isn't the high cost of living that is worrying us half as much as the cost of high living, and this applies to all.

OUR LOYAL SUPPORTERS.

The year just closed has witnessed a great revival of interest of the employes in our magazine. This increased interest is manifest on every hand. The support and co-operation accorded the editor by many of our employes, and the encouragement given him has been largely responsible for any success which might have been attained; and it forms a basis for still greater success during the New Year.

Conclusive evidence that The Frisco-Man, through the efficient support given by the employes, has grown in prestige, is shown in our circulation increases as well as by the interest manifested by those who are not in the habit of contributing to its columns.

It must be remembered that The

Frisco-Man is a magazine by the Frisco employes, of the Frisco employes, and for the Frisco employes. Every employe from track laborer to the highest official is responsible in a measure for its success. Its purposes are the recording of the activities of Frisco people, keeping those of one section informed as to the happenings of the others; to aiding those of each department in their work by publishing articles and data calculated to give them ideas for their advancement; to securing a unison of effort so essential to the efficient operation of our great railroad; and to the advocating of utmost harmony that our association with one another as individuals may be pleasant and our daily tasks be thereby made the easier.

Those of us, both officials and others, who have not taken advantage of the opportunity afforded to spread the idea of Faith, Resolve, Initiative, System, Co-operation and Organization are urged to do so. Help The Frisco-man to truly represent our great family of men and women and our great railroad, not only by contributing but by reading it thoroughly.

We have commenced a new year. Let us resolve to be a little more efficient in our respective positions, a little more courteous and considerate of our fellow-workers, and to take pride in the fact that we are connected with one of the great transportation systems; strive to give a transportation service that will do credit to us as a body of men and women, and a real service to the public.

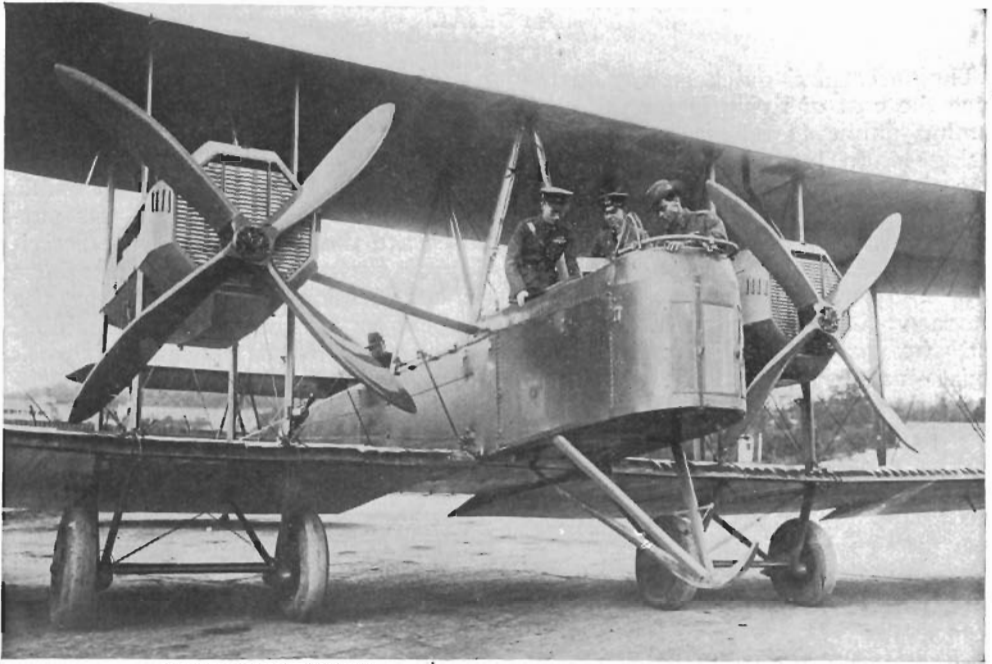
HOLDERS OF LIBERTY BONDS

(Continued from page 13)

temporary 4 per cent coupon bonds will be regarded as good deliveries in the market.

The same situation exists as to the 4 per cent bonds of the first Liberty Loan converted, except that the last coupon on the temporary 4 per cent bonds of that loan is payable on Dec. 15, 1919, and before that date such temporary 4 per cent bonds may be converted into temporary 4½ per cent bonds. It is expected that the permanent 4 per cent and 4½ per cent coupon bonds of the first Liberty Loan converted will also be ready for delivery on approximately March 15, 1920.

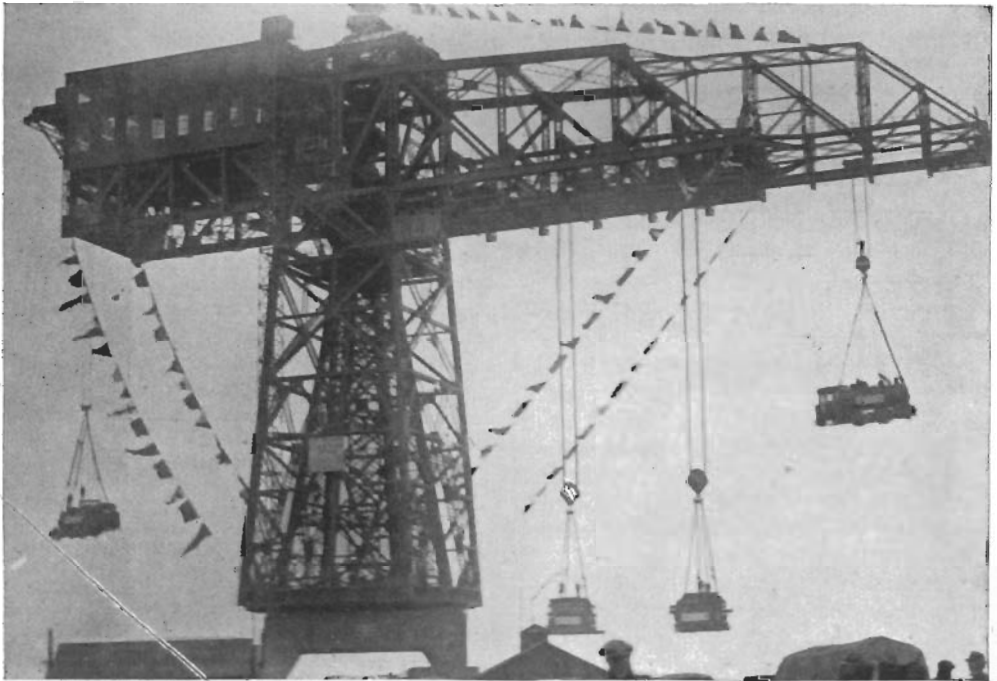
The Treasury counts upon the co-operation
(Continued on page 50)



Copyright, Underwood & Underwood.

PLANE IN WHICH RECORD FLIGHT FROM ENGLAND TO AUSTRALIA WAS MADE.

The Vickers Vimy Rolls Royce in which Capt. Ross and his crew of 3 safely made the flight from England to Australia. The plane is almost identical with the one used by the late Capt. John Alcock on his record-making flight across the Atlantic. On the right is Capt. Ross, Lieut. K. M. Smith and Sergt. Shiers.



Copyright, Underwood & Underwood.

WORLD'S LARGEST SHIPBUILDING CRANE AT LEAGUE ISLAND, PHILADELPHIA NAVY YARD, CHRISTENED.

The largest shipbuilding crane in the world recently completed at the Philadelphia Navy Yard was christened on December 6. The crane is of the stationary pintle cantilever construction and has a working capacity of 350 gross tons. It is electrically operated and will be used for fitting out all types of vessels, chiefly the larger man-of-war. It has a capacity of handling complete gun turrets assembled on the dock and can place them intact on ship-board. This photo shows a locomotive, besides other loads, being raised by the mammoth crane at the christening day ceremony. The great machine is a credit to America's engineering geni.

SAM BUTLER, GENERAL FREIGHT AGENT

S. S. "Sam" Butler was appointed general freight agent on December 1, succeeding F. C. Reilly, resigned.

Mr. Butler's first railroad experience was as clerk in the auditor's office of the Texas & Pacific at Dallas, in 1890.



S. S. BUTLER.

In 1897 he became relief agent, and in 1898 traveling auditor for that road.

In 1900 Mr. Butler entered the service of the Frisco as chief clerk commercial office, Dallas, then as soliciting freight agent, traveling freight agent and commercial agent until 1906 when he became general agent at Ft. Smith for a year, when he was appointed general eastern agent at New York. In 1912 he became traffic manager of the Texas lines and in 1915 he was appointed general Southwestern agent at Houston. In 1916 he was transferred to Pittsburgh, Pa., as general agent, which position he held un-

til 1917, when he was made assistant general freight agent at St. Louis. This position he held until his appointment as general freight agent on December 1, 1919.

Mr. Butler is well thought of and popular for his business energy, his straightforwardness in all of his dealings, and his amiable character, which, together with his long service with the Frisco, has earned him a multitude of friends both among the Frisco employes and others, who will be pleased to learn of his promotion.

ROBT. N. NASH PROMOTED

Robert N. Nash, whose appointment as assistant general freight agent became effective December 1, was born in North Carolina in 1880.

He entered the railroad service as a file clerk in the office of general superintendent of the Atlantic Coast Line Railroad in Wilmington, N. C., in 1897, and in 1898 went to the traffic department of that road as file clerk. He continued in this department until November, 1911, when he was appointed assistant general freight agent.

In August, 1913, Mr. Nash left the Atlantic Coast Lines to accept service with the Frisco as assistant chief clerk in the freight traffic department. On January 1, 1916, he became interstate commerce clerk and on April 1, 1918, he was made chief clerk to traffic manager, which position he held until his most recent appointment.

Mr. Nash is congratulated on his promotion.

THE HANNA STOKER

(Continued from page 15)

bars between engine and tender, tank hose, etc., and pull the tender away from the engine proper. The stoker arrangement will care for itself. The same holds good in connecting locomotive and tender.

The oiling devices for this stoker are all above the engine deck and with the exception of two are located in the cab of the engine. The two exceptions being the oiler to the tender hopper gears, which is in the tender just back of the apron and the pipe to fill the crank case of the engine.

F. C. REILLY RESIGNS

F. C. Reilly, general freight agent of the Frisco, resigned, effective December 1, to accept service as third vice-president of the Walter A. Zelnicker Supply Co., dealers in railroad supplies.

Mr. Reilly entered Frisco service on August 1, 1887, as a clerk in the general freight department at St. Louis. In 1890 he was appointed traveling freight agent with headquarters at St. Louis. He held successive positions as traveling freight agent, Chicago; general agent, Cincinnati; general agent, Chicago, and assistant general freight agent for the C. & E. I. until July 15, 1911, when he was appointed general freight agent of the Frisco at St. Louis. On January 1, 1912, he was appointed assistant freight traffic manager, which position he held until October 1, 1916, when he was appointed freight traffic manager. On July 1, 1918, under federal control, he was made general freight agent, where he remained until his resignation on December 1, 1919.

Mr. Reilly's ready smile, congeniality and his unflinching fund of good humor has won him a host of ardent friends among Frisco employes, who wish him well in his new undertaking.

ROBT. HAMMONTREE DEAD

Robert P. Hammontree, clerk to B. & B. foreman and roadmaster at Springfield, died at the Frisco Hospital in Springfield on November 24 as a result of an accident.

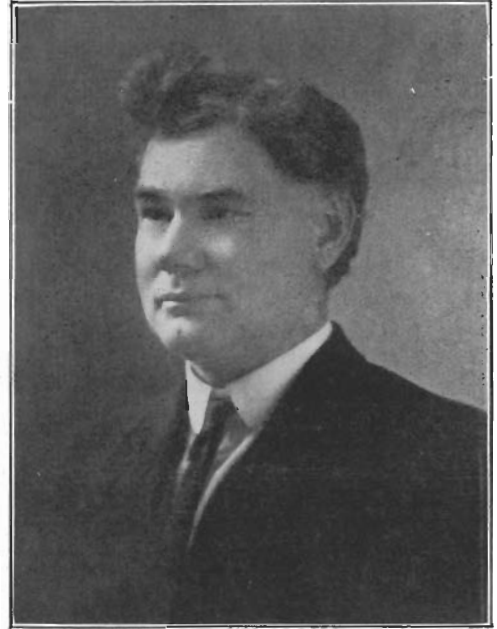
Mr. Hammontree was born in Polk County, Missouri, on May 24, 1862. Twenty-six years ago he moved to Springfield and entered the employ of the Frisco as a yard foreman, which position he held for sixteen years, when he became clerk in the B. & B. department.

Mr. Hammontree is survived by the widow, two daughters and three sons. The daughters are Mrs. Pearl Copeland and Mrs. Dana Beatie of Springfield; and the sons are Glen, Frank and Daniel, all of whom reside in Springfield. Aside from the members

of his own family, Mr. Hammontree is survived by one brother and four sisters.

The deceased was well known among the employes at Springfield, who passed resolutions of respect, as follows:

Whereas It has pleased God, the Almighty Ruler, of the Universe, to remove by death from our midst our esteemed



ROBERT P. HAMMONTREE.

friend and fellow-worker, Robert P. Hammontree, who for years was a loyal and honored employe in the Maintenance of Way Department.

Whereas, Be it resolved by the employes of the "Maintenance of Way Department" in body assembled,

That, Members of this department mourn the loss of Robert P. Hammontree as an able, proficient and zealous worker and a companionable brother, the community as a valuable citizen and the family a beloved husband and father.

Resolved, That the members of this department extend to the bereaved family of our deceased friend its heartfelt sympathy in this hour of bereavement, and may God and Heavenly Father, be their sole comfort in this hour of distress.

Resolved, That a copy of these resolutions be sent to The Frisco-Man for publication and a copy sent to the family of the deceased.

EULAH SMITH,
W. O. TURRENTINE,
W. I. FOSTER, Committee.

In behalf of the Frisco employes

The Frisco-Man extends its heartfelt sympathy to the bereaved family.

DEATH OF CHAS. NICHOLS

Charles H. Nichols, well known Frisco conductor, died at his home in Ellsworth, Kan., on November 23, after an illness of but a few days.

Mr. Nichols, whose service with the Frisco commenced in 1881, was born in Shelbourne Falls, Mass., February 21, 1854, and was 65 years old at the time of his death.



CHARLES H. NICHOLS.

He entered the Frisco service at Neodesha, Kan., as freight brakeman on the Wichita sub-division in 1881, and in 1884 was promoted to freight conductor. His last service was as passenger conductor on No. 305 and 306 between Wichita and Ellsworth.

Mr. Nichols is survived by a widow and an adopted son, also by one sister and two brothers.

Mr. Nichols was a man of splendid character and had many friends on the Frisco.

CORRESPONDENCE

Fort Worth, Texas,

Frisco-Man: December 11, 1919.

It would seem that there is no railroad below the Texas-Oklahoma line that in any way belongs to the Frisco System, judging from the scanty news printed in the Frisco-Man of the Texas Lines. There appears to be nothing of interest to report from this end of the road, or is it because there is no one to report the news? To us in the Engineering Department there comes to our notice a great deal of news that is never mentioned in The Frisco-Man. Would it not seem to you that there would be an abundant amount of news worth reporting from a division of the Frisco that is right in the midst of the greatest oil country known in the world? In our opinion there is as much news from this end of the line as there is on any one of the others.

Why not have some live-wire person from the division to report the news to The Frisco-Man monthly. Some office boy would probably take an interest in this work. If such person would be given this work, having him call upon the various departments, I feel certain that he would be given a cordial welcome and get more interesting news than could possibly be given space in The Frisco-Man. And news that would show that the Frisco Lines ran into Texas, instead of stopping at the Texas-Oklahoma state line.

And do not forget that the Frisco System has an Engineering Department that some time may deserve mention, even if The Frisco-Man does not deem its work important at the present time.

Yours truly,
FRISCO ENGINEERS,
Engineering Department.

Frisco Engineers, Ft. Worth: Your point is well taken and you are no doubt correct in the assertion that there is an abundance of news from that part of the Frisco which taps the great Texas oil fields. The Frisco-Man would be only too glad to receive news from the Texas lines, and in this connection would suggest that you designate someone in your department who will undertake to keep us informed on matters of interest. Let us hear more from you, but let the writer sign his name in order that proper progress be made.

Los Angeles, Cal.,
November 10, 1919.

My Dear Fellow Workers:

Having arrived at my new home—Los Angeles—claimed by Southern Californians to be the garden spot of the U. S. (we will, of course, except St. Louis), it is my wish

to embrace this, my earliest opportunity, to express through our valued monthly, The Frisco-Man, my sincere thanks for, as well as appreciation of your kind remembrance of me, upon my retirement from a long and pleasant term of service in Superintendent P. W. Conley's office.

The gift presented through the combined good will and efforts of my Frisco friends and fellow workers is to me really a present of more than a single value. First, it represents the manifestation of friendship on your part valued most of all by me; and secondly, the intrinsic worth of the token. Future thought of the time spent in Mr. Conley's office and resultant pleasant intercourse with all of you shall form one of the pleasant tasks of my memory.

I should have been glad had it been possible for me, on my departure from St. Louis, to greet each one of you personally, but failing in this, let me once more reiterate my thanks.

Wish each of you, also The Frisco-Man, all that is good,

Cordially,

MAE F. LEARY,
4315 Bernice Ave.,
Los Angeles, Cal.

Editor's Note: The employes at Tower Grove, Seventh Street, and Chouteau Ave., St. Louis, both clerical and yard forces, made up a purse of \$112.75 and bought Miss Leary a diamond ring upon her leaving the service. "She was worthy of all we could give her," says Mr. Conley, "and I regret to say she left us to reside with her parents in California."

PENSION HONOR ROLL W. D. BASSETT

At a meeting of the Board of Pensions held on November 12, 1919, the following applications for pension allowances were approved.

No. 320. James Solomon Bales, lamp lighter, residence address, 803 N. Throckmorton Street, Sherman, Tex., aged 71 years March 2, 1919. Length of continuous service 15 years 1 month. Monthly pension, \$20.00. Pension effective September 1, 1919.

No. 322. Christopher John Wright, passenger brakeman, residence address, 4239 Blaine Avenue, St. Louis, Mo., aged 59 years May 20, 1919. Length of continuous service 25 years 4 months. Monthly pension, \$20.00. Pension effective September 1, 1919.

No. 327. Henry Allen, scale inspector, residence address, 222 E. Water Street, Jefferson City, Mo., aged 63 years October 4, 1919. Length of continuous service 33 years 3 months. Monthly pension, \$33.10. Pension effective October 1, 1919.

Statistics.

Amount paid pensioners July 1, 1913, to November 30, 1919, \$251,171.09.

Total number employes pensioned during same period, 266.

Total number of pensioned employes who have passed away, 74.

Employes pensioned, but not retired account war conditions, 1.

Total number of employes on Pension Roll as of December 1, 1919, 191.



LONG AND SHORT AT K. C. TERMINALS.

We'll wager that few of the Frisco employes knew that we had associated with us as co-workers, the original Mutt and Jeff of cartoon fame, but we can convince the doubting Thomases by calling their attention to the likenesses of A. F. "Slim" Engberg on the left, whose age is 25, and whose altitude is 6 feet 4 inches, and of LeRoy Kirk on the right, who owns up to 28 years and who measures 3 feet and 11 inches from the ground up. Engberg is chief caller and Kirk is messenger at the Kansas City Terminals.

United States Railroad Administration

News from Washington



WONDERFUL TROOP HANDLING.

The Troop Movement Section has won high praise for the smoothness and efficiency with which it has operated, in spite of the tremendous problems faced.

From May 1, 1917, to December 1, 1919, 15,724,088 men, either just drafted or in uniform, were handled, the average being 507,421 a month, the maximum moving in July, 1918, when 1,147,013 men were handled. These men were carried the equivalent of nearly seven billion miles for one passenger.

To handle this tremendous business 315,367 pullmans, coaches and baggage cars were used; 25,909 special troop trains were run an average distance of 759 miles, with an average number of men per train of 424; 4,109,327 men were carried in pullman cars and 11,614,731 in coaches. Scarcely an accident marred this wonderful transportation record.

The average distance that drafted men were carried to camp was 388 miles, and the largest number handled to a single camp was 138,349, who were sent to Camp Lee, Va.

In transporting these men to seaboard the largest movement occurred in August, 1918, embracing 306,741. Sometimes entire army divisions of 28,000 men were moved at a time. To move a division requires 62 trains, 707 pullmans (or 622 coaches), 62 kitchen cars and 62 baggage cars. Some of these trains were moved solid 3,500 miles across the continent.

Eighty per cent of the men were sent overseas through New York, twelve per cent through Newport News, and a number through and out of Canada.

Four million men were called to the colors, one-half of whom were transferred across the Atlantic. Immediately upon the signing of the armistice plans were made to demobilize as many as possible of the two million men who had not gone overseas. They were discharged at the camps at which they were located, all necessary arrangements being made for extra equipment on regular trains and for special trains for their prompt and comfortable movement home.

The overseas return movement began in December, 1918, during which month ap-

proximately 75,000 men were returned, through the ports of New York, Newport News, Boston, Charleston and Philadelphia. The return movement gradually increased until the maximum number was reached in June, 1919, when 343,000 men were handled. This number exceeded by over 36,000 the largest number embarked for overseas service in any one month. At certain periods over 170,000 of our men were on the sea at one time. The number returned from overseas to December 1, 1919, totaled 1,990,223 officers and men.

The maximum amount of equipment required for troop movements at one time was approximately 1,500 pullmans, 2,500 coaches and 500 baggage or express cars.

This wide-spreading and huge undertaking taxed the resourcefulness of everyone, but, even during the turmoil, cleanliness was not overlooked. The country can be thankful that the utmost watchfulness prevailed when the men returned, to prevent the spread of cooties, such as has taken place in Europe. Certain equipment was allotted for handling the men from shipside to camp, where the men were fumigated, as was also the equipment. This has prevented any spread of the pest.

The late George Hodges, to whom the Distinguished Service Medal was posthumously awarded, was the man whose initiative and executive ability shone forth in this time of stress. He was ably assisted by C. F. Stewart, who succeeded Mr. Hodges as manager of the Troop Movement Section.

A. F. OF L. SCORES REDS.

At a conference of leaders of unions affiliated with the American Federation of Labor, held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.ism and to the irresponsible leadership that encourages such a policy:

Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.ism as being destructive to American ideals and impractical in application.

OPPORTUNITIES FOR APPRENTICES.

Apparently the opportunities open to the sons of railroad employes and to other young men between the ages of sixteen and twenty-one to obtain positions as apprentices in the various crafts in railroad shops are not fully realized.

The national agreement which was recently concluded between the Railroad Administration and the shopmen provides a ratio of apprentices in railroad shopwork of one apprentice to five mechanics. So that the exact situation may be known, the Railroad Administration has just completed a canvass, whereby it has been developed that, at the ratio permitted by the national agreement, 64,076 apprentices could be employed, while there are actually employed but 17,268 apprentices, which is a ratio of one apprentice to 18.58 craftsmen.

At the rate of pay for apprentices provided in the national agreement, apprenticeships become very desirable positions, as they not only provide steady work at reasonable compensation, but put these young men in the way of learning some one of the numerous desirable trades in railroad work.

The national agreement has for the first time classified all carmen as skilled mechanics, fixed a rate commensurate with the service performed and provided an apprenticeship system in the car department. The opportunities in this branch of service should not be overlooked, because the larger percentage of the money spent for maintenance of equipment goes to the car department, and, now that the recognition of the importance of this work has resulted in a suitable rate of pay, positions in this department have become fully as desirable as in the locomotive department.

Instructions issued by the Railroad Administration provide that each apprentice shall be given the opportunity to learn all branches of the trade to which he is apprenticed.

In addition to the shop training, a number of roads have highly developed apprentice schools, in connection with their shops, for the education of apprentices. The Railroad Administration has approved co-operation with the Federal Board for Vocational Education in the matter of training apprentices, which will tend to facilitate the work of giving technical instruction to those who enter this line of work.

Taken as a whole, the opportunity for young men to become proficient in the various trades has never been so good, and, with the technical instruction which is given, they may qualify for the highest and most desirable positions in the mechanical departments of the various railroads.

These opportunities should be directed to the attention of the employes so that they may take advantage of them, inas-

much as sons of employes are given preference to the extent of 80 per cent of the apprentices employed. The officials should also realize that the only way to provide a future supply of skilled mechanics is to keep the apprenticeship lists filled with desirable young men and they should be constantly on the lookout for suitable candidates.

EFFICIENT FREIGHT CAR USE.

As indicative of increased efficiency in the use of freight cars, the average mileage per car per day made in October was 27.3 miles, as compared with 26.7 miles in September, with 26 miles in October, 1918, and 25.9 miles in October, 1917.

PACKING EXPRESS SHIPMENTS.

In an effort to reduce the number of claims for goods damaged in shipment, the American Railway Express Company adopted stricter packing rules on December 10, whereby the use of paper wrapping for packages weighing more than twenty-five pounds is forbidden, as well as the use of ordinary paper boxes when the weight of the contents is over that limit. For heavier packages the regulations, like those in freight service, require wood, fibre board or corrugated strawboard, of specified test strengths. Already reports show the wisdom of these provisions.

SAFETY ACCOMPLISHMENTS.

A comparison of the number of accidents during the two-week period of the National Railroad Accident Prevention Drive, from October 18 to 31, 1919, with the similar period of 1917, prior to the formation of the Safety Section, gives some startling figures and shows with more than ordinary clarity just what has been and can be accomplished in this work. From October 18 to 31, 1919, 2,455 employes were killed or injured. In the same period of 1918, 5,228 employes were killed or injured, and in 1917 the number was 6,425. Taking into account the increase in the number of employes, the number of casualties has been cut to less than one-third of what it was in 1917, or from .36 per hundred persons employed to .119.

The Safety Section was not functioning fully during 1918, the national machinery not having been gotten into complete working order until January, 1919.

The following figures show what was accomplished in the first nine months of 1919 as compared with similar periods in 1918 and 1917. These figures are based on the accidents reported under Interstate Commerce Commission regulations. It will be noted that not only has there been a wonderful reduction in the number of employes killed or injured, but an almost similar ratio of reduction as applied to persons other than employes:

	Employees Killed or Injured	Others Killed or Injured
January to September, 1917.....	134,959	19,977
January to September, 1918.....	119,853	18,532
January to September, 1919.....	94,866	16,624
Decrease in 1919 compared with 1917.....	40,093	3,353

Acting on suggestions from safety committees throughout the United States in their regular monthly meetings, 141,081 unsafe conditions and 58,498 unsafe practices on the part of employes were corrected during the first nine months of 1919.

Following is a comparison of accidents to employes in September, 1919, and September, 1918:

Region	1918	1919	Dec.
Eastern	2,336	2,337	99
Allegheny	3,120	2,959	161
Pocahontas	325	241	84
Southern	1,971	1,533	438
Northwestern	1,836	1,578	258
Central Western.....	1,871	2,004	*133
Southwestern	1,278	1,528	*250
Total	12,737	12,080	657

* Indicates increase.

HANDLING GRIEVANCES.

Grievances affecting employes belonging to classes which are or will be included in national agreements which have been or may be made between the United States Railroad Administration and employes' organizations will be handled as follows:

(a) Grievances on railroads not having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations affected, for final reference to the director of the Division of Labor as provided in Circular No. 3 of the Division of Labor. Grievances on railroads having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations with which the agreement was made, for final reference to the railway boards of adjustment as provided in the general orders creating such boards. Decisions made as the result of such reference will apply to the period antedating the effective date of such national agreement, and, from the effective date of that agreement, will be subject to any changes that are brought about by the national agreement.

(b) Grievances which occurred on the effective date of any national agreement and subsequent thereto will be handled by the committees of the organizations signatory to such national agreement for final reference to the appropriate railway board of adjustment, except on roads where other organizations of employes have an agreement with the management for the same class of employes, in which case grievances will be handled under that agreement by

the committees of the organization which holds the agreement, for final reference to the director of the Division of Labor.

REDUCING "BAD ORDERS."

Steady and gratifying progress continues to be made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, bad order cars had fallen on November 15 to 130,833, or 5.2 per cent. Figures for the eleven weeks to December 13 follow:

	Number.	Per cent
October 4	172,210	6.9
October 11	169,343	6.7
October 18	163,986	6.5
October 25	156,372	6.3
November 1	146,702	5.8
November 8	136,238	5.4
November 15	130,833	5.2
November 22	133,208	5.3
November 29	135,238	5.4
December 6	132,027	5.2
December 13	130,918	5.2

Including cars held out of service as not worth repairing, the number of bad order cars had decreased to 148,292, or 5.8 per cent, on December 6. The figures for the ten weeks to December 6 follow:

	Number.	Per cent
October 4	191,656	7.6
October 11	188,308	7.4
October 18	183,070	7.2
October 25	175,348	7.0
November 1	166,514	6.5
November 8	155,564	6.1
November 15	150,133	5.9
November 22	148,529	5.9
November 29	152,118	6.1
December 6	132,027	5.8
December 13	146,056	5.8

The showing for the week of November 29 was affected by the Thanksgiving holiday.

AGREEMENTS CONCLUDED.

On December 16 a national agreement became effective covering the rules and working conditions for employes represented by the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers, to continue in force during the period of Federal control.

This agreement covers seniority rules and regulations in connection with grievances. It provides that overtime for regular section laborers and other employes, except laborers in extra or floating gangs and certain employes whose positions do not require continuous manual labor, will be paid on the basis of time and one-half after the eighth hour of service. Hitherto such maintenance employes have been paid overtime at pro rata rates for the ninth and tenth hours and time and one-half after the tenth hour.

Under this agreement laborers in extra or floating gangs will be paid overtime at

the pro rata rate for the ninth and tenth hours and time and one-half after the tenth hour, while employes holding positions not requiring continuous manual labor, such as watchmen, signalmen at non-interlocking crossings, lampmen and pumpers, will continue to be paid for their present hours of work a monthly rate equal to their pay at the time the agreement was signed.

* * *

As announced in the December Bulletin, the Railroad Administration, in discharging its responsibility to make such readjustments as are necessary to avoid inequalities in compensation to different classes of employes, proposed to representatives of the train and engine men that time and one-half would be paid for such time as was required to make runs in excess of what would be required if the average speed of twelve and one-half miles per hour were maintained, provided arbitraries and special allowances previously paid in various forms of freight train service were eliminated for the railroads as a whole.

After consideration of this proposal by the representatives of the organizations affected, an agreement was reached providing for time and one-half for overtime, effective on December 1, affecting employes in slow freight service. Under the settlement all arbitraries and special allowances formerly applicable between terminals are eliminated. Special allowances for switching and similar work at initial terminals are preserved, but at the former rates. Allowances for switching and delays at final terminals are preserved, payable at the former rates, where the work is performed prior to the overtime period. These allowances have been agreed to in the past for relieving men of work which has not been considered part of their regular duties, and correspondingly it is felt that the same conditions exist in connection with the payment of time and one-half for overtime.

STATEMENT OF EARNINGS.

Reports covering the financial results of operation for all Class I railroads under Federal control during October show an upward trend in net profits. These roads comprise 232,149 miles, or 97 per cent of the 240,177 miles of road Federally operated:

CONDENSED INCOME ACCOUNT.

	Month of October 1919	1918	Amt. of Increase	Pct. Inc.
Op. rev.....	\$503,488,334	\$484,372,562	\$19,115,772	3.9
Op. exp.....	399,400,554	378,975,377	20,425,177	5.4
Net op. rev.	104,087,780	105,397,185	*1,309,405	
Taxes, etc.,	27,128,003	19,212,699	7,915,304	
Net in.....	76,959,777	86,184,486	*9,224,709	
Op. ratio....	79.3	78.2	1.1	

* Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,356,354, so that the net profit to the Government was \$2,603,423 for these properties.

In this connection it should be observed that, on account of the restoration on Oc-

tober 1 of car per diem charges, as between railroads in Federal operation, the equipment rents in October, 1919, included \$6,000,000 car per diem debits, while the corresponding credits which inure on this account to other railroads in Federal operation on account of October transportation will not appear until November; also that there was a large amount of revenue, estimated to be not less than \$3,000,000, from coal traffic transported in October which is not included in the October revenues because, on account of the impending coal strike, such coal traffic was held in transit in the last few days in October and the revenues shown on the waybills relating thereto were not taken into account for the month.

The net result of these two items would be to add approximately \$9,000,000 to the net operating income, as stated above, which would result in a net profit to the Government of \$11,603,423.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in October, 1918, include about \$12,800,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to employes granted subsequent to October, 1918, which are included in the October, 1919, expenses. In addition the expenses for October, 1919, include about \$4,800,000 back pay applicable to previous months.

The results for the ten months ended on October 30 were as follows:

	Ten months to October 31 1919	1918	Inc. or Dec. Amount
Op. rev.....	\$4,234,992,130	\$3,985,178,160	\$249,813,970
Op. exp.....	3,556,720,774	3,201,838,204	354,882,570
Net op. rev.	678,271,356	783,339,956	*105,068,600
Taxes, etc.,	199,288,721	183,363,173	15,926,548
Net op. inc.	478,982,635	599,976,783	*120,994,148
10/12 annual rental.	743,563,540	743,563,540	
Op. loss.....	264,580,905	143,586,757	120,994,148
Op. ratio.....	84.0	80.3	3.7

* Indicates decrease.

It should be remembered that the comparison between the ten-month period is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

For the first ten months of this year the net gain or loss to the Government, after allowing for one-twelfth of the annual rental, has been:

	Net Gain	Net Loss
January		\$ 57,782,557
February		65,430,850
March		64,881,856
April		48,757,056
May		33,642,128
June		22,031,860
July	\$ 1,968,453	
August	16,397,112	
September	2,392,584	
October	2,603,423	
Net loss for ten months.....		\$269,164,735

The following comparison of net ton-miles per mile of road per day indicates that the freight business during October was greater than in October, 1918, or October, 1917, and about the same as in September, 1919:

	Revenue and Non-Revenue Ton-Miles per Mile of Road per Day		
	1919	1918	1917
January	4,275	3,878	4,770
February	4,002	4,591	4,511
March	4,059	5,273	5,192
April	4,134	5,471	5,257
May	4,524	5,226	5,617
June	4,615	5,423	5,694
July	4,878	5,487	5,441
August	5,075	5,691	5,351
September	5,625	5,731	5,217
October	5,651	5,584	5,385
Average for 10 months	4,687	5,234	5,168

Passenger traffic during October showed a substantial increase over October, 1918, so that both freight and passenger traffic were greater than last year.

PASSENGER TRAIN PERFORMANCE

During November 86.5 per cent of all passenger trains on Class I roads under Federal control made on-time runs, or, if late at initial terminals on account of waiting for connecting trains, made as good as schedule time or better. This is a slight decrease compared with October, when the percentage was 88.2.

In the same period 81.7 per cent of all passenger trains arrived at their destinations on time, compared with 83.9 per cent in October.

Factors affecting train performance in November were the severe winter weather in northern and mountain states, heavy and continued rains in the South and Southeast and dislocation of traffic due to the coal strike, which also resulted in the necessity for using inferior locomotive fuel in certain sections.

Following is a record of the performance of trains which arrived on schedule time or which, if late, made their runs in schedule time or better:

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Eastern	Nov.	43	87,957	77,966 88.6
	Oct.	43	93,659	83,664 89.3
Allegheny	Nov.	15	72,938	67,040 91.9
	Oct.	15	77,480	70,882 91.5
Pocahontas	Nov.	3	8,421	7,495 89.0
	Oct.	3	8,923	8,262 92.6
Southern	Nov.	34	48,669	43,298 89.0
	Oct.	33	49,945	45,222 90.5
Northwestern	Nov.	15	24,149	18,351 76.0
	Oct.	15	26,274	22,286 84.8
Cent. Western.....	Nov.	24	41,579	33,968 81.7
	Oct.	24	43,091	36,207 84.0
Southwestern	Nov.	22	20,005	14,721 73.6
	Oct.	23	20,806	15,724 75.6
Average.....	Nov.	156	303,718	262,839 86.5
	Oct.	156	320,178	282,247 88.2

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Eastern	Nov.	43	87,957	75,027 85.3
	Oct.	43	93,659	80,593 86.0
Allegheny	Nov.	15	72,938	64,525 88.5
	Oct.	15	77,480	68,286 88.1
Pocahontas	Nov.	3	8,421	7,277 86.4
	Oct.	3	8,923	7,897 88.5
Southern	Nov.	34	48,669	40,831 83.9
	Oct.	33	49,945	43,440 87.0
Northwestern	Nov.	15	24,149	17,149 71.0
	Oct.	15	26,274	21,288 81.0
Cent. Western.....	Nov.	24	41,579	30,516 73.4
	Oct.	24	43,091	33,224 77.1
Southwestern	Nov.	22	20,005	12,816 64.1
	Oct.	23	20,806	13,772 66.2
Average.....	Nov.	156	303,718	248,141 81.7
	Oct.	156	320,178	268,500 83.9

Suburban trains are not included in the foregoing compilations.

LEAVES SERVICE TO BECOME BRIDE.



MRS. S. M. PAYNE.

The above is a likeness of Mrs. S. M. Payne, until recently Miss Rosa O'Brien of the Freight Claim Department, Springfield. She entered the service of the company as typist in April, 1913, and has held positions as chief typist, claim investigator and secretary to the Freight Claim Agent, her successive promotions bearing witness to the satisfactory character of her work. Possessed of an agreeable personality, she made many friends among her associates, all of whom join in wishing her success in her new sphere of life.



WIT AND HUMOR



NEW VARIETY.

"Mamma, I want a dark breakfast."
"Dark breakfast? What do you mean, child?"

"Why, last night you told Mary to give me a light supper, and I didn't like it."

THE LATEST EXCUSE.

Farmer—"Hey, there, how came you to be up in my apple tree?"

Boy—"Please, mister, I just fell out of an airplane."

HE LAUGHED—SO MAY YOU.

One day a coal wagon stopped in front of an office building. The driver jumped down, removed the cover from the man-hole, drew out the scoop, and proceeded to dump his load. An old negro shuffled over, and watched him. Suddenly he leaned over; then began to laugh. The driver walked up to him and said, "Do you always laugh when you see coal going down into a cellar?"

"No," said the negro, "but I jes' bust when I see coal coming down into a sewer!"

HE RAISED 'EM.

"How did you get the turkeys the officer found in your possession," sternly asked the police magistrate.

"I—I—I raised 'em your Honor," stammered the prisoner.

"Tell me the truth."

"That's the truth, your Honor," persisted the crime-stained creature. "I reached down through a hole in the roof."

THE BARK TEST.

Two sailors at a dog show were gazing at a valuable Skye terrier, which had so much hair that it looked more like a woollen mat than a dog.

"Which end is 'is 'ead, Tom?" asked one.

"Blowed if I know," was the reply, "but, 'ere, I'll stick a pin in him, and you look which end barks!"

VICTIM OF ENVIRONMENT.

"Jack told me he loved me, but I don't know whether to marry him or not."

"Don't you think he tells the truth?"

"I've no doubt the dear boy tries to, but

you see he works in the Weather Bureau."
—Boston Transcript.

THE SECOND POST.

From a Railroad Official.

Gentlemen: Replying to your favor of the 1st inst., in regard to above numbered claim, the delay in settlement of this claim has been occasioned on account of our agent at destination being sick, and has since died, and claims being in his possession we have not been able to locate or secure return of some.

A TRUTHFUL BOY.

Office Boy—"We're all out of catalogues—"

Manager—"!!?!*! why in —— didn't you tell me sooner?"

Boy—"Because there was some then."

THE LIGHT OF LOVE.

The great shortage of matches reminds us of the story. A widower had engraved on his wife's tombstone the words:

"The light of my life has gone out."

A little later he married again, and one Sunday was standing with wife No. 2 before his first wife's grave. Reading the above sentiment, the lady inquired in a rather huffed tone:

"Is that so?"

"Yes," replied he, "but I have struck another match."

KEEPING IT DARK.

Master of the House—"Why did you tell the mistress what time I came in this morning, after I expressly paid you and told you not to?"

The Cook—"Sure, sir, an' Oi didn't tell her. She asked me what time you got in, an' Oi tould her Oi was so busy getting the breakfast that Oi didn't look at the clock."

THE REASON.

She—"George, you looked awfully foolish when you proposed to me."

He—"Well, very likely I was."

AN EARLY START.

"And we'll grow old together, dearest."

Her Father's Voice from Upstairs—
"Well, you needn't start doing it down there, need you?"

Fulsome.

Woman may be a weak vessel, but she can hold a conversation.—Florida Times-Union.

Making Sure of His Ground.

Near the entrance of the Dollar Bank building the other day a colored man hesitated in front of the office directory and carefully scanned the list of names.

"Can I do anything for you, uncle?" asked a thoughtful young man who stood near the spot.

"Ahm lookin' foah a good attorney," the man explained.

"Well, you'll be safe in taking almost any on the list."

"But Ah wants a fus' class man."

"Well, why not go to Umson?"

"Is he fus' class?"

"Best there is."

"Well, Ah'll go to see him, 'cause my case am impohtant."

"What's the trouble?"

"Ah thinks Ah kin git a divo'ce from my wife, 'cause Ah jes heard she went and got married again."—Youngstown Telegram.

Should Have Known Better.

"Many divorces," said Mayor Broening, of Baltimore, "are caused by a lack of tact. For instance, I met a Baltimorean the other day who looked horribly blue.

"What's the matter?" I asked him.

"Matter enough," said he. "I've just had a terrible quarrel with my wife."

"Too bad," said I. "What was the quarrel about?"

"She said," the man answered with a groan, "that a movie actress we saw last night was beautiful, and I agreed with her."—Pittsburgh Chronicle-Telegraph.

Miss **Bertha** Southerland, of the Bureau of Operating Accounts, has just returned from an extended tour of the Northern States and Canada.

The office force in the department where she worked did not expect her to return owing to the unusual amount of private correspondence that she kept up previous to her departure.

The Appealing Factor.

(The only son's engagement had just been announced.)

Sis—Absolutely no class!

Ma—Why, that girl lives in Fargo!

Auntie—She's going to be fat.

Uncle—Bow-legged, that's what she is.

First Cousin—She ought to have more hard cash.

Second Cousin—Can't see her for dust—she's stuck up.

Son (thoughtfully)—Well, there's one good thing about her.

Chorus—What's that?

Son—She hasn't a relative on earth.

Pa—Grab her, my boy, grab her.—Yale Record.

A Timely Tale.

Seven years ago a farmer living west of Charles City, Ia., hung his vest on a fence in the barnyard. A hungry calf chewed up a pocket of the garment in which was a standard gold watch.

Last week the animal, a staid old milch cow, was butchered for beef and the time piece was found in such a position between the lungs of the cow that the respiration—the closing in and the filling of the lungs—kept the stemwinder wound up and the watch had lost but four minutes in the seven years.—Mason City (Ia.) Globe Gazette.

**DISBURSEMENTS DEPARTMENT—
ST. LOUIS.**

(E. B. Rives.)

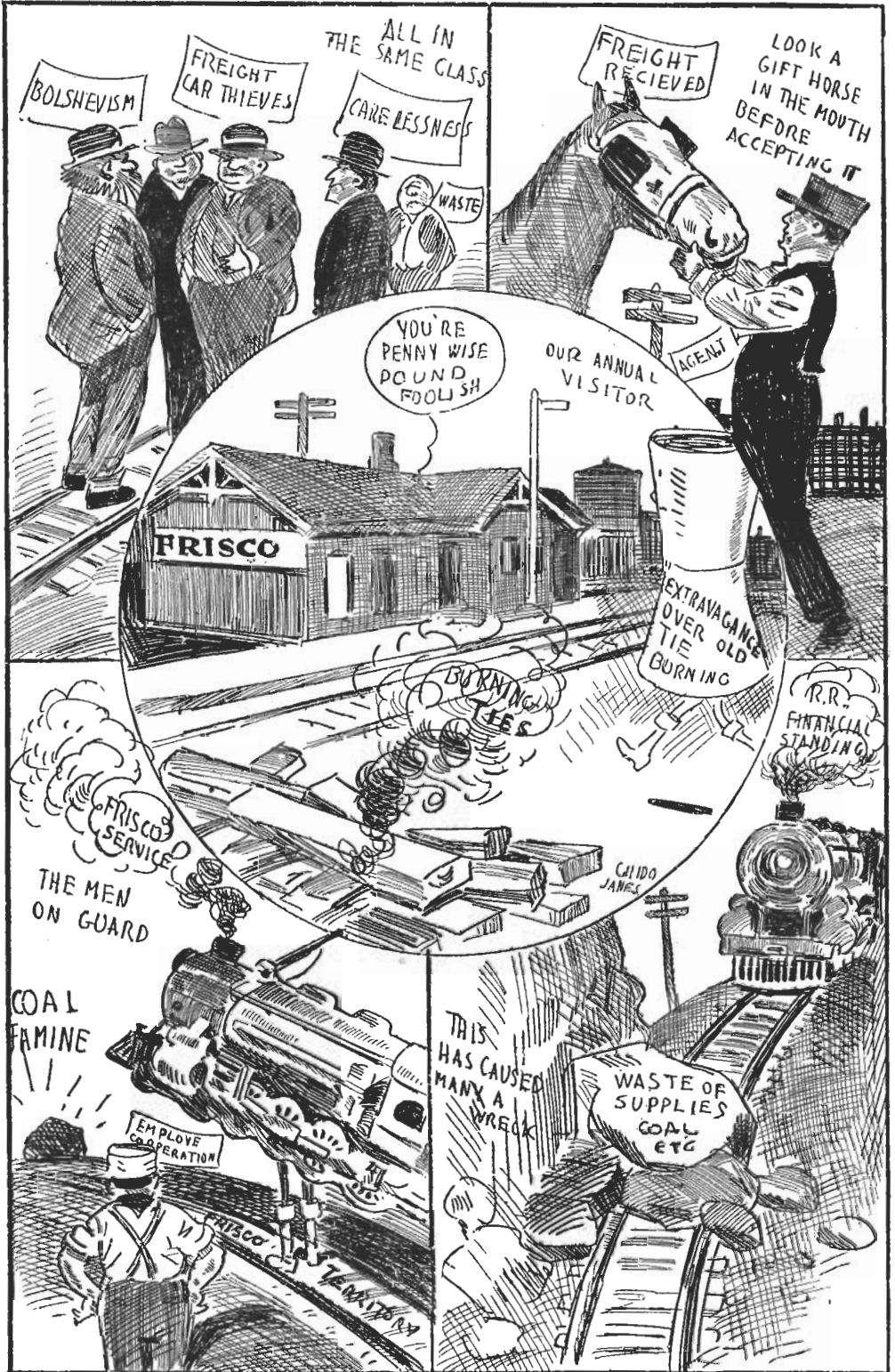
It is reported that grasshoppers are worth \$2.40 a bushel in Kansas. Well, we will agree that they are high when they come in the 12th floor windows of the Railway Exchange Building. The girls lose no time whatsoever getting on a desk when Mr. Grasshopper is seen coming their way.

VERNACULAR.

The following, in the vernacular, is worth space in anybody's magazine. It was sent to the Frisco-Man by E. E. Wright of Tyronza:

"Some people," said the boomer brake-man as he borrowed the "makin's," "will never realize the condition the railroads are in until they run up against the crew I was with a few days ago on an oil extra South.

"I was on the head end when we pulled into C420. We laid there some twenty minutes blocking the crossing when an old lady drove up in the much discussed 'fin liz.' Upon spyng her the 'erummy' raised his voice to the swing man and sung out, 'Uncle Bill, give that boomer that's decorating the head the signs so Grandpa can give me a little slack to cut this crossing so Aunt Mary can get Cousin Bertha to town before the beauty parlor closes. I wish Brother William would quit firing that old 'pig' long enough to take a few signals, for Uncle Aleck (the 'brain') said if we ever blocked the crossing on Aunt Mary any more that he would have Uncle Zeke's boys with him on his next run."



ITEMS OF INTEREST TO ALL

C. R. Gray, formerly vice-president of the Frisco, has been elected president of the Union Pacific system, with headquarters in Omaha, Neb.

Mr. Gray, who is well known among the older employes of the Frisco, began his railroad career about thirty years ago as station helper at Fayetteville, Ark., serving under W. P. McNair, agent for many years at that place. He is about fifty-two years old, and has served in various official capacities with other roads since leaving the Frisco.

During the war Mr. Gray was director of the Division of Transportation of the U. S. Railroad Administration. For the last four years he has been identified with the Rockefeller interests as president of the Western Maryland and was chairman of the Wheeling & Lake Erie Railway.

A big increase in drilling operations in North-central Texas is shown by recent reports from the fields. At the end of November 1,014 rigs and 2,542 drilling wells were reported in the region. This is an increase of 81 rigs and 284 drilling wells in one month. Eastland and Stephens counties and the wildcat districts showed the largest increase in new operations. There were 335 wells completed in North-central Texas in November. This is 51 less than the number completed in October. The falling off was centered largely in the Burkburnett field, where both the lack of pipe line facilities and the bad condition of roads interfered with work. Of the 335 wells completed during the month, only 41 or 12 per cent were dry holes. This low percentage is considered remarkable in view of the fact that wildcat completions were included in the totals.

Two of Fort Worth's refineries were completed and started running oil during the first part of December. Both are handling Burkburnett crude. The first to get under way was the plant of the White Eagle Refining Company, recently purchased from Evans-Thwing. This plant is operating at about one-half capacity, but will soon attain its maximum capacity of 6,000 barrels. The other plant is that of the Montrose Oil & Refining Company, a subsidiary of the Invincible Oil Corporation. It is handling its maximum capacity of approximately 5,000 barrels. In addition to the two plants named above, three other refineries have been completed at Fort Worth in the past six months and are now in successful operation. They are the Home Oil & Refining Company plant of 5,000 barrels, which is a complete run-down plant; the Transcontinental Oil Company plant of 5,000 barrels, and the Star

Refining Company plant of 1,000 barrels. Figures recently prepared by the Fort Worth Chamber of Commerce show that refineries completed or begun during the present year represent an investment of \$4,500,000.

The last spike in the San Diego & Arizona Ry., which operates in connection with the Southern Pacific at El Centro and its eastern connections at Tuscon and El Paso, was driven on November 15. The road, which forms a new direct trans-continental line between San Diego and the East, was opened to passenger service on December 1 and to freight service on January 1. In celebrating the event, the first week of December was set aside by the San Diego Chamber of Commerce as Trans-Continental Week. Monday, Tuesday, Wednesday and Thursday of that week were known as San Diego Days; Friday and Saturday as Imperial Valley Days. Attractive programs and amusements were carried out for those attending on the days assigned. This achievement marks the end of seventy years of effort on the part of San Diego to get direct rail connection with the East. The officers of the new road are: John D. Spreckels, president; R. C. Gillis, vice-president; and D. W. Pontius, general manager.

Locomotive Terminal Equipment Association, Inc., is the name of a new organization formed by individuals, firms or corporations directly engaged in the manufacture or sale of locomotive terminal equipment, or in any way interested in the construction of locomotive terminals. The headquarters of the association is 1824 Lytton Building, Chicago. The object of the association is to make surveys for and distribute data to the public and corporations interested, concerning the improvement of locomotive terminals, in order to secure speedy, efficient and economical handling, cleaning, repairing and returning to service of locomotives. This data is to be impartially secured and published without advertisement or especial advantage to any individual, firm or corporation that may be a member of the association. The first annual meeting of the association will be held on the Wednesday following the second Monday in December, 1920, and each year thereafter. At its headquarters in Chicago the association will maintain a large conference room and data and information of all kinds, carefully arranged for easy reference so that railway officials may have every opportunity for obtaining information of every kind pertaining to the rebuilding, re-equipping and laying out of locomotive terminals.

Of Interest to Women

THESE is so much diversity in the fashions of this season that no one style prevails to the exclusion of any other. Frocks with small bodices and full skirts are shown and these are best for young and very slender girls. There are tailored suits in extreme mannish forms and in the smart and more dressy types. There is also the separate coat and beautiful evening wrap. The long dress coat is intended for wear with one-piece dresses. For general utility wear "coat" dresses are of twilled worsted or wool velours. Some of the styles are in redingote effect with long tunic side sections. A suede or leather string belt is smart with a coat dress.

Tricotine and duvetyn is used for street dresses that are made with straight lines, with perhaps the waist fronts joined to a skirt portion at the hip lines and sides and back in one piece. Some show long tunics over a skirt foundation.

Self-color embroidery in floss worsted or chenille is a fine decoration for this style of dress.

Preference seems to rule the length of skirts. American women wear their skirts from five to seven inches above the ground. For tailored dresses $1\frac{1}{2}$ yards is a good width for the skirt even when the coat is flaring and long. Plaited skirts, which hang straight and close, are much favored.

Popularity and individuality keep the separate blouse in a place well to the front in fashions. The type with long skirt portions in matching suit colors, and also in novelty velvets and fancy silks, combined with other fabrics, shows braiding, hand embroidery, pipings and printed borders for decoration.

Thin net blouses and others of lace are shown. On a net waist a filet collar is very suitable. Plain dresses of serge and silk are finished with lace collars.

(Continued on page 49)

A coat of taupe velours may be trimmed with caracul fur and finished with machine stitching.

Maroon chiffon velvet is used for a smart one-piece gown having a vest and plaited frill of flesh colored silk.

A distinguished looking two-piece suit of black velvet is trimmed with bands of squirrel fur. An olive green dress in serge or velours will be smart with trimming of skunk fur.

A dress of brown taffeta has bands of soutache embroidery on dull gold cloth.

Castor color broadcloth would look well with a trimming of brown velvet. A dress of French blue serge is trimmed with braid binding and decorated with small metal buttons. A dress of brown and green changeable satin is trimmed with self-ruchings on skirt hem and ruchings of the satin and of fine ecru net under a green collar.

Midnight blue tricotine and black satin combine to make a smart utility dress.

A dress of brown chiffon velvet has a narrow belt of bronze metal ribbon and duchess lace neck trimming. Small bronze buttons trim the waist which is made with slashed lower edge.

An afternoon dress of brown Georgette is combined with chiffon taffeta in a matched shade. An embroidered design in dull gold thread and chenille serves as ornamentation.

Black chiffon velvet may be trimmed with ivory white crepe and finished with a belt of white suede. Gray broadcloth and velvet made a stylish coat suit.

A fascinating evening gown of yellow taffeta has a full skirt trimmed with double ruchings of the silk. The waist is of ecru lace woven with blue metal threads. A belt of blue velvet ribbon encircles the waist.



3102

3090

3084

WAIST
3077

3107

3085

3086

SKIRT
3078

3091

3081

3064

3094

3096

A REVIEW OF THE YEAR.

(Continued from page 5)

At this time there had arisen a number of problems so difficult to handle that it seemed possible at times that the Peace Conference might be unable to reach a settlement. On March 21 it was reported that the Italian delegation threatened to withdraw from the conference unless the port of Fiume was awarded to Italy. On April 2 Baron Makino, head of the Japanese delegation, declared that "no Asiatic nation could be happy in a League of Nations in which sharp racial discrimination is maintained." On March 11 Secretary Lansing, speaking at a dinner in honor of the American peace delegation, had given warning that the imposition of too harsh terms upon Germany would cause the spread of Bolshevism and anarchy. On the other hand, on April 8 the majority of the House of Commons sent a telegram to Lloyd George, reminding him of his election pledge to force the utmost indemnity from Germany, and on April 10 members of the French Senate signed a resolution expressing the hope that full restitution and reparation for damage would be exacted from the enemy and that the full cost of the war would be imposed upon those responsible for it.

Domestic Affairs

The return of the United States to a condition of peace was not accomplished easily. Unusual conditions existed and the people of the country were confronted with problems that had been unknown in the days before the war. One of the most striking developments of the year was the startling activity of the radical element, which was engaged apparently in a well organized effort to undermine the government and bring about a condition similar to that existing in Russia. Entirely aside from the industrial disorders, which were unusually numerous during the year, the activities of the I. W. W. and other radical groups forced the government to take unusual measures for their suppression.

Prohibition Amendment

The putting into effect of nationwide prohibition and the submission by Congress of the constitutional amendment for complete woman's suffrage were other important events of the year. Ratification of the national prohibition amendment came early in the year with a rapidity that surprised the nation. The Michigan legislature ratified the amendment on January 2 and other states acted rapidly on the measure during the ensuing month. On January 16 Nebraska's legislature acted, giving the necessary three-fourths majority for the amendment. On January 29 the State Department proclaimed the ratification of the amendment and set January 16, 1920, as the date when it would become effective.

On January 9 Attorney-General Gregory tendered his resignation, to become effective March 4, and A. Mitchell Palmer was appointed to succeed him on February 27. On January 11 Walker D. Hines was appointed director-general of the railroads to succeed William G. McAdoo, who had tendered his resignation.

The government's first blow at the radicals during the year was delivered on January 8, when Congressman Victor L. Berger and four other socialist leaders were found guilty by a federal jury in Chicago of conspiring to interfere with the successful conduct of the war. On February 18 they were sentenced to twenty years' imprisonment.

On January 25 it was announced by the chief of staff of the army that when the war ended, on November 11, 1918, the United States had the second largest army on the western front, with 1,950,000 men. France had 2,950,000 men, and the British, including the Portuguese, 1,718,000. On February 6 the War Department reported that American casualties in Northern Russia, to the end of January, were 409 killed out of a force slightly in excess of 5,000. It was also announced by the War Department on February 12 that in the three months following the

signing of the armistice, 287,000 American troops overseas had embarked for home and that 1,330,000 men in home camps had been demobilized.

Congress Passes Suffrage

One of the first acts of the new House was to pass the woman suffrage amendment to the constitution by a vote of 304 to 89. The amendment was again brought up in the Senate on June 4 and this time was adopted by a vote of 56 to 25, two more than the necessary two-thirds. Having been passed by both branches of Congress, the amendment then went to the state legislatures for ratification.

On May 17 the War Department estimated that America's participation in the war had cost \$21,294,000,000. On May 20 President Wilson, by cable, recommended to Congress that it repeal the war-time prohibition act so far as it affected the manufacture of wine and beers, but no action was taken upon the recommendation. On June 5 the postmaster-general restored control of the telegraph and telephone systems to the owners, so far as operations were concerned, but retained jurisdiction over the finances of the companies and the rates charged pending action by Congress.

The activities of anarchistic elements were manifested on June 2, when bombs were exploded simultaneously at the residences of ten men in eight Eastern cities. One bomb, which exploded at the home of Attorney-General Palmer in Washington, blew the bomb planter to pieces, but none of the intended victims were injured.

The probability that the woman suffrage amendment to the constitution would be adopted before the next presidential election was indicated by the prompt action of the legislatures of Illinois, Wisconsin and Michigan, all of which ratified the amendment on June 10.

U. S. Goes Dry on July 1

On July 1 the war-time emergency prohibition act went into effect and for the first time in history the sale of liquor was illegal throughout the United States. On July 12 President Wilson vetoed the agricultural appro-

priation bill because of a "rider" repealing the daylight saving law. Congress promptly passed a separate bill repealing the daylight saving law and when President Wilson vetoed this measure, both Houses passed the bill over his veto on August 20.

Much of the industrial unrest existing throughout the country was attributed to the greatly increased cost of living. As prices continued to advance, the government took steps to curb profiteering and to reduce prices. On August 8 President Wilson addressed Congress on the necessity of reducing the cost of living, recommending measures designed to produce this result. Some of the legislation proposed was enacted by Congress and the Department of Justice undertook to enforce vigorously the laws prohibiting profiteering. Later it was announced that a reduction in prices had resulted, but the reduction was so small as to have little appreciable effect upon the cost of living.

The country was aroused during the summer by a series of race riots, the first of which occurred in Washington on July 21. Four persons were killed in the rioting at the capital. On July 27 the most serious race riot of the year began in Chicago. For several days a large section of the city, of which negroes composed the principal population, was in a state of seige. It was finally found necessary to call out state troops to quell the disturbance and before order had been restored thirty-three persons had been killed and hundreds injured. About half of the killed were whites and half negroes. Other clashes between negroes and whites occurred at other points during the following weeks. On September 27 a great mob in Omaha, Nebraska, lynched a negro prisoner, set fire to the court house and attempted to hang the mayor. On September 29 two negroes were lynched by a mob at Montgomery, Alabama. On October 1 a serious battle between the races broke out at Elaine, Arkansas, and before the trouble was ended by federal and state troops five white men and eleven negroes had been killed.

In recognition of the services which he rendered as commander-in-chief of the American Expeditionary Forces, General Pershing was made a general for life by act of Congress. His nomination for this post was confirmed by the Senate on September 4 and the commission was handed to General Pershing as he landed, on September 8, at New York, where he and the First Division, which accompanied him, were given an enthusiastic reception.

The United States entertained a number of distinguished officials from abroad during the latter part of the year. On September 9 Cardinal Mercier of Belgium landed at New York and began a tour of the country. King Albert and Queen Elizabeth of Belgium followed the cardinal, arriving in New York on October 2. They traversed the entire country and paid an official visit to President Wilson before returning to Belgium. On November 11 the Prince of Wales, who had been in Canada for several weeks, crossed into the United States and arrived in Washington for a visit of several days.

Mexico and the U. S.

Conditions in Mexico continued to provide a perplexing problem for the United States government during the year 1919. While President Carranza maintained his government and was in control of a considerable part of the country, revolutionary activities continued and the unsettled conditions threatened several times to precipitate the long expected break between the United States and Mexico.

Rumors of extensive land concessions granted by the Mexican government to Japanese corporations caused the American State Department to institute an inquiry on March 31.

On April 23 the Mexican Department of Foreign Relations announced relative to the proposed amendment to the League of Nations covenant, taking cognizance of the Monroe Doctrine, that the Mexican government "has not recognized and will not recognize the Monroe Doctrine or any

other doctrine that attacks the sovereignty and independence of Mexico."

A new revolutionary government in Mexico was proclaimed by the followers of Villa, with General Felipe Angeles as provisional president. Villa's forces began an attack upon Juarez on June 14 and the following day, after several Americans in El Paso had been killed or wounded by shots across the border, American troops crossed to Juarez and attacked the Villa forces. After a battle, in which the Villistas were routed with a loss of forty-five men, the American troops returned across the border. On June 19 the Carranza government notified the United States that it had taken steps to protect American citizens in the state of Chihuahua.

Aeronautics

As a result of the great development of aviation during the war, rapid progress was made during the year in the use of both dirigibles and heavier-than-air machines for commercial purposes. Early in the year it became evident that there would be great competition among the larger nations in the development of peace-time air service. The United States and Great Britain took the lead in making tests of various types of aircraft.

On April 12 a new airplane record was made by a British army aviator, who flew from London to Paris, a distance of 215 miles, in seventy-five minutes. On April 17 Major Macaulay, a United States army aviator, completed a flight from San Diego, California, to Jacksonville, Florida, covering the distance at an average speed of 137 miles an hour and with four stops. On April 19 Captain E. F. White, in an army plane, made the first non-stop flight from Chicago to New York. On April 26 all records for endurance flights were broken by a United States sea plane, which remained in the air for more than twenty hours while traveling at a speed of sixty miles an hour.

On May 8 three United States Navy sea planes started from New York on the first trans-Atlantic flight by way of Halifax, Nova Scotia; Trepessay

Bay, Newfoundland, and the Azores. One of these machines, the NC-4, arrived at Lisbon, Portugal, on May 27, having completed the first flight across the Atlantic in actual flying time of twenty-six hours, forty-seven minutes from Newfoundland to Portugal. Fog caused the other two planes to lose their course and abandon the flight.

In the meantime, two British aviators, Harry G. Hawker and Lieutenant-Commander Mackenzie Grieve, left Newfoundland on May 18 in the first attempt to cross the Atlantic without stop. Engine trouble forced them to descend 850 miles from Ireland and the aviators were picked up by a passing vessel.

On May 24, Lieutenant Roget, a French aviator, made a non-stop flight from Paris to Rabat, Morocco, a distance of 1116 miles. On June 7 Adjutant Casale, a French aviator, established a new record for altitude, ascending 31,152 feet.

The first non-stop flight across the Atlantic was made on June 14 and 15 by Captain John Alcock, British flyer, and Lieutenant Arthur W. Brown, his American navigator, who covered the 1,900 miles from Newfoundland to Ireland in a Vickers-Vimy machine in sixteen hours and twelve minutes.

The British dirigible R-34, carrying thirty-one persons, started from Edinburgh on a trans-Atlantic flight to New York on July 2 and reached its destination on July 6. The R-34 made the return trip without mishap in three days and three hours, reaching England on July 13.

Roland Rholls, in a Curtiss triplane, made a new altitude record at Roosevelt Field, New York, on July 30 by arising to a height of 30,700 feet and on September 18 he broke his own record by ascending 34,610.

A transcontinental airplane race was started simultaneously at San Francisco and New York on October 8 with sixty-five competitors. Five aviators were killed during this race. Lieutenant B. W. Maynard, known as the "flying parson," was the first to cross

the continent, arriving at San Francisco on October 11, but Lieutenant Alexander Pearson was declared the winner of the race, his actual flying time from New York to San Francisco and return being less than that of any other contestant.

Disasters

In relief from the appalling loss of life during the previous five years of war, the world saw few great disasters during 1919.

On April 28 fire destroyed two thousand buildings in the city of Yokohama, Japan, covering a large part of the business section of the city. Thousands of persons were killed in Java on May 18 by the eruption of the volcano of Kalkut.

On June 5 ninety men were killed by a powder explosion in the powder mine in Wilkesbarre, Pa. Sixty persons were killed in a tornado which destroyed the business section of Fergus Falls, Minn., on June 22. An earthquake in Tuscany, Italy, on June 29 caused the death of 127 persons and made thousands homeless.

An unusual accident occurred on July 21 when a dirigible airship, sailing over Chicago, exploded and the engine and gasoline tanks crashed through the roof of a bank building, causing the death of thirteen persons.

On September 14 more than three hundred persons were killed and thousands were rendered homeless by a hurricane and tidal wave on the gulf coast in and near Corpus Christi, Texas.

On October 28 twenty-one lives were lost when a steamship was wrecked at Muskegon, Michigan.

Necrology.

Death took a heavy toll among the leaders in many fields of world activity during 1919. The most prominent of Americans who passed away during the year was former President Theodore Roosevelt, who died suddenly at his home at Oyster Bay on January 6.

The following are among the other prominent men and women who died during the year:

January 4, Count George F. von

Hertling, German Chancellor from October, 1917, to September, 1918; January 8, Major-General J. Franklin Bell, U. S. A.; January 22, George T. Oliver, former United States Senator from Pennsylvania.

February 17, Sir Wilfried Laurier, former Premier of Canada; February 22, William P. Borland, Representative in Congress from Missouri; Dr. Mary Walker, former army surgeon and noted as an advocate of male attire for women; February 27, George F. Edmunds, former United States Senator from Vermont.

March 3, Harvey Helm, member of Congress from Kentucky; March 4, Henry R. Mallory, prominent in development of American steamship lines; March 6, Hilary A. Herbert, Secretary of the Navy in President Cleveland's second cabinet; Edward Francis Kearney, president of the Wabash Railroad; March 14, General Roger A. Pryor, famous Confederate veteran.

April 6, John Rogers Hegeman, for twenty-seven years president of the Metropolitan Life Insurance Company; April 8, Frank W. Woolworth, originator of the five and ten-cent store; April 20, Richard Wilson Austin, representative in Congress from Tennessee; April 21, Jules Vedrines, noted French aviator; April 28, Albert Estopinal, representative in Congress from Louisiana.

May 1, Asher C. Hinds, representative in Congress from Maine; May 13, John L. Burnett, representative in Congress from Alabama; May 17, Jose Santos Zelaya, former president of Nicaragua; May 20, Carl Chester Van Dyke, representative in Congress from Minnesota; May 29, Robert Bacon, former Secretary of State and former Ambassador to France.

June 5, Manuel Franco, President of Paraguay; June 11, John C. Spooner, former United States Senator from Wisconsin; June 12, James A. Tawney, former representative in Congress from Minnesota; June 14, Ernest Lister, Governor of Washington.

July 2, Dr. Anna Howard Shaw, former president of the National American Woman Suffrage Association;

July 23, J. Willard Ragsdale, representative in Congress from South Carolina; July 25, Patrick Cudahy, packer.

August 11, Andrew Carnegie, veteran steel manufacturer and philanthropist; August 28, General Louis Botha, premier of the Union of South Africa and former Boer leader.

September 6, Admiral Baron Chas. William Beresford, British naval commander and critic; September 9, John Mitchell, labor leader; September 18, Joseph B. Thompson, representative in Congress from Oklahoma; September 21, Theodore P. Shonts, president of the Interborough Rapid Transit Company of New York and former chairman of the Isthmian Canal Commission; September 27, Adelina Patti, famous operatic singer.

October 21, Alfred T. Ringling, head of the famous circus family; October 30, Mrs. Ella Wheeler Wilcox, writer; Charles Herman Steinway, piano manufacturer.

November 1, Colonel J. D. Bell, commander-in-chief of the G. A. R.; November 7, Hugo Hasse, head of German independent socialists; November 12, Thomas S. Martin, United States Senator from Virginia.

Sporting.

With the return of peace great interest was shown in the United States in 1919 in sports of all kinds. In both amateur and professional fields, in baseball, football, boxing, golf, tennis and automobile racing competition was keen.

The 500-mile automobile race at the Indianapolis Speedway was revived on May 31. It was won by Wilcox in a Peugeot. Accidents during the race caused the death of three men.

The Western Intercollegiate Conference field meet was held on June 7 and was won by the University of Michigan.

The first of the important golf championship matches was held on June 12, when Walter Hagen won the national open championship. On June 21 Harry Legg won the western amateur championship.

In the pugilistic world the big event of the year was the battle for the

heavyweight championship at Toledo, Ohio, on July 4, between Jess Willard, the title holder, and Jack Dempsey. Dempsey knocked out Willard in the third round.

Jim Barnes retained the western open golf championship on July 25 and on July 30 Douglas Edgar of Atlanta, Ga., won the Canadian open golf championship.

The Grand American Handicap, the big event of the year for trapshooters, was won at Chicago on August 15 by G. W. Lorimer, of Troy, Ohio.

More important golf tournaments came in August. Davidson Harron, of Pittsburgh, won the national amateur championship on the 23rd and on the 30th Mrs. Perry Fiske, of DeKalb, Ill., won the woman's western championship.

William M. Johnstone, of San Francisco, won the national tennis championship on September 4.

Professional baseball had the most successful season it had experienced for many years. The race in the National League was settled on September 16 with Cincinnati the winner. The finish in the American League was closer, Chicago winning the pennant on September 24. The world's series ended on October 9, with Cincinnati the winner, the Ohio team having won five out of eight games played.

Football also returned to its own after two years of war. In the Western Intercollegiate Conference, in which the ten leading universities of the Middle West are represented, the University of Illinois won the undisputed championship. In the East no one team established a clear claim to the championship.—Copyright, 1919.

BAD DEBTS.

Does anyone owe you money? Certainly. Nearly every man can count up a long string of debts owed him, most of which will not or have not been paid. In most instances these bad debts represent loans made to friends or acquaintances in whose honesty and good faith there is no reason to doubt. Yet either circumstances or accident or forgetfulness or

some other cause has prevented their repayment and each year the majority of men simply write them off their books and their memories as a dead loss.

When such experience prove that the person to whom the loan is made is dishonest, the creditor usually cancels the account by a cross entry to experience figuring that it was worth the sum lost to know the character of the man he had trusted. In fact some men have found it safer to trust jail-birds than to loan money to their intimate friends and acquaintances whom they esteem to be honest men.

John J. Murtha, formerly warden of the prison at Blackwells Island, had a revolving fund of \$200, which he was accustomed to "gamble" in small amounts by loaning it to aid released prisoners who had been under his charge and who needed a start. In all the transactions in this fund extending over many years there was only one instance where the "borrower" did not repay. Mr. Murtha said once that of the loans made to friends about half were repaid, while in fifteen years there was but one debt to an offender which was not settled in full.

Few regard these personal loans as investments, yet Americans are equally careless in trusting their money to unknown companies and promoters for investment. Thousands have taken the statements of both companies and men at their face value and without investigation and have been victimized in consequence. If one's own acquaintances and friends in whose honesty one has confidence fail to make good in even small matters, it is unreasonable to expect that unknown promoters will be more dependable in fulfilling their contracts and promises. Warden Murtha had an unexampled opportunity to investigate the men to whom he loaned his revolving fund.

There is one investment, however, which has never failed of repayment which has never been defaulted and which is absent from every list of bad debts. That is investment in the United States Government. Loans to Uncle Sam have always been repaid in full and on time and always will be.



PERSONAL MENTION.

Frank C. Reilly, General Freight Agent, resigned December 1 to accept service elsewhere.

S. S. Butler has been appointed General Freight Agent, succeeding F. C. Reilly, resigned. Appointment effective December 1.

Robt. N. Nash has been appointed Assistant General Freight Agent, effective December 1.

G. E. Buerkholtz has been appointed Traveling General Boiler Inspector, vice George Miller, retired. This appointment was made effective December 8.

MERITORIOUS SERVICE.

S. L. Coover, conductor, Monett, Mo., receives the commendation of Supt. J. F. Simms for alertness in stopping train by pulling emergency air valve on No. 9, December 3, when spring hanger broke on car 1085, making it necessary to set car out at Leasburg.

Supt. J. F. Simms commends **A. Parsons**, section foreman, Dixon, Mo., for his action November 17. Before going on duty Mr. Parsons found broken rail in Dixon yard. No. 2 was approaching. Not having sufficient time to go back proper distance to flag the train, he threw east switch, thereby setting automatic block signal against No. 2, which stopped them in a short distance.

A. S. Hill, helper, Flemington, Mo., is commended for his action in reporting broken sub sill in car loaded with wheat. His action in detecting and reporting this matter undoubtedly saved a claim for loss of contents.

J. F. Silver, engineer, K. C. C. & S., Springfield, is commended for his action in repairing cylinder on Engine 85, Train No. 24, November 14, at Fair Play. Repairs were made with a delay of only 35 minutes.

J. E. Ryan, engineer, Train No. 961, November 6, when engine struck horse. It was impossible for Engineer Ryan to stop in time to prevent striking animal, but train was stopped after engine had passed point about two car lengths. Mr. Ryan got off his engine and went back to horse where he found that the animal had been tied to track by a rope and wire. He took charge of the rope and wire and called six witnesses, who were passengers, to examine conditions, made full report, sending

in a part of rope and wire, with the names of the six witnesses. This is an especially commendable action.

R. D. Newman, agent, Sawyer, Okla., is commended by Supt. C. H. Baltzell for prompt work on November 22 when he discovered five bales of cotton on fire on cotton platform with 37 other bales. Through Mr. Newman's personal efforts he succeeded in separating the five bales from the rest, saving the five almost intact, and preventing the fire from spreading to the other 37 bales.

MEMPHIS.

(Lena Bee.)

Leap year, girls!

Several of the young ladies wish that Machinist Archie M. Jackson would visit the Master Mechanic's Office more frequently. The reason is a secret.

The same is true of Mr. Albert E. Beckham, Fireman. The girls have been especially interested in him since they learned all about how he crawled through the transom 'n' everything, just to accommodate a certain young lady with blond hair. There's lots of romance in a bank book, especially when its possessor has blond hair and a nice smile.

Notice: Do not attempt to call Walnut 1250 any time after 5:00 p. m. The line's busy!

Our timekeeper has a bungalow at last, and we presume we will soon be able to announce another wedding. We may as well begin to save our coin for a wedding present.

The rule has been established in the Master Mechanic's Office that everyone who gets married must "treat" the force. Tommie, please take notice.

Why was Effie looking so "blue" recently? Her new husband went to the country. Never mind, Effie, it's not the last time he will be out at night!

A welcome visitor to our office is Mr. A. C. Macgargee, Apprentice Instructor. Two knocks on our door is the signal that he is on the outside with a box of candy, and all the young ladies are right there to greet him.

Miss Sarah Hamlett, of the Store Department, is very fond of Birmingham. No wonder! She gets a box of candy most every day from that city.

Mr. H. L. Worman, Assistant Superintendent Motive Power, was a recent visitor at Memphis. Always glad to see him.

Mr. Wm. P. Baker has been appointed Boilermaker Foreman at Memphis, vice G. E. Buerkholtz transferred. Mr. Buerkholtz has been promoted to the position of Traveling General Boiler Inspector. During his stay at Memphis, he has made many friends, who regret his departure. We wish him success in his new venture.

We have not learned the full particulars, but understand that Misses Sarah and Josephine, of the Store Department, were trying to keep a secret of a trip that was made by them, but it seems that Fred or Ralph let it be known. We expect to have more details by next issue.

Also understand that Miss Hewitt expects to go to a farm in Texas at an early date. Would like for her to give us more particulars in this connection.

All good wishes for the New Year.



MR. AND MRS. M. L. FLOWERS AND THEIR HANDSOME NEW, \$15,000 HOME. Mr. Flowers is employed at Memphis Shop as blacksmith.

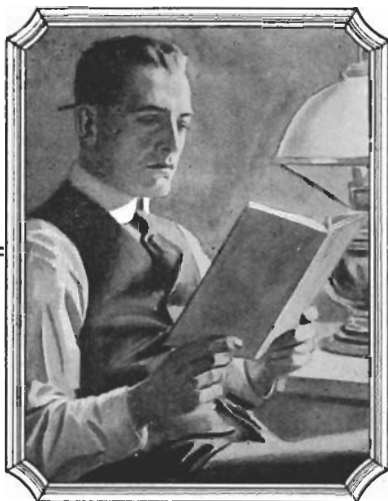
SAPULPA.
(W. E. Richardson.)

Jack Chilton has assumed the duties of third ticket agent Sapulpa, relieving Claude V. Hatfield, who has been installed as cashier at Beggs.

Tracy Kunz has been assigned a place as stenographer in Mr. Bassett's office and will probably be transferred by the time this goes to press.

Mrs. Ara Lee Mosteller spent from December 11 until 15 with her parents at Edmond on account of sickness of her mother.

Mr. Gartland recently secured from Max Oldenhage a small dog, which appears now to be very valuable, anyway, he and Mrs. Gartland are in partners in ownership and when he sold the dog for \$25 and reported the action to Mrs. Gartland, she immediately objected and said \$25 would not buy her interest. This put a stop to the transaction.



\$95 An Hour!

"Every hour I spent on my I. C. S. Course has been worth \$95 to me! My position, my \$5,000 a year income, my home, my family's happiness—I owe it all to my spare time training with the International Correspondence Schools!"

Every mail brings letters from some of the two million I. C. S. students telling of promotions or increases in salary as the rewards of spare time study.

What are *you* doing with the hours after supper? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I. C. S. will prepare you for the position you want in the work you like best. Yes, it will! Put it up to us to prove it. Mark and mail this coupon *now!*

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 8647, SCRANTON, PA.

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

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

Name _____
 Occupation _____ 7-25-19
 & Employer _____
 Street _____
 and No. _____
 City _____ State _____

Mr. Akers says he has moved. It is often said to be cheaper to move than pay rent.

Mr. Phillips has purchased him a home and will soon move to the place. We are glad to see our fellow-clerks buy places, which will save the awful high rent.

If anyone knows of a house for rent in Sapulpa, kindly confer with Mr. Husted, cashier, as he is very anxious to find a modern place.

Robbie Smith and Tracy Kunz spent Saturday night and Sunday, December 13 and 14 with former Ticket Clerk Mr. Rickert and wife in Tulsa.



Miss Gladys McLinn, Chief Dispatcher's stenographer, Sapulpa, and M. F. Bryan, Correspondence Clerk. For a continuance of this see February issue of The Frisco-Man.

It is understood that M. F. Bryan has housekeeping rooms rented. This only confirms a former prediction in his case. We would again warn Mr. Bryan it costs considerable more for two than one nowadays. Take this from one who knows.

The writer once heard a married man say, "Money would not buy my wife, as it is, but if I did not have her, I would not give 15 cents for another one." A tip to the single.

In about all professions a married man is worth more as employe than a single man. This for the reason that he will spend more time on duty.

J. R. Arrington has returned from his extended vacation in western states and has assumed his regular duties in Mr. Bassett's office.

Dewey F. Smith has been assigned as Baggage Agent, Sapulpa, account A. J. Chilton, promoted to ticket clerk. Mr. Smith was formerly employed in the agents' de-

partment. We welcome him back. He will transfer from Vinita and should be here by the time this goes to press.

All members of this department were interested in the news that the Frisco Man carried some time ago, showing changes in agents and ticket agents over the Frisco Railroad, irrespective of divisions, and if it is consistent, we would like to see this practice re-established.

SPRINGFIELD—WEST SHOP.

(J. A. Pullar, Machinist.)

Edward Stracke, foreman of engine painters, have gained twenty pounds in two months, thanks to the anti-tobacco dope, says he. His pocketbook is getting fat as well.

Shorty Daggert is very much discouraged at the way the State of Ohio voted.

Henry Deckert went hunting recently and says the birds were flying too fast to shoot, and says he will try again soon.

One first-class auto for sale. See Jern Prugger.

I. G. Reichman is quite a hunter. He came in the other night with powder all over him.

Brother Bob Charlston, the noted prohibitionist, was drinking hard cider out of a bucket, it is said.

Waverly Fletcher has left for Indiana in search of a wife. Seems as though the Springfield girls are not fat and sassy enough for him. The boys wish him luck.

John Prugger, machinist apprentice, will spend several weeks visiting in Chicago and has intimated that he might get married while there.

West Shop employes extend their sympathy to I. G. Holt, whose mother died November 22.

Doc Whitall has been gathering so many nuts with his Scripps-Booth that the squirrels will starve this winter. Doc is preparing for the winter.

The boys of Gang 2 have some very sad news for the girls of Springfield. Only last week Ellis D. Smith was fatally wounded by Cupid. The arrow centered his left breast and pierced his heart. Poor Ellis, we feel for him.

Tinner Herscel Carter of the West Shop has purchased for his wife a new pintcher bound, but said hound must not have liked the way Carter combed his hair, for he returned to former owner Coppersmith Sam Miller and aroused him from deep slumber at 2:30 a. m. Tie a chain on him, Carter.

Tinner Apprentice Joe Eldred has been transferred to the coach shop. Well, Joe, you have one consolation, you are gone but not forgotten.

After fifty years of married life, Pete McSweeney started boarding, but decided keeping house beats it. May we ask why?

Machinist Apprentice Roy Noblette has completed overhauling his Harley Davidson, and while trying same out got in bad with the law for speeding.

H. A. Milnes attended the Heart of America Poultry Show at Kansas City recently, and all of his rabbit friends are anxious to know the dope. For real information on rabbits, see Harry.

Last year Chas. Moser's chickens took first prize. He did not enter them this year on account of no "competition."

Arthur Claypool and Harry (Rooster) Patrick had an enjoyable time the early part of the month killing hogs.

H. A. Milnes has been wearing a smile since his rabbits scored over R. R. Perry's entries in the Poultry Show. Perry says wait till next year.

C. H. Meuser reports having a fine time visiting Newburg and St. Louis.

Riley Mayberry will visit Kansas City and Albuquerque, N. M., soon, he says.

Brother Joseph Ford, machinist, purchased a lot on Atlantic street. He bought some cherry trees, but when he went to set them out was unable to find sufficient dirt on the lot to turn the trick.

Homer Daggett, machinist, made a hurry trip to Kentucky on Thanksgiving Day and reports nothing in that state now but egg-nog.

Brother Reynolds, machinist, had to make a hurry call to St. Louis the night the Judge made the ruling permitting the sale of 2% per cent. He could not wait for No. 6, so took No. 8, because it gets him there about 20 minutes earlier. On the way

back he stopped off at Newburg, and they went possum hunting, and it seems that they all got seasick going over the hills in the new auto.

Tel Heffernan and family will visit in Kansas City and Denver.

Machinist Louie Lebovitz says for an Honest Deal meet him at St. Louis Bargain Store and see R. C.

Machinist Louie Star spent December 11 under his house thawing out water pipes. He says it's no job for a fat man and a slim one don't know how it's done.

Zeke Hendricks sold his auto because it would not run after overhauling same, and he expects to build an airplane with parts left over.

Ed Smith has tried the anti-tobacco cure, but up to the time of going to press he has not reported any results.

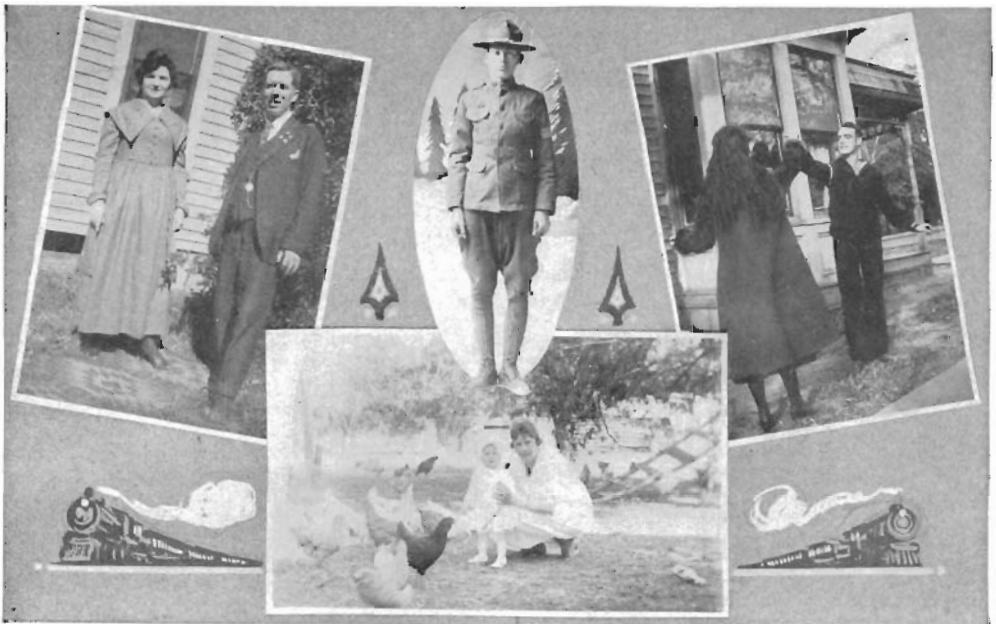
Biddy McGlasson tells one about a grey hound running a rabbit through a pit for half a day, but he never tells whether the rabbit was caught or the hound died.

Happy West is mourning the loss of an eight dollar hat, lost at a dance. Finder will receive reward. See Happy.

James Albert Clayton says he can fly as high as any bird now.

E. C. Holliday is sporting a fine diamond. Presented to him by G. A. Bain.

Roy Stracke allows no one to work on his Ford but himself.



SPRINGFIELD WEST SHOP PEOPLE.

In upper left hand corner is Fred W. Smith, Machinist West Shop, Springfield, and wife; in center is Robt. Curry, boilermaker helper, West Shop, and on the right is Edw. C. Smith, timekeeper West Shops, and his sister. At bottom is Mrs. Frank G. Baker and little Jane Elizabeth, wife and daughter of Frank G. Baker, electrical engineer. This is Jane Elizabeth's first visit to the farm, Buffalo, Mo.

D. Crutcher has gone to St. Louis to purchase some cheap—he didn't say, but don't think he'll have much luck.

Bob Mathews claims a poor man has as much right to own an auto as a rich man, as it is not a luxury.

Dock Whitall has a new Scripps-Booth, but will not let anyone ride in it.

Anyone who has any old beer bottles for sale see T. A. Nelms. He is in the brewery business.

A certain young lady has a picture of Waldo Stahl. Wonder where she got it.

Machinist Burke has purchased a lot in the cemetery because he is home guard in the West Shop now.

Mitchell King wants to borrow a high-power rifle. He is going to Oregon County to hunt bear.

Machinist Ed Brandt can't get his International out of his yard.

Brother Wardlow is quite a boomer of late, having three jobs in one month.

The freight train held the street cars, but could not hold Foreman Bob Elick's Studebaker from hitting the cinder path at about 65 per.

Machinist Johnson's jazz band was all O. K., but it went to Machinist Apprentice Buckhoist's head.

One of the best dances ever held in Missouri was given by the Ozark Lodge 233 jointly with the Ladies' Auxiliary, and was attended by everyone there. The Johnson Jazz Band was fine. Come again, 233.

That Lead Man Duckett sure shakes a wicked Douglas.

Bob Charlton fell out of bed and hurt his knee cap a few days ago. We don't see how a "prohi" could do that.

Henry Heise has not got any more grievances now, as he did want a goat to pull his boring bar wagon around. He says he has been the goat around here a long time and he can pull it.

Homer Daggert, Bob Charlton, Reynolds and Chas. Miller were seen sitting on the front row at the picture show when it was showing "When Bearcat Went Dry."

Machinist Apprentice Roy Noblette says he will not go see his girl until the coal shortage is over. Why didn't he say til' after Xmas. That was what he meant.

Chub Cowell is growing a Charley Chaplin mustache, and he looks funny, too.

Happy West would like to know the renegade that took his Stetson sombrero at the Indian war dance November 27. Size 9, color yellow, two forty-eight holes in the crown. Balance of hat in good condition.

Jim Howe has a new watch and will be glad to tell anyone the exact time. Never more than five minutes off.

Fred Hope and W. E. (Dutch) Ritter are going to take dancing lessons. Great sport for war veterans.

Wm. L. Holt, pensioned machinist helper from the North Side Shops, and daughter, Miss Mary, and Machinist I. G. Holt, of West Shop and wife, desire, through the

columns of The Frisco-Man, to extend to their many Frisco friends their grateful appreciation for the many acts of kindness shown and sympathy extended them in the recent illness and death of their wife and mother, Mrs. Wm. L. Holt, who died on November 22.

Arthur Claypool is going to start the New Year off with a clean face. He found a bar of soap in his Sunday-go-meeting coat. No doubt sister gave him that.

Pete McSweeney has quit the Democratic party and joined the Republican, and says he knows he is acting right.

Milo Crawford, better known as "Daddy," says there is no truth in the report that he was going to buy a new suit of overalls, and have the ones he has been wearing for the past three years washed. They will make good soap when they wear out.



T. A. NELMS AND SHORTY DAGGERT. Well-known "Prohibition Fitters" of the West Shop, Springfield.

SPRINGFIELD—SUPT. TRANSPORTATION.

(J. W. Seabaugh.)

Miss Helen Yates purchased several bottles of high-powered toilet water to give as Xmas presents. Leonard Wright advises he will accept Crab Apple flavor, but much prefers Apple Jack.

A rumor originating at the Reclamation Plant on December 11 that the brew emporium had opened on the old basis, caused much favorable comment in the Frisco Building, and promptly at 5:01 p. m. there was a mad rush for the square in which several persons barely escaped injury. The original report which caused this wild stampede had been greatly enlarged, as it was to the effect that they were ready to open as soon as the Supreme Court passed the proper verdict.

Wheel and Axle Inspector S. P. Tobias refuses to carry his suit case over the system any more, claiming the revenue inspectors have inflicted great damage searching it.

Since Charles Boren declared himself in

the market for a used car to take him to and from his country estate each day, he says he did not know there were so many Studebaker cars in the country.

Lloyd "Baldy" Lamb says he wishes St. Louis was closer. Not on account of the Mississippi River, however.

"There is only one fellow countryman I ever envied," says Carl Edmonds, "and that is Rip Van Winkle."

Ferd M. Ferbrache is building a trap nest to try to find out which one of his thirty-one hens laid the egg in November.

The bunch would like to know whether Miss Mable Ketchum buys gum by the package, gross or crate.

Why Roy Prater is shifting his position at his desk so he faces due south is a mystery to be solved.

W. A. Primm is glad the budget is made up just once a year, as it takes a year to make it up.

A new fur coat is causing Miss Mabel Campbell to pull for zero weather. She also says she would as soon live in a Ford Sedan (Hickman Model) as in a six-room bungalow, however, the gang wants to know who is going to hold the dishes on the table.

Leonard Wright accuses himself of being a singer, but the bunch in the office refuses to give him a hearing.

After visiting several jewelry shops in the city in search of a Christmas present for "The Fairy," Ed Foster decided to present her with his picture, but one glance at the proof convinced him the picture man's camera was cracked, as it displayed several wrinkles which he refuses to claim as his own. However, a second sitting did not wash out the wrinkles and he has selected a nice box of stationery at the ten-cent store to sub for the photo.

R. E. Mansfield has become an addict of the cigarette habit. The particular part is Bob insists on their being flavored with rubber and celluloid. Ask Edgar Johnson, he sits on the other side of the desk.

Miss Millie Alcorn, our field clerk, insists there is no such thing as "True Love."

J. W. "Doc" Seabaugh had rabbit for breakfast the other morning. Doc, Jr., downed the fleet-footed bunny with a donick. Now Doc is trying to sell his shotgun.

Since trains 105 and 106 have been cut off, Chas. N. Thompson has been contemplating starting a "jitney" between Springfield and Birmingham. However, he'll have to hurry to beat the coal strike.

SPRINGFIELD CLAIM DEPARTMENT.

(C. E. Martin.)

O. Parker recently made an exploration expedition into Arkansas. Among many things he found, one was that the collarless dark complexioned cotton picker was putting it all over the white-collared army when it comes to making lasting and perma-

nent acquaintance with that thing said to be the root of all evil, if we love it.

C. E. Martin has been seen sneaking home through the back alley like he was dodging the cops. Someone told him a fellow named Rathbone wanted to hold a conversation with him about this year's pean crop.

Warmly we welcome R. C. Gilbert to our midst as a full-fledged O. S. & D. investigator after so many faithful years of claim checking.

E. M. Davis don't know whether to start prospecting for oil or investing in big business with his recent fifty per cent increase. Better put it in the bank and when he is as old as E. M. D. is he will be independently rich.

C. F. Smith has been getting some pork. Not the kind Senators are supposed to get, but real eatable hog pork. Parker, Martin and a few others living in his neighborhood have been trying to find out where he is going to store it, whether he has a dog and other personal matters. Since finding that Carl gets up at 4 a. m., any nightly calls will have to be made before 4 p. m.

Will someone please tell Mr. Bangert where to put his apples at night to keep R. N. Brooke out of them?

For the best methods for loading mules, apply to F. L. Pursley.

Wonder how the soldier boy is getting along these cold days, since L. F. Sewell has swiped his khaki shirt.

This is to express our good wishes to Rudolph Bost, who has left our office to, like the knights of the round table, hunt for the "Wholey Kale," or some more exciting pursuit in other fields of endeavor. He has been with our organization since September, 1917, and at time of leaving had charge of the Carload Disposition desk. During the war drives by all of the five or six organized bodies for driving money out of our pockets, both for the good of the fellow driven and the boys in action, Rudolph was one of the best drivers. In contributions to the various Liberty loans, he was also a "topper" and all these things working together brought Rudolph into full-fledged citizenship of the U. S. A., for which he does not have to depend on his looks, like Davis, but has papers to show he is a citizen. As a member of the "Midnight Suns" and as a participant in the marathons of that body, they do say he shined like the morning stars or the Aurora Borealis, the darker the midnight the sunnier the suns.

Understand Mary Cooper was married December 3. There is sure something different about railroad people. Had you never noticed that ordinary common everyday folks are supposed to get married in June and the poets have howled their heads off about June brides, summer time, love time, and to the farmer boy, crab grass time and swimming time? But who ever heard of a poet raving about December

KERITE

Insulated Wires and Cables

For Signal service, under all conditions, **KERITE** is the most durable, efficient, and permanent insulation known :: ::

1850



1920

KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

brides? However, with our office record of four weddings, that we know of or think we know of, and some more we know we do not know of, it brings me back to my original conclusion, which is that railroaders are "something different." And there may be a reason.

Now, having mentioned some weddings, I don't know of anything that makes it necessary that I keep the girls in suspense, for thirty days of curiosity is too much nerve strain. Irene Doonis quit a perfectly good job—position I mean—men have jobs—for no reason that anyone can see unless it is to become a December bride. Now comes Alice Conley, being of sound mind and knowing whereof the things which she doeth, etc., who also has quit a similar perfectly nice position and it is to be taken as a perfectly good prognostication that within a short time she will pass through that old, old door through which no woman can go alone. Now we are not supposed to know this, but merely to be surmising. But you know, one day Rosa O'Brien quit and later you know the circular that passed around the office thanking every one for the nice present and signed by a Mr. and Mrs. Payne, whom the fellows wanted to know "who was," as they did not remember giving anything to such parties. So far as the girls are concerned, it is their own business to get married, but it is thought actions being father to the thought, that J. C. Highberger is making it part of his supreme business to also get married. So he has gone to Texas these several days and before he has been and been to Texas, and why does he "did" it? and when he comes in on No. 4 today—well it is near time for No. 4 now, so we'll just see. Enough for the matrimony.

There's another chapter to be written about some of the old bachelors around hereabouts, who are shirking their duty or who are dodging the H. C. of L. or just simply don't know when or how or what to say. But will leave their case to be handled by some damsel after the first of the year, for I understand the year 1920 is perfectly divisible by four and when I went to school that one day such years were said to be a bad season for bachelors.

CLAIM DEPT. TYPING BUREAU.

(Mary B. Engle.)

Lucy Wittenberg has charge of the Stationery room again. Did Belle Davis get "cold feet" when she heard about Lucy getting locked in? Evidently Lucy is going to be more careful after this as she might not be so lucky in getting out next time.

We all wish to thank Mr. and Mrs. Sidney Payne (Rosie O'Brien) for the fine candy sent us, as it was certainly delicious. Jennie Hasler passed the candy and she is a star when it comes to stretching things, as she stopped at each desk two or three



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

Murine
Night and
Morning.

If your Eyes
Tire, Itch
or Burn—
if Sore,
Irritated,

Inflamed or Granulated,
use **MURINE** often.

Wholesome-Cleansing-Heating
Refreshing-Soothing

Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

times. She surely hadn't sampled it before starting out.

The Typing Bureau is talking of renting a pop corn stand in order not to have to wait so long for the 14 weekly sacks. We will need some one for a good roaster. Applications are now in order. Minnie Bossert does not care for pop corn only when others have it. She probably can't stand the noise.

Ethel Copland decides after all she had rather work with a good jolly bunch of girls than to be the star stenographer for the Buick firm.

Did anyone succeed in vamping the Little Dictaphone Man who came here about a week ago? Someone ought to go after Johnnie. It might please him quite well and he might be seen tinkering with our machines more often.

It certainly takes a girl with a great big heart to work for a co-worker on Saturday afternoon, but Gertrude Fryer has more than once shown she is right there when it comes to the heart work (?).

The heated arguments we hear in the back of the room seem to have a new subject each day, the latest being on Prohibition, which, of course, is the order of the day subject. We only hear part of it, but sometimes makes us wish we were back there with the "soap-box orators." About the only thing we can argue about in the front of the room is the "fresh air" subject, and it gets "stale."

Harry Hayes and George Reed visited the Typing Bureau the morning of the 17th.

The prediction of the end of the world did not pan out and we are still hard at work in the Typing Bureau.

Ruby Northcutt still flips around from one desk to another. We hope Santa brings her a nice new pair of wings for Christmas so she can get a little more speed.

GENERAL SUPERINTENDENT'S OFFICE—SPRINGFIELD.

(R. M. Rawls.)

B. D. Miller and Paul W. Arnold recently spent a week hunting near Winona. They left with the assurance that they would bring home some big game, but we haven't seen any results to date.

H. E. Sullivan has just purchased a flock of thirteen thoroughbred White Leghorn chickens, about which he is much enthused. He expects to get a dozen eggs a day as soon as they become reconciled to their new environment. We are of the opinion that "Sully" is losing more or less sleep trying to figure how to invest his profits to be derived from his flock.

Anna Dunbar has been promoted from typist in Mr. Doggrell's office to stenographer in Mr. Schleyer's office.

Marie Arnold, typist of Mr. Doggrell's office, is working temporarily as typist in the office of General Superintendent, first

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

ASK THE AGENT

of

THE STANDARD
Accident Insurance Co.
 of Detroit, Mich.

R. R. Dept., H. C. Conley, Supt.

The management of the Frisco System authorizes the sale of "Standard" policies to their employees.

LOCOMOTIVES

FOR EVERY VARIETY OF
:: :: SERVICE :: ::

*Gasoline Locomotives
 for Industrial, Contractors' and Light
 Switching Service.*

THE BALDWIN
LOCOMOTIVE WORKS

PHILADELPHIA, PA.




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 Eye
Samples on request

L. C. CHASE & CO.
BOSTON

NEW YORK DETROIT CHICAGO

Foaming

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

Dearborn Treatment

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

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

—Advertisement.

district, account of Mrs. Kelso being away on leave of absence.

George Graham has been promoted from Assistant Superintendent's clerk at Clinton, Mo., to general clerk in office of General Superintendent Schleyer.

FRT. TRAFFIC DEPT.—ST. LOUIS.

(L. E. Meyer, Correspondent.)

Miss Ayers is firmly convinced she is a victim of shrewd salesmanship, for after trying over a hundred times to have one of her new rabbits multiply 9x7 she states the rabbit just looked dumb and fled, while Miss Ayers is positive the chap that sold them to her distinctly affirmed that rabbits multiply rapidly.

The gang is greatly concerned over the wisp-like appearance of Miss Ayers, who has become so willowy that she was compelled to dispose of the royal purple Pussy-willow silk-lined Peruvian "Woolinpoof" coat, which she won at a raffle for 15 cents, to some damsel for 75 simonleons, proving that, which Barnum said, "one is born every minute," sometimes it's twins.

"Hello" Harry Stadin, the only gob that got across, is among us again. "Hello" was the wireless operator on the S. S. Castalia, which was adrift for three days before sinking. During that time the boat was lurching and heaving so it was impossible to get to the galley. The skipper announced that anyone who rescued a ham from the galley could have it. It was then Harry's hunger began, for Harry is not interested in pork.

Harry has been in France, Germany and Norway, but states he'll never see the face of Miss Liberty again, as she faces the ocean.

Owing to a recent hair cut, H. Kendall is much shorter in height and coin of the realm. Harry suggests that the chap who invented dumb waiters should start in on barbers, as one tonsorial artist in an eloquent appeal influenced him to "be singed," which cost him about one iron man.

While going home in a crowded car, a chap arose politely and offered his seat to Mr. Jordan, which seemed to trouble Mr. Jordan, as he cannot quite understand why the fellows tip their hats to him when he wears his red neckpiece.

For the small sum of two bits and the cellar door key, Geo. Washington Meichels will pose as the patron saint of Christmas. George shows a wonderful resemblance to the jovial St. Nick around the belt. George has always wanted to pull off something big, but the biggest thing he has pulled off so far has been his shirt.

While not wishing him any bad luck, Ann Hickey says she hopes her "Wed. and Sun. night" would catch a cold, as she wishes to get something appropriate and can only afford a handkerchief.

Norden dislikes to be flim-flammed, which accounts for his uncertainty as to what he

should get his spouse for Christmas. Last Christmas he got her a sack of flour, and she only played Santa Claus to the extent of a peck of potatoes, so this Christmas he is giving her a green and purple silk petticoat, which, Ann Hickey says, it will be impossible to wear out (especially on the street).

Since Garfield has issued an order not to use lights any more than necessary, Herman is feeding the baby garlic so he can find him in the dark.

Monett Jim Basham, the shimmying tariff clerk, has offered to teach "Red" Thomas the Hominy Glide, which Jim claims will make "Red" ace high in the dancing annals of West Plains.

If fur collars make a banker's son, "Red" Thomas' author controls a syndicate. "Red" has spread propaganda in West Plains that he was a banker's doted child, and to really make appearances and propaganda coincide he has indulged in a fur collar which he has industriously sewed on his army coat.

It has been rumored that our efficient editor, Mawton E. Leyer (Lawton E. Meyer), has entered the ranks of the oil magnets (magnates) and has purchased a block (not solid ivory) of "O. K." oil stocks. The rumor has been circulated that the company has hit three new wells (very wells) and are about to declare a dividend of two clothes pins for each \$100.00 par value of stock, and Lawton, to show his love for his home (which he sees once in a while) has decided to contribute his ANNUAL DIVIDEND to his mother to be used to retain on the clothes line all of the silk shirts he will be enabled to purchase when he gets rich through the sale of his stock, which is now quoted at \$1.25 and was sold to Lawton for \$1.75. It is the general understanding in the office that when the market value is five cents a share, three shares for a dime, that Lawton will sell out and retire (retire his scissor-grinding cart). The office force, having read of the sale of the North Pole by Galileo Grubins to a farmer of Minneapolis, Kan., named Homer Hogarth, have recommended Lawton to Galileo Grubino as a bright prospect for purchase of his "get-rich-quick" schemes. See dy Ess: Please note.

OF INTEREST TO WOMEN.

(Continued from Page 32)

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

3102. A comfortable coat model. Pattern cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 2 $\frac{3}{4}$ yards of 44-inch material. Price 10 cents.

Garlock Packings

for
**Air Pumps and Throttles
 Ball and Socket Joints**
 and
General Purposes

THE GARLOCK PACKING CO.
 1017 Olive St. St. Louis, Mo.

St. Louis Frog & Switch Co.

MANUFACTURER

Frogs, Switches, Crossings,
 Switch Stands for
 Steam and Elect. ic Railroads

Phones:

Kinloch Central 991

Bell Main 5191

**Con P. Curran
 Printing Co.**



Lithographers, Blank Book Makers

Printers : Designers : Engravers



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

SAVE SHINGLE ROOFS

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

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

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

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

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

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

The United Iron Works Company,

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

Inquiries solicited.

**GENERAL OFFICES
KANSAS CITY, MO.**

Plants Throughout the Southwest

CONCERNING MURINE.

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

Waist 3077, skirt 3078. The skirt pattern is cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. For a medium size $5\frac{3}{4}$ yards of 44-inch material will be required for the entire costume. The waist pattern is cut in 8 sizes: 34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. It is a good model for mature figures. The width of the skirt at lower edge is about $1\frac{2}{3}$ yards. Price 10 cents each.

3085. A new and unique design. Pattern is cut in 3 sizes: 16, 18 and 20 years. Size 18 requires $5\frac{5}{8}$ yards of 44-inch material. Skirt measures $1\frac{1}{2}$ yards at its lower edge. Price 10 cents.

3107. A smart gown. Pattern is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 will require $5\frac{1}{4}$ yards of 44-inch material. Width of skirt at lower edge is about $1\frac{5}{8}$ yard. Price 10 cents.

3086. A practical apron. Pattern is cut in 4 sizes: small 32-34, medium 36-38, large 40-42 and extra large 44-46 inches bust measure. Size medium will require $3\frac{3}{4}$ yards of 36-inch material. Price 10 cents.

3091. A pretty frock for party or best wear. Pattern is cut in 4 sizes: 8, 10, 12 and 14 years. Size 10 years requires $4\frac{3}{4}$ yards of 27-inch material. Price 10 cents.

3081. A smart style for the growing girl. Pattern is cut in 4 sizes: 8, 10, 12 and 14 years. Size 12 requires $3\frac{3}{4}$ yards of 44-inch material. Price 10 cents.

3064. A new and pretty night dress. Pattern is cut in 4 sizes: small 32-34, medium 36-38, large 40-42, extra large 44-46 inches bust measure. Size medium requires $4\frac{1}{8}$ yards of 36-inch material. Price 10 cents.

3094. A simple dress for work or leisure. Pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires $6\frac{3}{8}$ yards of 36-inch material. Width of skirt at lower edge is about $2\frac{1}{4}$ yards. Price 10 cents.

3096. A neat dress for school or home. Pattern is cut in 4 sizes: 4, 6, 8 and 10 years. Size 10 will require $3\frac{1}{2}$ yards of 36-inch material. Price 10 cents.

TO LIBERTY BOND HOLDERS.

(Continued from Page 17)

tion of holders of the temporary 4 per cent bonds and the banking institutions of the country in carrying out the provisions which have thus been made for the exchange and conversion of the 4 per cent coupon Liberty bonds. Full information as to the manner of conducting the exchanges of all issues of temporary 4 per cent and $4\frac{1}{4}$ per cent coupon Liberty bonds for permanent bonds will be shortly announced by a Treasury Department circular which is now in course of preparation."

MOGUL

UNION MADE

Overalls

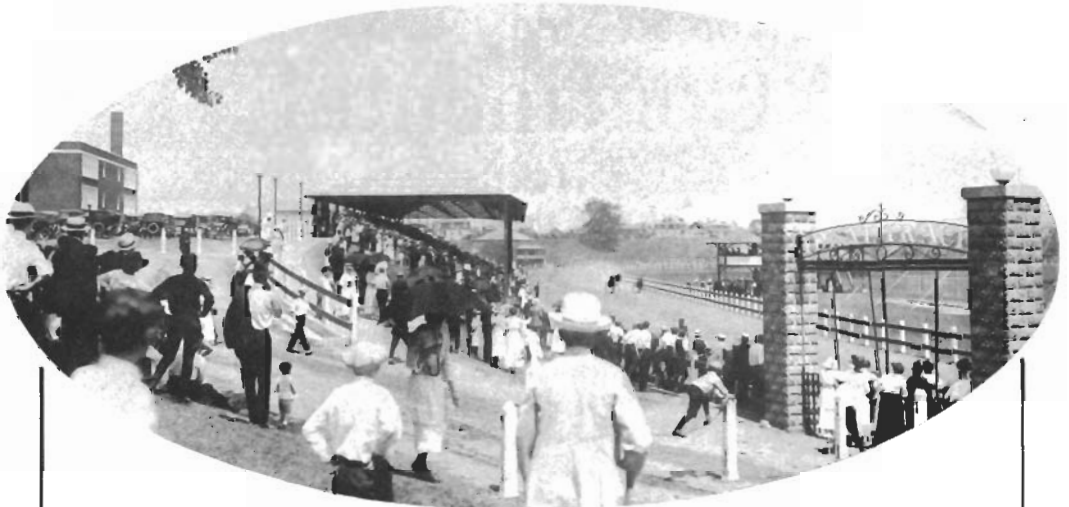
*More Wear
For
The Money*

Mogul overalls are made to launder. The quality is woven and sewed into them. Plain boiling suds cleans them and makes them last longer.

All Sizes at All Dealers

WESTERN UNION MANUFACTURING COMPANY

Kansas City, Mo.
Dallas, Texas Sedalia, Mo.
San Francisco, Calif.



Watching the races at Ideal Park, Endicott, N. Y. In addition to horse racing, there are many other attractions for young and old. In the winter time, indoor basketball and football, dancing, athletic events and skating are popular features.

ENDICOTT-JOHNSON CORPORATION

SHOES

For Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.



ONE MOMENT PLEASE!



MANY of your friends and associates have followed our suggestion to buy Accident and Health Insurance from us and those who have suffered disability have congratulated themselves many times upon the benefits received from having "THE TRAVELERS" protection.

When you buy from us you get The Best. There is no time like the present. Make your application now.

The Travelers Insurance Company
HARTFORD, CONNECTICUT

To All Railroad Men

"Continental"

Means

Income Protection
Liberal Policies
Courteous Agents
Fair Claim Settlements
Abundant Resources

Continental Casualty Company

H. G. B. ALEXANDER, PRESIDENT

FILL OUT AND MAIL TODAY

CONTINENTAL CASUALTY COMPANY, 910 MICHIGAN AVE., CHICAGO

Please send me information in regard to your Health and Accident Insurance.

Age _____

Address _____

Occupation _____

FRISCO

The VARNISH That Lasts LONGEST

MADE BY

MURPHY VARNISH COMPANY

"CE-VE" PROCESS
OF
RAILWAY PAINTING

REVOLUTIONIZES this line of work in
Time Saved and Durability

—WRITE—

CHICAGO VARNISH COMPANY
CHICAGO: 2100 ELSTON AVE. NEW YORK: 50 CHURCH ST.

THE PYLE-NATIONAL COMPANY,
YOUNG LOCOMOTIVE VALVES AND VALVE GEARS
LOCOMOTIVE ELECTRIC HEADLIGHTS.

Chicago, Ill.

Oliver Electric & Manufacturing Co.

*Railroad Axle-Light and
Locomotive Headlight Parts*

4221-23 Forest Park Blvd. ST. LOUIS, MO.

H. H. HEWITT
President

W. H. CROFT
Vice-President

MAGNUS COMPANY
(INCORPORATED)

JOURNAL BEARINGS

—AND—

BRASS ENGINE CASTINGS

New York St. Louis Chicago

ELLIOT FROG & SWITCH CO.
EAST ST. LOUIS, ILLS.



Spring Frogs and Split Switches
Of New and Improved Patterns.

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

PACKING

For piston rod and
valve stem use only ma-
chine finished packing.

The Hewitt Company
NEW YORK :: CHICAGO



UNION MADE Alligators *NEVER* Leak

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

ALLIGATORS are Guaranteed

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

U. S. Ordered Over Three Million

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

Union Men! Demand ALLIGATORS

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

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

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

Alligator Oil Clothing Company
St. Louis, Mo.

Alligators Never Leak

**If Your Dealer
Cannot Supply you
Send us his
Name**

My Dealer does not carry Alligators.
O.L.P. 7

Name
Address
Dealer's Name

Yours very truly,