

Shopmen's Picnic at Amory Was Great Get-Together Affair

By C. E. DAUGHERTY

One of the most enjoyable events of the year on the Southern Division was the Amory Shopmen's Picnic on Aug. 14th, held at Cotton Gin about three miles from Amory on the Tombigbee River, a historical spot where once stood a thriving town of the early days, which was then the county seat of what is now three counties in Mississippi. When the old Kansas City, Memphis and Birmingham Railway, now a part of our Frisco Lines, was extended down through Mississippi the town of Cotton Gin was moved to Amory and now all that remains is the stately oaks set out in regular order and marks the streets of the old town. In the days when Cotton Gin enjoyed prosperity, steamboats made this town one of their regular landings, serving that community in the same capacity that the Frisco provides the country's wants and needs. Just across the river from the old steamboat landing is a granite table marking the spot where the always friendly Choctaw Indians signed a treaty with General Jackson and ceded their lands in Mississippi before moving to the Indian Territory, now a part of the Great State of Oklahoma. Hernando De Soto on his march northward when he discovered the Mississippi River, crossed the Tombigbee at this point and history relates that he threw his brass cannons in the river, being unable to take them farther. In this environment on an ideal picnic day, with a bounteous supply of good things to eat and drink, together with a big crowd of happy Frisco employes with their families, could not be anything but a complete success. Mr. Gamble

and several others made short addresses which were appreciated by all, but the real credit for the success of the affair should go to Dave Briggs, general foreman and the local committee of arrangements and let's not forget the ladies, who provided the very many good things to eat. After the bounteous feast, games for the children, music and dancing for the old and young, was enjoyed by all until a late hour on that glorious moonlight night. One of the features of the day was a hard-fought battle between two chosen baseball teams. With only one bat left unbroken, the game was called, not on account of darkness, but by the announcement that the dinner was about to be served and after all the heavy sluggers had partaken of this wonderful feast they were in no condition to proceed with the game. All those present were pleased to have in their midst Mr. Jim Mayfield, ex-mayor of Amory, and one of the oldest residents of the community. It was Mr. Mayfield's father who settled in the early days on the Cotton Gin site and later moved his store to Amory, where the business is still carried on under the Mayfield name. A delegation of Memphis Shopmen made the trip to Amory as guests of the Amory crowd and nothing but praise was to be heard of the royal reception they received. All those present voted that the First Amory Shopmen's picnic was such a success that it was decided to make the affair a yearly occurrence and we are all looking forward to the picnics of next year and we hope many years to come.

party that would have been awful empty if she hadn't been there. Sure is heart warming the way that little dickens makes you feel when you hear him talk about you.

"Say did you ask information?" Did you read all the information he gave you on fuel and the proper way to use and conserve it, sure is interesting the way he has of giving you information and the way he gives it to you just makes you want more and more. Sure does cover a lot of ground to tell you how to do everything from how to conserve fuel to laying ties right.

And talk about the past, this little Mag of ours may be only one year old but she sure can go back and tell you things from the time the railroad started. Even goes far enough in the future to predict the new movie stars will originate on the Frisco and sure does get confession from the movie stars on this line without a bit of trouble.

That there Ben Lewis he sure can't do a thing but what the little devil sees him—kind of like living in a town with a lot of relatives that see everything you do and tell about it the first chance they get, but at that we are sure glad he is so wide awake as that there feller sure does have some interesting times to tell about and it sure is plum joyful to read about them—almost makes you feel that you are doing them with him.

Then that little feller just mixes up fun with work and information till you feel so good you can't hardly tell what you would do. Makes you laugh until you are about done up and then turns around and tells you how to cook like a French chef. I bet you that little feller has helped more lonesome girls to win a husband the last year than you'd imagine.

That little scamp sure does love babies, too, and sure does have a bunch of them hanging around him every month, and he don't bar crowds, either—the more the merrier seems to be his motto.

"That Kid of Our'n"

By L. A. MACK

Wasn't he the snappy little devil last month? All dressed up in red and white and one year old. Sure are proud of that little scamp and can't he talk some for his age? All brim full of life and everything. Sure is a credit to the work of our editor and reporters. Can't help but feel proud of him and the way he behaves for a one year old.

That kid of our's sure does beat the world and I tell you he sure is the only kid that has been talking and talking sense ever since he was one month old, and sure does talk interesting, too.

Did you notice that pretty cake he had at his birthday party, sure did look good and all those kids he invited, bet it sure would make some of these presidential candidates proud to hold all these kids his friends, only difference is that our kid don't knock

the railroads so much when he talks and is already elected the best, so don't have to have a campaign to establish his popularity as he has had it from the start and everybody feels an affectionate interest in the little scamp.

Did you notice how that little scamp talked about Oklahoma on the first page of his birthday issue? Bet it sure did make the heart of that little Oklahoma kid at his birthday party glad to hear such nice things said about her and the pretty way that that kid of our's said them, too, is what counts?

You know that kid of our's don't show favorites at all, he just naturally won't hurt the feelings of anyone and he just naturally had to say something about Texas, too, and all the pretty pictures he showed of Paris, Texas, sure did make that Texas girl feel as though she had a place in that

"Frisco of Texas" Prayer

By W. E. Meek, Ft. Worth

Our parent road, which art in the north,
Frisco be thy name.
Thy wishes known, they will be done,
In Texas, same as anywhere.
Give us each month, our well earned share (of expenses).
Forgive our errors,
As we forgive those who error against us.
Lead our shipments not astray,
But deliver them properly.
For thine is the leadership, the glory,
And the revenue, forever. A-men.

Roadmaster Tells How To Prevent Accidents

By R. HOLLAND, Roadmaster, Neodesha, Kansas

Few track foremen place their hand cars on the track properly. Cars run from tool house on the track at right angle, one end is picked up and turned parallel with the rail, invariably this end of the car is held up until the other end is placed on the rail. This often results in personal injury. The turning end should be placed on rail, thereby avoiding any chances of injuring the hands of the men by coming in contact with the rail or causing any extra heavy lifting.

Track tools should be placed on motor or hand car in such a manner that when the car is in motion they will not jolt down against the wheels or cause men to rearrange them while the car is in motion, thereby resulting in personal injury.

In moving to point of work, all men should remain seated until the car is stopped. Often trackmen are injured on account of being allowed to stand on motor car while the car is in motion.

Motor cars or hand cars should not be started from the side—they should be started from the rear. This is the cause of a great many personal injuries on account of men stumbling or making a misstep and motor car running over their feet.

The men should be placed on motor or hand cars in such a way that they have a clear view both forward and back so as to observe any train movement in either direction.

Motor or hand cars should not be run around curves where the view is obstructed—they should be stopped and a flagman sent ahead and not proceed until they get a signal from the flagman, thereby avoiding any chances of coming in contact with trains, which generally results in personal injury.

On reaching the point of work, the motor car or hand car should be placed to clear the nearest rail at least six feet.

Sharp edged tools such as scythes, snaths, adzes and axes carried on motor or hand car should be protected by a sheath and scythes should always be carried knocked down, never fastened to the snath. It only takes a matter of a few minutes to attach the scythes to the snaths on arriving at the point of work, thereby avoiding any chances of personal injury to the men on the car.

Trackmen should never be allowed to jump from car while same is in motion or about to come to a stop, but remain seated until it is stopped. This applies to motor cars even if protected by railings.

Hand cars and motor cars should be brought under full control at all road crossings, street crossings, side walks, etc., until it is known that the way is clear. There are a great many personal injuries on account of not observing this rule.

Hand cars or motor cars should never be attached to a moving train—very dangerous.

Hand cars and motor cars should be kept at a safe and sufficient distance apart while moving to and from work according to the rules. This is very important as a great many personal injuries to trackmen result from this cause, and when cars are stopped for any reason, signal should be given to the cars following and it should be known that the signal is understood before car is stopped.

Hand cars and motor cars should not be run to exceed fifteen miles per hour and should be run through towns, yard, over road and street crossings, switches and crossovers at a safe speed.

Track foremen should carry proper flagging equipment such as flags, torpedoes, etc., on hand and motor cars at all times and be in position to do proper flagging.

Cutting of Rails

When possible to do so, rails should be cut with a hack saw and when cut with a chisel men engaged should not stand on the same side of the rail. The man holding the chisel should be on one side and the man striking the chisel should be on the opposite side.

All men engaged in cutting rails with chisel should wear non-glass goggles for the protection of their eyes.

Unloading Material—Especially Ties

There are a great many trackmen who are not experienced in the handling of ties and distribution of cars and it is a good practice to have one foreman in each car that is being unloaded in order to instruct the men in the proper method and manner of handling ties. This practice has resulted in avoiding a great many personal injuries on my Division.

Trackmen should not be allowed to unload ties from cars while the train is in motion. It is dangerous and will result in personal injury to the men engaged in the work. A great many railroads have adopted the plan of scattering the ties, making it necessary to unload them from moving trains, which in my judgment is improper and unsafe.

Unloading Ballast

Trackmen should not be allowed to ride on bottom dump ballast cars while the train is in motion. They have been known to dump while the train was in motion and on account of dumping men have been injured and killed. One case near Webb City, Mo., about a year ago on the Missouri Pacific Railroad.

In making long rides to point of unloading, men should not be allowed to ride on ballast cars, neither should they be allowed to ride on tie cars until they reach the point where the work is to begin—it is unsafe.

Tools

One of the greatest accident preventions is the proper supervision of track tools. Men should not be allowed to use battered head chisels, sledges or spike mauls, or badly worn jawed claw bars, track wrenches, that are worn oval jawed permitting them to slip off the bolt nut. The track gang tools should be examined by the roadmaster at least once a month and all such tools should be brought to the foreman's attention and should be turned in on the first store cars over the line and not used after they become in the condition mentioned above.

Trackmen should not be allowed to use bad order track jacks that are not in the proper working condition as it is very dangerous and often results in personal injury to the men using them.

Men in track gangs should not be allowed to work in bunches too close together as men are often injured on this account by tools in the co-laborer's hand. This applies also to unloading of material from cars—men should be of sufficient distance apart to avoid personal injury to each other.

Trackmen should not be allowed to tighten bolts on high trestles by standing on the outer side of the rail. This has resulted in severe personal injuries account of wrenches slipping off the nut and the men falling to the gauge side of the rail while tightening bolts on trestles.

Trackmen should not be allowed to pull spikes from the outer side of the rail on trestles with claw bars. Spike pullers should be used in connection with claw bars so that the work can be done by the man standing on the inside of the rail.

Trackmen should not place track jacks on the inner side of the rail in surfacing or leveling up track. The track jack should be worked on the outside of the rail, thereby avoiding any chance for personal injury and in addition to this result in doing the work better, as track jacks placed on the inside of the rail invariably throw the track out of line.

We had a personal injury caused by bridge men in constructing a pile trestle at the end of the span drove spikes in the piling about two feet apart on each side thereby making a ladder to climb from the ground to the deck. The bridge was about twenty-five feet high. Two years afterwards, after the piling had become thoroughly dry, the sap slightly decayed, the spikes became loose in the piling and the track foreman going from the ground to the deck used these spikes to climb up, and when near the top one spike pulled out and he fell to the ground breaking his

arm. This is a practice that should be avoided.

We had an accident in which a car foreman was sent out to load a damaged pair of trucks by the use of skids. One axle and the truck frame was in one piece intact, and one pair of wheels was detached from the truck frame. They loaded the truck frame and the axle which was attached; in loading the pair of wheels, this car foreman instructed the men to load it by hand, which they did and when near the top of the car, the wheels slewed, falling between the skids and injuring for life one of our best track foremen. This accident could have been avoided by attaching a rope to either end of the axle and placing four men on the car to prevent the axle from slewing. The accident was the result of improper method of loading this pair of wheels.

During the period of Safety Movement on the St. Louis-San Francisco Railroad, I have made quite a study of accident prevention to trackmen and others and so far as track men are concerned, I find that without the co-operation of every foreman handling track gangs it is a hard matter to reach success.

One of the most important things is to educate the foreman with reference to the different causes of personal injury to trackmen and get them interested in the safety movement, and when you have educated your foremen to properly instruct their men and guard against unsafe practices and unsafe methods of doing work, personally instructing his

men what he is going to do and how he is going to do it, it is my opinion that personal injuries to trackmen or a great per cent of them, can be avoided.

The roadmaster must take an interest in his foremen and talk these matters over with them and in turn the foremen do likewise with their men and in this way the biggest per cent of injuries to trackmen can be overcome.

In each personal injury on my division I investigate thoroughly, get all the data, as to just how the accident happened, what the foreman did to prevent it, if anything, write the accident up covering every detail and forward a copy to each foreman on my division, and have him advise me how the accident could have been prevented and what was in his opinion the cause of the accident. In a great many cases it will be shown it was a lack of proper handling by the foreman. After this information has all been filed the papers are sent to the foreman who had the accident with a request that he be more careful in the future and instruct him how he should have handled the matter. I find that this works fine. Most of the foremen desire to do their work in a satisfactory manner and handle their men without personal injury and by handling the matter in this way a great many injuries are avoided and unsafe practices discontinued.

There are many other items to which I might call attention in this paper, but for the fact that time allotted to me by your program is limited.

[How Mr. Faulkner Guarded Against Worry

By G. L. BALL, Superintendent of Safety and Insurance

Behind the cashier's window of a restaurant in Birmingham, Ala., there sits, for a short period each day, an old-time railroader, who watches with interest the ebb and flow of the noon hour rush. He receives no cash compensation; he comes and goes almost as he chooses, seeming to devote himself almost entirely to conserving his strength and energy.

How does he do it?

Among the several thousand employes of the St. L.-S. F. Railway, who, more than a year ago, took advantage of the opportunity to obtain insurance protection at a minimum cost under a group policy with the Metropolitan Life Insurance Company, was Frank G. Faulkner, division superintendent of the River Division. At that time Mr. Faulkner was fifty-nine years old, and had he applied for insurance as an individual, he might have had difficulty in obtaining it. However, no medical examination was required under our Group Plan, and his life was insured for \$5,000 without question, the Frisco and Mr. Faulkner jointly paying the premiums.

Now, fortunately as it turned out for Mr. Faulkner, there was a provision in the policy known as the "total and permanent disability clause." Under the terms of this clause, if any employe of the Frisco becomes permanently disabled through sickness or injury, before reaching the age of sixty years, he received from the Metropolitan, in lieu of the death benefit, monthly installments for a stipulated period, premium payments no longer being required.

December 14, 1923, Mr. Faulkner passed his sixtieth birthday, but he no longer was a Frisco employe. After more than twenty years of faithful service, a physical collapse forced his retirement on a pension, just four days previously. His illness continued for several weeks until finally his physicians came to the conclusion it would be an impossibility for him to continue to work. It was then that the Frisco placed him upon the retired list.

Little time was lost in putting all the facts in connection with Superintendent Faulkner's case before the proper officials of the Metropolitan

Life Insurance Company. Without delay they complied with the company's end of the contract, and on June 19th a check for three installments of \$90 each was mailed to Mr. Faulkner, under the disability clause of the policy.

And each month, for fifty-seven months to come, Mr. Faulkner will receive a check for \$90 from the Metropolitan, thus insuring his comfort and financial independence for a substantial period.

Mr. Faulkner is living in Birmingham at the home of his daughter, whose husband is the owner of two restaurants there. It is in one of these that he spends a few hours a day at the cashier's window, watching the crowds come and go, thus keeping alive his interest in things and people.

Calmly he looks into the future, for he knows that as sure as the first of the month rolls around, his check from the Metropolitan will come—a check that represents the foresight and judgment of a man who took to himself the lessons and experiences of others, and did not let the opportunity to provide for his future pass him by.

A Hay-Time Story

Once upon a time, in the great domain of Texas, where cows are steers and men are men, there lived an onerary coyote, who, because he had a sense of humor, climbed to the highest part of the level plain.

After looking lazily but carefully around, he sat his gaunt haunches down where there were no ant hills. Presently he pointed his nose toward the man in the moon, who was smiling, and gazed thoughtfully at the myriads of twinkling stars. Moved by thoughts none know, but some might guess, the coyote filled his lungs with the fresh night air and HOWLED.

And what a howl it was! Not of discontent, not of disgust, nor of triumph, or boasting, but a howl of human understanding and fresh subtle humor.

It was so different from the howls of his brothers that it attracted attention far and wide. It surprised even the coyote himself. It was good to hear. So the coyote howled again. And ever since, from time to time, he has been heard again, ever the same, yet ever new, creating a bond of understanding and good - fellowship among his brothers.

And in that vast section of this great land, covered by the rails of the Frisco, his howl is looked forward to almost as much as pay days. Selah!

MORAL: It pays to be different, even to the way you howl.

Safety First—Always.

DO YOU ENCOURAGE OR DISCOURAGE?

By HARRY THAYER, Memphis

How many times do you criticise a man for something he has done, which was not done right and then failed to tell him how to do it right?

It is one thing to find a job that is not properly done and another thing to criticise the workman and then show him the proper way to do it.

Remember, a man always welcomes constructive criticism.

When you see a man is not doing his work properly or enough of it; in calling his attention to those facts let the talk be between he and you. Take him off to himself and talk to him about his short comings.

When you become convinced he has become a failure and then take him out of the service, be sure you have done your part and that he has failed to do his.

When you administer discipline to a man to the extent of taking him out of service for number of days let him

know when he returns to work that it was unfortunate that he had to be laid off, and that you hope that he has profited by his experience.

If you fail to give him a talk he feels he is only back on the job for a short time, and that you are laying for him to make some misstep; naturally he will feel uncomfortable on the job, and a man whose mind is disturbed by the thought that you have something against him is not proficient in this day and time when efficiency is of such vital importance. The man's mind should be free from worry, either real or fancied, in order that he may put forth the best in him and give his employer an honest day's work for an honest day's pay.

Remember, every man has desires and inspirations the same as you have. You need encouragements, so does he. Always have a word of encouragement for the man who is trying to climb up.

Let Us Avoid Correspondence Bromides

By F. RYCHLICKI, St. Louis General Offices

Wish to advise
In view of the fact
I will thank you
Rush reply
Kindly review your records
This is to advise
Please be good enough to
I take the liberty
My dear Mr. _____
Operating on your _____
If my memory serves me correctly
Returning herewith
Without further delay
Advise by return mail
I invite your attention
Am at a loss to understand
Inasmuch as
Will be returned when they have
served our purpose
I will be glad
Hope our action meets with your
approval

I am an overcharge claim investigator. From out the not too remote past comes to me the word BROMIDE. Just what it meant, outside of chemistry, when introduced as a colloquialism in those days. I am uncertain, but think it was a stale saying or expression, so I am going to use it as such at this time and bring out a bunch of Bromides as are daily used a million times, not only by the railroad fraternity, but by the general business public.

When you consider that these bromides could be entirely eliminated in correspondence without detracting from the balance of the letter, in fact adding force by elimination and that there are possibly one million typewriters in daily use with operators in

the United States, by dispensing with these bromides, at least 15 million words need not be typed nor the energy expended in the operation, besides causing the inditer to think and use better language, substitute other expressions, thus creating pointed and brief paragraphs to assume proportions of force and clarity.

I am not a mechanical engineer, or I would incorporate in my letter the force expended in "finger" pounds by the operators in typing 15 to 20 millions of useless words daily. I venture we could make good use of this power if it could be concentrated. When I stated 15 to 20 millions of useless words, I figured that each operator typed one or two letters daily, but this should be multiplied by 20 or 30 as I feel there are 20 millions of letters mailed daily with 6 to 10 useless words, but then why go on, figure it for yourself?

My duties are to adjust overcharge claims by correspondence and such files become from one-half to two inches thick, so when I plowed through files I gathered these bromides as listed above. I assure you the best of claims are dry reading, but when you read the same expressions in every letter, they get dryer than the Volstead Act anticipated.

When I come across a letter without these bromides, I read it over several times, ponder over it, get the good language and expressions, size up the business house or the railroad man and draw my pleasant commendation and conclusion.

The worst offender and 90 per cent in all letters is: "Wish to advise" and

his cousin: "Beg to advise," "I will thank you," runs well. "Rush reply," "Advise by return mail" (country style) have their followers. "Will you be kind enough?" and his brother: "Good enough" keep the typists busy.

"My dear Mr." (I am not supposed to use this as it belongs to the official family) looks chummy but as Goldberg says: "It don't mean anything."

The last expression is used extensively by our department and will probably be copyrighted later. We use it when we notify a claimant that we will pay more overcharge than he requested. I wonder if he thinks it would "meet with his approval." Maybe like an unexpected increase in our salary.

I leave the balance enumerated to the consideration of my dear readers, who can help out an investigator by eliminating such useless "chatter" and just answer correspondence with suitable words, each of which means something to aid the investigation.

Try it sometime, write your customary letter and after you read it, take your blue pencil and scratch the bromides. You will find the letter don't require them and is made clearer, briefer and pointed and relieves the tired reader to a wonderful extent.

I gathered these bromides within a short time and the list could be considerably augmented if I continued the search, but my good readers can enlarge the list from time to time.

Another thing, don't repeat in your letter what the other party asked— he or she has a carbon and knows what was asked you, just refer to date and file reference in full.

I was going to ask to eliminate the salutation "Dear Sir" and subscription "Yours truly, etc.," but I leave that for another day.

Record Terminal Fuel Consumption

The following report shows what can be accomplished by banking fires:

Engine 326, fire banked at 3:30 p.m., June 19th by Engine Watchman Wm. Finley. Engine held with banked fire from 3:30 p. m., June 19th to 10:40 p. m., June 22nd and made ready for service on a total of 48 scoops of coal. This included all coal used for a period of 78 hours and to get the engine hot ready for the crew.

Engine used in work train June 23rd on duty 11 hours and 5 minutes—20 scoops of coal used to bank fire and hold engine for 12 hours.

Stack cover was used in both cases.

My Most Embarrassing Moment

—As the World Wags:

Did you hear of the two Charming Young Women who attended the show together but were unable to get adjoining seats? One C. Y. W., thinking to arrange a trade of seats, asked her male neighbor if he was alone, and the brute replied: "Fly away, Birdie. I got the whole damn family with me."

—Boston Herald.

The FRISCO EMPLOYEES' MAGAZINE

Published on the Fifteenth of Each Month

By the

St. Louis-San Francisco Railway

Edited by FLOYD L. BELL

645 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 25,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 2**OCTOBER 1924****No. 1****Volume Two—Number One.**

The Frisco Employes' Magazine is getting to be a big boy. Here we are entering our second year and it seems only yesterday that a fond, but worried parent watched the little fellow go forth into the world for the first time.

In this second year of the Magazine we hope for many things—for many improvements and we feel a serene confidence that these hopes shall be realized.

With your help we want very much to make the Magazine the very best in the nation. That is a goal difficult of attainment for there are many excellent railway magazines. But it is a goal not impossible. And we need these things to aid us:

We want more stories of actual experiences along the lines. Tell your own story or that of someone known to you.

We want more athletic news. Surely there are a sufficient number of Frisco men and women interested in red blooded sports to enable us to fill, each month, two pages of the Magazine.

We want, also, more live, vital "Safety First" items. Haven't you in mind something to aid that department?

And more stories from heads of departments about the workings of those departments. More stories, also, of the men along the track, of the men in the cabs and on the trains; more stories from station agents; more stories from telegraph operators and more from every other possible source.

Never forget that it is "your" Magazine. We want you always to feel the keenest possible interest in its welfare and its contents.

Springfield—A Frisco City

Familiar, indeed, to most of us are the scenes featured in this issue. And yet familiar as they are, their beauty and attractiveness never cease to allure.

Springfield—the Missouri one—is one of nature's most beautiful spots and the energy and industry of its citizens have done much to enhance and to bring forth these beauties.

It is a matter of real pride that Springfield is a "Frisco City." Its very pulse beats in accord with "railroad time." In the Frisco shops at Springfield and the general offices uptown are employed some 3,500 men and women. Which means that some 10,000 people, at a low estimate, in the city are directly and vitally interested in the Frisco—a number sufficient to make quite a city of itself.

And the Frisco is proud of Springfield and feels a pleasurable warmth in its anticipation of the city's future growth and prosperity.

The Country Is Safe

No man, nor men, nor demagogues may successfully preach the doctrines of Sovietism and Bolshevism in this prosperous land of ours.

Avaunt, ye wild eyed, careless lipped orators of the soap box and the street corner. America's prosperity and its future are alike assured and no mouthings of yours shall tear down this wonderful structure—the envy and the model of all.

Have faith always in the United States and your faith will never be unwarranted nor misplaced.

October

Of all the months, we like October best. As we wrote that line it occurred to us that possibly this may be because it is our natal month. But quite aside from that, we have a fondness and an affection for October.

To us there are no "melancholy days" in this great, glorious brown month. The very air seems surcharged with a freshness and a purity uncommon to most months.

October—aye, and it's a grand old month.

Hay Fever? Ask Mr. Casey

It is quite the popular thing these days for a magazine or newspaper to carry a health department in which notables of the medical world give advice on prevention and cure of