



Frisco Family News



Eddie Bernard, the World's Worst Golf Player—and Admits It

This, folks, is Eddie Bernard, the author of those clever little stories on "How to Play Golf, by an Experienced Kelly Pool Chump."

Eddie writes some of the best stuff that is submitted to the editor of this magazine. He confesses that he knows as little about golf as Chick Evans, Gene Sarazen, Jock Hutchison and Jim Barnes combined. He says that his idea of the proper stance is one foot on a brass rail an elbow nonchalantly leaning on the mahogany and one arm crooked at the elbow. But he says he has been unable to find the proper tee for this.

Eddie uses an iron for most of his difficult shots—he says a machine gun is preferable on some of the courses he has played. He is the world's worst golfer, and cheerfully admits it. "There is distinction in being either the best or worst at anything," says he, "and since I have found others who have thought themselves better than I as a golfer, and have proved it, I shall win fame and honor as the worst."

The Editor—His "Colyum"

"The time has come," the walrus said, "to talk of many things."

Going on a vacation within a few days. It will all be over when you read this, and like the hospital operations, we trust it will be "entirely successful." Which brings to mind a remark made by our Vice-President in charge of traffic, Mr. J. R. Koontz. Last year, when Mr. Koontz first came to the Frisco, he found that there were men on the rolls who had never taken a vacation. Immediately went forth a request from Mr. Koontz that every employe arrange for a vacation. "For," said he, "I know of many men who can do twelve months' work in eleven months, but I never knew a man who could do twelve months' work in twelve." You get the idea, of course. Brain fag, fatigue, mental weariness, all these things creep on one who sticks tightly to the job. Give the best you have in you while at the desk or on the job anywhere, but you owe it to yourself always to take a momentary lull, a respite from the daily routine. You will be the better for it afterward.

Attended the meeting of the Missouri Press Association in Kansas City the last week in September, and as usual enjoyed every moment of association with the editors. But they sort of hit a raw spot with us when they attacked publicity agents. With the paid press agent we have no sympathy. The days of editorial work on metropolitan and rural papers are still too fresh in our minds. We vividly recall how hard it was to get rid of some of these pests. But the publicity agent of today is not a press agent, and some of the best material that comes to you through the public press is suggested by the keen witted, alert publicity agents, who are always keenly alive to the possibilities of good news stories. The publicity agent, who is worth the name, does not flood the press with propaganda, the time has passed for that. He does keep the press, and through that the public informed of activities of his organization, which make real news and interesting "copy."

Funny thing—a newspaper man calls all articles submitted, "stuff." But some correspondents seem never to learn that and to feel that there is a bit of resentment due when the

editor speaks of their excellent material as "your stuff submitted last month."

In spite of all we can say or do, there are some who cannot keep in mind the forms for this magazine close on the 25th of the month preceding issue. For instance the forms for the November issue, which is printed October 10, closed on September 25. Yet as late as October 6 we received copy from correspondents with a note asking that it be "used in the next issue." Sorry, but it just cannot be done.

There is one place we have no reporter who sends in copy consistently, that is Dallas. Hope someone down there reads this and applies for the job. It doesn't pay anything, boys, or girls, but think of the fun.

John Robinson Circus Pays High Tribute to Frisco Service

Enroute, Sept. 7, 1924.
File 19-K.

Mr. H. H. Brown,
Supt. Northern Division,
Frisco Lines,
Ft. Scott, Kansas.

My Dear Mr. Brown:

It is with the greatest pleasure that I wish to call your attention to the service that we received on the Northern Division, with our circus train.

The service that we received from the boys on your division was 100 per cent I assure you, and indeed a great pleasure to have our circus train travel over the Northern Division. I must make mention of the high class service that your Asst. Supt., Mr. C. M. Lierd, rendered us on our moves. The special service that he gave our train was the best that we have had this season, on any railroad.

I hope that we may have the pleasure of being on the Northern Division again next season, with our circus, and then I hope to have the pleasure of meeting you personally.

You will please acknowledge this letter as per route inclosed.

Yours very truly,

W. M. THOMPSON,
Supt. Transportation,
John Robinson's Circus.

WMT:MT.

Mechanical Department Kansas City

H. L. Shivers, Reporter

At a railroad crossing at MP 288.5, just out of Pierce City, we noticed an undertaker's sign painted on a fence. Very appropriate, to say the least.

We are now operating trains 105-6, the Kansas City-Florida Special, with illuminated tail lights which add very much to the appearance of the train.

Thos. H. Curry, who for many years was employed as mill foreman at this point, but who is now on pension and living on his farm at Boicourt, Kans., was shaking hands with his many friends around the shops lately.

There has been organized among the clerks in the local freight office, a club, which bids fair to become one of the outstanding features of social life in Kansas City. This club was first organized in the year of 1920, with six members, within four months the club had a membership of 85. This year the first meeting of the season, 31 members were enrolled and 20 more joined the ranks on the second meeting. The club usually disbands during the summer months, but this coming year it is hoped to continue with the activities throughout the year.

First, the object of the club is to foster acquaintance among the younger element of both sexes; to promote clean association through which sociability may be fostered, to entertain members with various forms of recreation through which harmony and strong co-operation may result. In general, the art of dancing may be advanced, as this is one of the principal forms of recreation after every meeting. Dances are sponsored by the club for the purpose of deriving money whereby members may be more lavishly entertained, as dues are only fifty cents per month.

The club has not for its purpose the object of making any money from these entertainments, but every cent is spent for the welfare and sociability of its members. Members vote as to manner money is to be spent and form of recreation desired. Meetings are held twice a month at Fuges Hall, 43rd and Bell Streets, where entertainments are also held. Following are the officers of the club:

President, Louis Poncik; First Vice-President, Miss Frances Westerman; Second Vice-President, Joseph Kramer; Financial Secretary, Joseph Savernick; Recording Secretary, Miss Thresa Barrett; Corresponding Secretary, Miss Sadie Hollaran; Inner Guard, Joseph Mondt; Outer Guard, Chester Combs; Sergeant at Arms, Wm. Barrett; Executive Chairman, Gustav Gabauer.

HELP WANTED—Mold maker. We are seeking the services of a man who is capable of making new patterns and molds in connection with a large casket manufacturing company. State your experience fully. B-17. Want ad in "The Lighting Line."

One job we would not be any good

on, as we have never as yet occupied a casket, therefore do not know how they ought to be made.

A young lady, weighing eight pounds arrived at the home of Gail F. Reece, machinist apprentice, September 21.

A. C. DeFries, division storekeeper at this point, has devised what we believe to be the most economical and satisfactory method of marking material bins, by using a tin tag 2x4 inches on which the name, pattern number, etc., has been stamped with half-inch steel figures. By using a tag of this description, it is possible to keep castings and bins properly painted by the spray method. In spraying the paint, of course, the tag will be painted over, and in order to make the tag legible, it is only necessary to wipe the face of the tag off with a piece of waste, moistened with turpentine. Aside from the permanent feature of the tin marking tag, they add very materially to the appearance of the bins.

Passenger Traffic Department St. Louis

By Mollie S. Edwards, Reporter

Just a wee bit of news from the Passenger Traffic Department. Things are a little quiet now since vacations are about over. All looking forward for next year.

Johnnie Krauss spent a week in the country, fishing, eating and attending barn dances given in his honor. Surely Mike doesn't envy him!

The hospital had a guest for a few days from the "Milk Department"—Eddie Grob, who joined the "tonsillitis fraternity," reports a most enjoyable time while there.

The city ticket force was honored by adding to their list of names Elmer Elmer Herries, formerly ticket stock clerk of this office. We all extend to Elmer congratulations in his new position. Elmer says he will be glad to have visitors during his lunch hour, for he will get homesick for the bunch. Don't rush!

Clarence Flint had a most delightful trip to the Ozarks and from the kodak pictures, makes one feel like taking another vacation.

Harry Taffe was called home account the death of an aunt. We all extend our sympathy.

Sid Wilson spends his vacation every Tuesday evening after work bowling. Anyone desiring to take lessons please call Colfax XYZ. The best of results or your money refunded.

W. G. Rodenroth and family spent a few days at Keokuk, Iowa, enjoying all the good things to eat, that one usually gets on a trip to relatives or friends. Mr. Rodenroth reports a most enjoyable time, only that it didn't last long enough.

We have two names to add to the roster, Arthur Laws, clerk to M. A. Murratta, and Art Hihn, efficient office boy. Welcome to our depart-

ment, and keep smiling with the rest of us.

Ernie Ritchey and family spent a most enjoyable vacation at Flint, Mich. From the looks of Ernie's coat of tan, he must have spent much time swimming and fishing. The size of the fish, well, we haven't learned.

And what do you know, Lee Madden has a new powder blue overcoat. Some style to Lee. From reports he is to attend the Veiled Prophet Ball. Wonder who the fair lady is?

Harrison Will, city passenger agent, and wife report a nice time attending the City Passenger Agents' Association Convention, held in Buffalo, N. Y. Harrison says the trip to Canada didn't last long enough.

Well, now that it is just about time to close this gossip, must tell you that I spent two days at Truesdale, Mo., on the Wabash, fishing. How many, well, if I told, you wouldn't believe me, but anyway we had plenty to eat.

C. J. Letts, general agent Frisco Lines, with headquarters at Los Angeles, asks us to remind you that he is very much a part of the Frisco Lines. Therefore, we remind you of it.

Accounting Department West Shops—Springfield

George Reeves, Reporter

Dick Tyack, generally referred to by Frank Kerswell as "that little Cornishman," in the link gang, has deserted the ranks of the single and was married to Gladys Allen, daughter of John D. Allen, our foreman of the tin shop, on August 24th. We are reliably informed that Dick was so flustered he forgot to take his pocket-book along, and had to borrow money with which to pay the minister after the ceremony, however, Dick has squared himself by passing out cigars to the boys who all wish the happy couple hearty congratulations.

We believe we have the champion cucumber eater of the world in our midst, and would like to hear from anyone who knows who can eat more. The fellow in question is Don Wilson, one of the day watchmen, and he swears on a stack of Bibles that he can consume one quart of sliced cucumbers at two meals per day; that is a quart at each meal. And John Hurley, garden supervisor, says it must be so, for his cucumber patch has suffered at the hands of someone.

Ed. Foster tried to make a fish out of his Ford coupe last Labor Day. He was out in the country and started to ford a river, and got right in the middle and killed the motor. Well, Ed. decided, then and there, his Ford would take at least three days to properly dry out. He went to a nearby farm house where he procured the services of a team and its owner, hooked on to the Ford and pulled it out, and started for the farm house. While being pulled down a large hill, Ed. decided he had better put the car in gear in order to hold it back. Well,

he happened to have the ignition switch on and when he threw it in gear it started the motor, and Ed. came pretty near buying a team of horses and burying the poor farmer. Anyway, he managed to be back on the job next day, after he had made arrangements with the farmer to stay two or three days with him while the Ford dried out.

G. H. Eskridge, machine shop foreman, is away on his vacation. Understand his first stop will be Chicago. I will have to wait until he returns in order to tell you where he will go from there.

A. C. Reeves, erecting foreman, reports a splendid trip through the northern states and Canada during his vacation.

J. P. Hurley, our chief power plant engineer, and a farmer friend have formed a corporation known as the Greene County Bird Dog Co. The breed of dogs they are handling are known as the "stub tail Mexican pointer." and need no training whatever. They go out in the field at the age of three weeks, bring in the birds and leave them on the back porch. The only thing they do not do is to prepare the game for the table. According to Mr. Hurley, one of our ex-governors has purchased one at a very handsome price. Mr. Hurley will be very glad to furnish information to anyone writing him for same.

Car Accountant's Office

Mary Howell, Reporter

Mamie and Amy Bradley and Mildred Truman are spending their vacation in Chicago, Buffalo and other eastern points.

Belle Stewart is vacationing at Little Rock, Ark.

Bertha Arnold left August 16th for Colorado Springs, Colo., to visit relatives.

Our office boy, "Bill" Jones, has been absent this week. He is attending the State Fair at Sedalia, for Bill plays the biggest horn in the justly celebrated Boy Scout Band.

Rubena MacMillan must have a supply of 1½% on hand, for after the suitcase losing episode, she came in the other day inquiring on what day Labor Day comes. It's always on Monday, Rubena.

Vera and Coila Melton have much to say of California climate, movies, seashore, moonlight, etc., for they have just returned from a two-weeks' vacation.

Margaret Butler, our office "baby," spent a few days at Hollister and Branson recently.

Anna, don't look so lonesome. The Union Pacific and Santa Fe are still issuing passes to Denver and you haven't had yours this year either.

Mrs. Alta Smith, head of the per diem department, returned today after a week's vacation.

Mrs. Bosley took her first trip to Kansas City last week, reporting a fine time and thinks it a "wonderful" city.

Picture of Employee About the First of September

(Note—keep this on file for reference next February.)

7:00 a. m.—"Well, it looks like another hot day."

7:30 a. m.—"Any mail for me? Yep, here's some mailgrams."

8:00 a. m.—"Gimme a record on this car—"

8:30 a. m.—"Gonna be hot today—I can feel the heat now."

9:00 a. m.—"Messenger, bring me back a dope, will you?"

9:30 a. m.—"Gosh, I hope it rains, it'll kill some of the heat."

10:00 a. m.—"I wonder what's dooin at the lake tonight? Wish I was in there now."

10:30 a. m.—"Well, it ain't so long till lunch. Bet the beanery has same stuff as yesterday."

11:00 a. m.—"Great Scott, I'm about to burn up."

11:30 a. m.—"Watch me eat about two gallons of ice cream at dinner."

12:00 m.—"Whew, this is the hottest day this year."

12:30 p. m.—"Guess I might as well get back to work, I know I'll burn up before quittin time."

1:00 p. m.—"Gosh, ain't it hot?"

1:30 p. m.—"Whe-e-ew, shore is hot."

2:00 p. m.—"I don't see how I can last much longer. Whew."

2:30 p. m.—"Feel that breeze? Gettin' cooler. Hope it rains."

3:00 p. m.—"Who's going home?"

(Hoping to get free ride to town.)

A Modern Samuel Pepys Visits the General Offices

(Without apology to Samuel or to his successor, O. O. McIntyre.)

Awoke betimes—darn that alarm clock anyway—and after a hurried shave to make myself presentable, boarded the trolley for the Frisco offices downtown. Was able to thoroughly peruse the morning paper before arrival at Ninth and Olive. Noticed an item to the effect that the Frisco Lines have spent more than two million dollars in double tracking during the past two years. Believe our railroad is becoming known to the public press.

Arrived at the office, saw Judge Evans alighting from his coach, magnificently arrayed in new fall suitings. The judge walks with a dignity which I fain would—but never can—simulate.

Saw President Kurn entering the elevator. To my respectful greeting he replied, "Yes, and it's mighty cool, too."

There is Joe Hilton wearing a red cravat. And a brave affair it is, and a brave man must needs he be who wears it. Am curious to know how it will be received in the executive offices. But Joe's cheery smile takes away thought of the sartorial equipment.

There is Fred Deicke leaving the lift at the eighth floor. Has a profound expression on his countenance

this morning. I wish I might know of what he is thinking. Ah, here it is, he greets a friend with the pertinent question, "What's the matter with the Browns?" It is my information that this refers to a nine of baseball players or men who masquerade as such. I eagerly await the answer to Deickes' question and am rewarded: it is, "Nothing, they're nice boys. I wish they could play ball." And me thought they did such.

Lee-Madden talking busily over the telephone, "reserve two lowers and an upper in ten tonight for Tulsa." I presume this must be a code language for to me it is frankly of the dead languages.

There is Mr. Nourse seated at his desk thus early in the morning. Wonder what that great stack of correspondence lying on his desk in front of him has to do with the problems of today.

And D. S. Brown, with an expression of beatific contentment on his face. Occasioned, we learn, by the fact that he is convinced one Mr. LaFollette cannot possibly be elected to the presidency of these United States.

"Judge" Small with his smile that seems a permanent fixture with him. Wonder what he is thinking of. You will never know for the "Judge" is a discrete man, and a silent one when silence is most golden.

A. H. Jones with his pipe, without his pipe he would not be "Bert" Jones. And Chester Kratky accompanying him. Chester is getting new material, we think, for "Chester Says" column.

Some General Office Notes

By Jerry, the Office Boy

The years pass rapidly by—all too fast—but the Frisco paymaster remains always Young.

Charley Michelson recently took a ride in an airplane. Asked about his sensations, he replied, "Oh it's nothing new to me, I've been up in the air so many times. And smooth, say boy, I just sat back there and imagined I was riding the Meteor to Oklahoma, not a bump or a jar."

Loretto A. Connor, editor of the Homemaker's Department, has been on a two weeks vacation trip. And during her trip Miss Connor gathered much new material for her department, the results of which will show in succeeding issues.

W. L. English, late of St. Louis and Bentonville, now a full fledged resident of Springfield, spent several days in the St. Louis General Offices recently. Mr. English says that the Ozark Ozone is causing him to grow plump.

O. D. Chalmers has been causing some uneasiness by "orating" violently to himself during the noon hour back there in his corner on the eighth floor. But the unrest was stilled when it was learned that Chalmers is completing a course in law and is merely rehearsing some of the pleas he will make before the Bar of Justice before long.

BIRMINGHAM TERMINALS

By John L. Godsey

R. B. McKee, who has been in charge of the construction of the new East Thomas yards, returned to St. Louis late last month. Mac was accepted as a member of the bunch and made a lasting acquaintance with all the employes. We hope he will return again some day to build another yard. H. G. McCoy, who had the distinction of installing the machinery in the new shops, also returned to Springfield.

William L. Lawson, blacksmith, appears to be the best satisfied employe at East Thomas, as the new blacksmith shop has just been completed and was equipped with a new 2,000 pound steam hammer. We're going to use that hammer to crack some of the Xmas nuts that can't be cracked with an ordinary set of teeth.

Holland Wilson advises that he can now furnish us with another baby picture; but we would like to have a picture of that first little girl.

J. B. Tyler, roadmaster, is spending his vacation coasting around in his car somewhere in Georgia. He likes to be on the road, if it's only a dirt road. A devoted roadmaster.

The biggest sensation so far was the camping trip down in Florida, which included J. A. Whitten, John Connley and R. W. King as guests of a special party. We can't relate all that was said upon their return, nor is it possible to describe all the fish caught, but one member wished an eye opener to open up his eyes—all from loss of sleep. It is understood that you can fish all night on this lake.

Mrs. McGowan is endeavoring to take a month's vacation visiting friends in Louisville and other points.

We are greatly indebted to William (Bill) McCaffry for the following for which we hope he will take the blame:

"A. P. Carden is recovering from injuries received when he fell over three chairs and a desk getting to the phone when someone said, 'your wife wants to speak to you.'"

E. Rosebrough saw a saw sawing one day, and he said, "Of all the saws I ever saw, I never saw a saw that saws like that saw saws." Who wonders he was a coal digger way back yonder?

Yardmaster J. C. Frazier bought a package of cigarettes the other day and the yard clerk who works the same shift is being praised for his thriftiness, having slacked up on smoking 75 per cent.

Bill Francis, at the local freight office, wishes to contribute the following:

Charlie Silliman, the bachelor warehouse foreman has returned home from a week end spent in Ohio. There was even betting that he would come back double. Say, Francis, you don't know Charlie—I almost got my block

knocked off talking about his wedding last year.

G. O. Wright, the lovable old man of the freight house, is spending 30 days in Asheville, N. C., for his health. The entire Terminal is well acquainted with Mr. Wright, who has been handling the checks for the last 20 or 30 years, and all hope he will return soon.

"Little Pim" took another flyer to the country. "Muscadines" was his excuse this time. He is going to talk too much to some of those Coal City "Muscadines" on some of those trips.

Chief Johnson is showing his age a great deal since he got into the "grandpa" class. Didn't he also get a new set of teeth some time ago, Bill?

William McCaffry is the latest one to be receiving congratulations. This is another girl. Looks like some of these proud fathers would give us pictures sometimes—they would look nice on the baby page.

While on a recent visit to Springfield, the writer had the pleasure of meeting Martha Moore, reporter for the Mechanical Department. Miss Moore's writings in the magazine are very interesting and are somewhat typical of her personalities, but to be acquainted with this lovely girl is indeed a great pleasure. Miss Moore is known all over the system and liked by everyone, especially in Birmingham.

Southwestern Division News Items

L. A. Mack and R. W. Harper,
Reporters

"Oh, Me, Oh, My! Another issue and not a thought in sight, no matter how much I scratch my head, or our heads, as there are two of us in on this.

H. R. Foley has returned from a thirty day vacation in California. Mr. Foley is considered quite an authority on the growing of oranges and lemons, but it seems as though the frost must have killed all the crop this year, as we have not received our usual box as yet.

S. C. Henry, fireman on the Southwestern Division has returned to work. Henry was injured in an accident to engine 4,119 at Tulsa. We are all very glad to hear of his return.

We have been having at Sapulpa, during the last month, classes conducted by O. B. Badger, who is in the employ of the state. These classes were conducted for the benefit of foremen, and feel that quite a lot of good work was done toward bettering the efficiency and co-operation of foremen at this point. I had the pleasure of being at the last of the twelve meetings conducted at this point, of which the theme was co-operation. The matter of correct co-operation was gone into very deeply, and there were brought out the harms that go with poor co-operation, the good points that go with good co-operation, the

remedy for our faults and the saving made by the Company by the co-operation of the men and foremen at all points.

The Association of Metal Craft and Car Department Employes of Sapulpa had their monthly meeting, Thursday, September 18th, at which they elected their officers for the coming year.

V. Mounger, J. O. Light and John White, delegates to convention at Springfield, made report on actions taken up at the convention.

Well sir, he's gone and done it. He went and divided his income and doubled his expenses. We were thinking for a while Dan Cupid was not going to visit Sapulpa this year, but he went and slipped up right under our noses without giving us a sign. Sure we mean that D. W. Lilly, general foreman at Sapulpa, married Ida Maloney, of Springfield, this month. Thanks, Bill, for the cigars and chewing gum.

Wish to make the following announcements: M. L. Guinney, chief clerk to master mechanic, has purchased his new fall hat. Any one wishing to know the style please write to R. W. Harper, timekeeper, Sapulpa.

Wonder why B. P. Myers' wife always asks him where his umbrella has gone? We don't know, but ask Mr. Guinney.

The Sapulpa Car Department Baseball team has disbanded for the season of 1924, with first place in the Sapulpa Twilight League. The Baptist team of the League won the first half of the split season, and the Car Department won the second half of the season. In the play off the Car Department team won by the score of 6 to 5.

On the 21st of September the Ringling Bros., and Barnum & Bailey combined shows were handled from Springfield to Okmulgee, a distance of 231 miles, over the Frisco. The handling of these trains was greatly commended by the officials of the circus, but the best part of the show was Superintendent Baltzell and his tiger. Some say that the picture of these two friends was delayed until Mr. Baltzell could persuade the tiger to turn his head away from the side his heart is supposed to reside on. Of course, we can't say that his heart was on this side on this date.

Why, oh why, did the Sapulpa force have so much to check in Tulsa on the 23rd of this month? Ask Mr. Myers and Mr. Guinney.

Nothing to report on our car steno. this month. She has only popped her gum six times and that don't count.

Myrtle McConnell returned from the circus at Tulsa safe and sound. Said there wasn't a soul there recognized her. Woah! Myrtle, didn't you go around the monkey cage?

S. G. Manlove, road foreman of equipment, has returned from attending the Traveling Engineers' convention at Chicago. Sam reports a good meeting while there.

Agricultural and Railroad Earnings for the Last Four Years Compared

Reports of Two Government Bodies Show Farmers and Railroads in Same Boat

Extracts from a report of the Secretary of Agriculture just published showing agricultural earnings in the last four years, and Interstate Commerce Commission figures on railroad earnings in the last four years are reproduced in parallel columns below.

The Department of Agriculture's statement appeared in the papers of Monday, August 25th; the Interstate Commerce Commission figures are made public by the Commission currently.

Attention is called to the fact that the Department's reports deal with the fiscal years ending June 30th, while the railroad years are the calendar years. Also that the returns of agriculture are reported by the Department of Agriculture on the assumed value of farm lands and buildings and equipment, while railroad returns are reported by the Interstate Commerce Commission on the basis of the Interstate Commerce Commission's valuation of the railroads at pre-war values.

1919 and 1920 were the most prosperous years in the history of American agriculture. On the other hand, in the years 1918 and 1919, years of mounting costs, the railroads under Federal control received only the standard return which was based on the average net operating income of the roads for the years 1914, 1915 and 1916. While the farm investor or farmer, therefore, was receiving peak prices for his products, the railroad investor was receiving not only no increase in actual dollars, but the value of his dollars had been cut in half.

HOW INJURIES TO EMPLOYEES OCCUR

The majority of personal injuries to Frisco employes are to the hands or feet. Most of them could be avoided if reasonable care were exercised. The injured man's first statement usually is: "It just slipped out of my hand," or "I didn't think it would fall."

By thinking, by practicing and by training to do work in a safe way, the Safety habit will be formed and many of these accidents won't happen. The railroad man owes this to himself, to his family, and to his fellowmen.

An accident is a mistake.

Don't make 'em.

Here are a few that occurred last month:

A brakeman unloading a crate of tin let it slip out of his hands and fall on his toe, severely mashing it. He lost 11 days' time on account of the injury.

A switchman operating a ground throw switch, put his foot under the falling lever—mashed his foot so badly he had to lay off 24 days.

An engineer shifting reverse lever had his foot on the boiler head, let the reverse lever slip out of his hand and mash his foot, causing a loss of 17 days' time.

A section laborer unloading ties from push car, let one roll off on his foot, causing the loss of 32 days' time. (This is only one of many.)

A car repairer walking alongside of rip track, stepped on a nail. Wound infected—lost 21 days' time.

A machinist tightening nuts on cross head pin when wrench slipped and mashed middle finger on right hand. Lost 25 days' time.

A car repairer repairing screens in a passenger car, made a blister on his hand which later became infected and he lost 35 days' time.

Farm Earnings According to the Secretary of Agriculture's Report

The Department has estimated for the five-year period return on all the capital invested in agriculture. It puts this rate at:

Year	Rate	Unit
1919-1920	6.2	per cent
1920-1921	0.6	"
1921-1922	1.4	"
1922-1923	3.1	"
1923-1924	3.1	"

The Department figures out the net income of the different years to have been as follows:

1919-1920	\$4,954,000,000
1920-1921	438,000,000
1921-1922	865,000,000
1922-1923	1,916,000,000
1923-1924	1,863,000,000

After the farmers had paid interest on their total farm debt the income left to them on their unencumbered capital was estimated to have been:

1919-1920	\$4,057,000,000
1920-1921 (deficit)	468,000,000
1921-1922 (deficit)	73,000,000
1922-1923	964,000,000
1923-1924	921,000,000

The Department's statement said that its studies "bear out the popular impression that American agriculture, since the slump of 1920 has not yielded a commercial interest return on its invested capital or a fair wage for the average farm operator and his family."

Railroad revenues previous to 1920 are not given above because similar figures for agriculture were not given in the Department of Agriculture's report. However, it should be remembered that the years 1917, 1918,

Railroad Earnings According to the Commission's Reports

Railroad earnings are reported by the Interstate Commerce Commission, in dollars, and in terms of rate of return on the Interstate Commerce Commission's valuations.

The rate of return on valuation has been as follows:

Year	Rate	Unit
1920	.31	per cent
1921	3.33	"
1922	4.14	"
1923	5.10	"
1924 (estimated)	4.9	"

In dollars and cents the net operating income of the railroads since 1920 the Commission has reported as follows:

1920	\$ 17,226,902
1921	600,937,356
1922	760,187,305
1923	961,953,130
1924 (estimated)	925,000,000

After the railroads had paid interest on their total debt, which includes their funded debt, their short time debt and other fixed charges, they had left as a return to railroad stockholders the following amounts:

1920 (deficit)	\$623,289,075
1921 (deficit)	61,437,782
1922	104,553,093
1923	295,827,586

In the Western grain rate decision issued last month the Interstate Commerce Commission said, "Despite a peak year in 1923 from the standpoint of traffic handled, it does not appear that respondents (railroads) made a fair return."