

## Playing the Game for Frisco Lines

WHEN the responsible officer of a rival railroad sent a circular letter to his employes, congratulating them upon their splendid showing in the reduction of freight loss and damage claims, and confidently predicting that the pennant for the lowest ratio would rest with his railroad at the end of the year, he reckoned without the Frisco and General Manager Fred Shaffer.

By firing straight facts and figures at the opposition, Mr. Shaffer literally impaled the rival officer on his own petard, in a letter to all employes under date of September 30. It will be good news to Frisco employes who are working valiantly and successfully—to keep their railroad to the forefront in the nation-wide campaign among railroads for further reductions in freight loss and damage claim payments.

Mr. Shaffer's letter follows:

"I am attaching hereto a copy of a circular letter addressed to all employes by the vice-president and general manager of a neighboring and competing railroad, commenting in baseball parlance (which appears to be the order of the day) upon the wonderful record made in the reduction of freight loss and damage claims and directing particular attention to the fact that a ratio of \$0.56 out of every \$100.00 freight revenue was reached in August and a ratio of \$0.84 per \$100.00 freight revenue for the period, January to August, inclusive, of this year, both records being the lowest in the history of that railroad, which it is felt if maintained throughout the year will win the 1926 freight claim prevention pennant.

"I know that every member of the Frisco family will be happy to learn that our ratio of freight claim payments for the month of August was \$0.49 per \$100.00 freight revenue (\$0.17 less than our competitor) and that our ratio for the first eight months of 1926 is \$0.74 per \$100.00 freight revenue, or \$0.10 less than our competitor who expects to win the pennant.

"The record that we have made and expect to maintain throughout the year is the result of the co-operation and support received from the employes in all branches of the service. It is a splendid example of and tribute to team work, so beautifully eulogized in baseball parlance in the poem by Edgar Guest, a copy of which I attach. The poem truly expresses the Frisco spirit in a manner more eloquent than I could hope to express it.

"I want to thank each and every employe on the railroad for the good work they have done and to ask of each of you your continued co-operation, support and assistance throughout the year and knowing that I will receive it, I have no fear of being overtaken by our competitor and feel certain that the 1926 freight claim prevention pennant among railroads,

handling a similar volume and class of traffic, will rest with the Frisco.

Yours truly,  
F. H. SHAFFER."

Mr. Guest's poem follows:

It's all very well to have courage and skill

And it's fine to be counted a star,  
But the single deed with its touch of thrill

Doesn't tell us the man you are;  
For there's no lone hand in the game we play,

We must work to a bigger scheme,  
And the thing that counts in the world today

Is how do you pull with the team?

They may sound your praise and may call you great,

They may single you out for fame,  
But you must work with your running mate

Or never you'll win the game;  
For never the work of man is done  
By the man with a selfish dream,

For the battle is lost or the battle is won  
By the spirit of the team.

It is all very well to fight for fame,

But the cause is a bigger need,  
And what you do for the good of the game

Counts more than the flash of speed;

It's the long, long haul and the dreary grind,

Where the stars but faintly gleam,  
And it's leaving all thought of self behind

That fashions a winning team,  
You may think it fine to be praised for skill,

But a greater thing to do  
Is to set your mind and set your will  
On the goal that's just in view;

It's helping your fellow man to score  
When his chances hopeless seem,  
It's forgetting self 'till the game is o'er

And fighting for the team.

### GEORGE N. PECK DIES

G. N. Peck, local Frisco agent at Imboden, Ark., lost his life while swimming in Spring River, at 6:00 p. m. on the afternoon of August 5.

Mr. Peck was born in Lapeer, Mich., December 1, 1877. He completed his course in telegraphy in his home town and went to Tennessee at the age of nineteen and began work as agent at Lexington in the N. C. & St. L. Railroad. He was transferred to Hatchie, Tenn., where he married Miss Ella Nerren in the year 1900. They afterwards moved to Perryville, Tenn., and then to Memphis, and in 1908 came to Imboden, where Mr. Peck accepted the Frisco agency and remained until the time of his death.

### ABOUT THE WORLD'S SERIES

There was sickness aplenty on Frisco Lines the week of October 3 to 9! Oh, yes, there was. Grandmothers were dropping off with convenient regularity—aunts and uncles suddenly developed dropsy, Bright's disease, hiccoughs or what have you—cousins and nephews were seized with malodorous maladies of one type and another—and the mighty Babe Ruth was in St. Louis with the Yankees, battling for the world's championship which never came, though the Mighty Bam broke almost every world's series record there was and almost gave heart failure to many St. Louis rooters.

It was a grand and glorious three days, October 5, 6 and 7. If there was a business concern within a hundred miles of St. Louis that did enough business to warrant keeping its doors open—well, there wasn't any. But what a time the boys and girls had!

Frisco Lines handled more than thirty extra sleepers on various overnight trains; ran two sections of Nos. 9 and 10, both ways; and special excursion trains from Springfield and other points, principally on the river division.

Most of the incoming Frisco fans fought shy of the general offices at Ninth and Olive Streets! No, there was no particular reason! They just didn't show up. John McCormack and C. J. Stephenson showed up the last day of the series in St. Louis, but they were among the few.

Among the out-of-town visitors (ah, this is good): J. E. Potts, Springfield, Mo.; R. C. Gentry, Kansas City, Mo.; F. A. Beyer, Springfield, Mo.; J. K. Gibson, Springfield, Mo.; O. H. Reid, Tulsa, Okla.; H. W. Johnson, Springfield, Mo.; C. H. Bergstrom, Springfield, Mo.; L. E. Elliott, Springfield, Mo.; J. T. Fite, Springfield, Mo.—and many others whose names have slipped. We didn't keep a registration list in the editorial offices. Didn't we just tell you they didn't come around?

Besides that, only the office boy was here to see that they registered. And we doubt if he stayed in the office. We weren't here to know about it, anyway!

#### Too Much

Ollie: "Olga, will you marry me?"

Olga: "Yes, Ollie."

They drove along in silence for about five miles.

Olga: "Ollie, aren't you going to say something?"

Ollie: "I think I've said to damn much already!"

## Car Miles Per Hot Box Increase 344 Per Cent Since 1921, Record Shows

### Campaign to Reduce Number of Hot Boxes Brings Total Down From 1,200 to 425 a Month

ONE of the most baffling problems in railroad operation is the elimination of hot-box trouble, mechanical men say. On every railroad in America strenuous efforts are being made to reduce this "malady" which is taking thousands of dollars in revenue from the roads each year. Since 1922 a strenuous campaign has been in effect on Frisco Lines to bring hot-boxes down to a minimum, and so well has the campaign succeeded that the car miles per hot-box in 1926 was 344 per cent greater than it was in 1921.

In 1921, September, the operating calendar showed up with a total of 1,200 hot boxes. The mechanical department "hit the roof," figuratively. There were several "hot" sessions about hot-boxes. Then the campaign began in earnest. Not a trick was missed to insure the reduction of hot-boxes in both freight and passenger service on the railroad.

The results warrant publicity. They are splendid and every employe on the road has a right to thump his chest with pride about the showing.

For in September this year, there were only 422 hot boxes on freight trains and five on passenger trains on the entire system. And this record stands in the face of 33,396,683 car miles made that month. In September of 1921, when the 1,200 hot-box record came to light, Frisco trains made only 21,142,511 car miles. To carry the average further: In September of 1921 the Frisco made only 17,619 car miles per hot box; while in September of 1926, the Frisco made 78,212 car miles per hot box, or an increase of 60,593 car miles or 344 per cent over the same month five years ago.

A hot box on a train can delay it for hours at a time. It may get so hot that the waste catches fire, and long tongues of flame shoot from out of the box. A box of this kind has tied up trains and put them into the terminals hours behind schedules.

But the cause of a hot-box, like many other sources of trouble, can be eliminated to a great degree. H. L. Worman, superintendent of motive power is the man responsible for the engines making their schedules over the line. If the train is delayed by a hot box or by any mechanical failure, he is responsible. Therefore he issued orders to the master mechanics, car foremen, box packers and roundhouse men that hot boxes

must be eliminated, and better attention must be given the inspection of the trains at terminals to locate trouble.

There are three major causes for hot boxes: dry waste, worn out brass and cut journals. The brakeman is the man who packs the boxes on line of road on freight and passenger trains, and on each train a supply of waste and oil is carried for emergency use. On passenger trains this supply is carried in the baggage car and on freight trains, in the cabooses. If the box is found to have worn out brass, the car is set out, and at the next station the agent is notified so that he may arrange to have new brass applied, and the car picked up by another train.

"It cannot be estimated in dollars and cents what a hot box costs a railroad," Mr. Worman remarked, "however we do estimate that every hot box that is set out on line of road costs us \$10.00, not to mention the delay and loss to the shipper, should it be a load."

There is only one way to pack a box, according to Mr. Worman, who says:

"Pull out all the old waste with a packing hook. See that the brass, and the wedge that holds the brass in place, are in proper condition. Take waste that has been thoroughly saturated with oil and twist up a roll and put it underneath the journal at the rear-end of the oil box. This is done in order to keep the dust and dirt from getting in through the oil box to the waste. Then proceed to fill the rest of the box with waste up to the center line of the journal. After this is completed, place a small handful of waste up against the end of the journal which acts as sort of a wedge to keep the waste from working out of the box."

Each terminal has its quota of box packers, who meet every train and inspect it thoroughly. St. Louis has four and this number is the same at the other large terminals, while other stations require the services of only one or two.

This showing is a splendid one, and is due to the untiring efforts of those directly connected with terminal inspection. The campaign which was started in 1921 has never for an instant lagged. Rigid inspections have been given at terminal points, and every precaution taken to avoid delay due to this cause.

## MEET AT TEN POINTS

### Accident Prevention Sessions Attract 200 Employes

TWO hundred employes and visitors attended the ten accident prevention meetings which were held at various points on the system, September 15 to October 8.

An interesting meeting was held at Ft. Scott, Kans., on September 15. W. H. Bevans, superintendent, acted as chairman. Twenty employes and twenty-three visitors were present. C. C. Mills, from the accident prevention bureau of St. Louis, assisted Superintendent Bevans. All accidents which had occurred since the last meeting were taken up and discussed, and reports of hazardous conditions were given careful consideration.

Another of the larger meetings was held at Kansas City, in the mechanical department, on September 21, when thirty men answered the roll call. W. B. Berry, master mechanic, acted as chairman, assisted by Harry Harrison of the accident prevention bureau, St. Louis. The injuries at this point for the month of August, 1926, compared with a year ago, showed a decrease of 6.3 per cent.

J. M. Flanigan, superintendent of terminals at Kansas City, Mo., called an accident prevention meeting on September 16, at which fifteen men were in attendance. A discussion of rough handling, train and car delays, damage to property and livestock on the right-of-way, took place, and many suggestions were offered for the good of each subject.

Harry Harrison, of the accident prevention bureau, St. Louis, acted as chairman of the meeting held at Hugo, Oklahoma, on September 17, which was attended by fifteen men. J. W. Bowler, general chairman of the engineers was an interested visitor.

W. J. Foley, master mechanic at Enid, Oklahoma, called a meeting at that point in the interest of accident prevention at which there was an attendance of fifteen men. Harry Harrison of St. Louis assisted Mr. Foley.

Meetings were also held at the following points on the dates shown, with a good attendance at each: Chaffee, Mo., September 27; Memphis, Tennessee, September 28; Kansas City coach yards, Kansas City, Mo., October 4; Springfield west shops, Springfield, Mo., October 4; Eastern division, master mechanic's office, Springfield, Mo., October 8.

## WELCOME VISITORS

George Daniels, pensioned engineer, and Mrs. Daniels passed through St. Louis on their return home to Fort Smith on the morning of October 8, after a three-months' visit to a married son at his summer home, Lake Boone, Mass., about thirty miles from Boston.

## A REAL VACATION

### C. J. Stephenson Takes First Vacation in 27 Years

MR. C. J. STEPHENSON, assistant to the general manager at Springfield, Mo., and affectionately known as "Steve" to thousands of Frisco workers, has blithely passed by the vacation period of two weeks for a total of 27 years. There has been nothing in the way of mountain scenery, fishing holes, or seaside resorts that appealed to "Steve" as much as staying on the job and devoting eight or ten hours a day to keeping Frisco trains on time and the work of the general manager's office in "caught up" shape.



Some how Fred Shaffer, general manager, heard that his right hand man had spent twenty-seven years without a vacation.

And one morning "Steve" was called on the carpet for the first time in his life.

"You are hereby instructed to leave this office immediately if not sooner, and not return to it for a period of two weeks, under penalty of the dreaded ire and terrible fury of the general manager," Shaffer told Stephenson. He smiled when he said it, but "orders is orders" and "Steve" prepared to vacate for a while.

"I didn't like it at all at first," he said. "The first forty-eight hours were like a nightmare. Then I decided to go fishing. I got hold of my son-in-law, Morris Jess, and we decided to take a two and a half day float down the Current River between Van Buren and Doniphan. I hadn't had a fishing pole in my hand since boyhood days, I guess, but we got a lot of tackle and plenty of old clothes and food and started out.

"Well, sir, I caught the first fish, and it was the biggest one of the bunch. On the first day and in the first couple of hours, I hauled in a two and a half pound bass. Jess never did equal it. Between the two of us we caught thirty-seven fish and they averaged one and three-quarters pounds. The rest of the time I loafed around home, fixed up some things around the place and drove through the Ozarks some. All in all I had a good time. I see now where I missed it by not taking the two weeks a year all of us are supposed to get. It freshens a man up, makes him feel better and gives him, in base-

## Otis Embry Heads Brotherhood of Locomotive Firemen and Enginemen



OTIS EMBRY



CHAS. L. GRIMES

MR. OTIS EMBRY, of Sherman, Texas, was elected general chairman of the Brotherhood of Locomotive Firemen and Enginemen at a meeting of the brotherhood September 23 at Springfield, Mo. The new general chairman has had twenty-three years' service with the Frisco and his record shows that he has never been involved in a serious accident, never has been out of service and has never lost a day as a disciplinary measure. He succeeds the late W. S. Blennerhassett to the position.

Embry was born June 7, 1880, in Wise County, Texas, near Decatur, and grew up in his natal state. He received a common school education at Decatur and later graduated from the Metropolitan Business College at Dallas, Texas.

His first service with the Frisco Lines was on August 19, 1903, when he was employed as engine wiper at Sherman, Texas. He made his first trip as a student fireman on October 5, 1903, and established his seniority as a fireman on November 4 the same year. He was promoted to engineer February 20, 1907, and in the same year was elected local chairman of the Brotherhood of Locomotive Firemen and Enginemen. Mr. Embry was a member of the general committee at Springfield in 1907 when the late W. S. Blennerhassett was chosen gen-

eral chairman to succeed Mr. Steel Campbell. In 1910 Embry was elected vice-chairman of the B. of L. F. and E., at the St. Louis meeting and in the following year he was chosen secretary-treasurer of the organization succeeding Mr. F. M. Yingling.

Mr. Embry was married on June 16, 1907, to Miss Edith Marie Jones of Fort Worth, Texas, and they have one son, Joe Otis, aged 14 years. The Embry's will make their home in Springfield, moving immediately from Sherman, Texas. His offices will be at 218 Holland building, Springfield.

Mr. Charles Louis Grimes was elected to the position of secretary-treasurer left vacant by Mr. Embry's promotion. Grimes was born June 19, 1889, at Moberly, Mo. He moved with his family to Clinton, Mo., in 1894, where he graduated from the Clinton High School, and was later married to Miss Mildred Adkins of that city. The Grimes' have two children, C. L., Jr., aged 12 and Jim Adkins, aged 10.

He entered the service of the Frisco on February 22, 1916, as locomotive fireman and has never been out of service since that date. Mr. Grimes was elected local chairman of his organization in September, 1921. He resides at 439 West Scott Street, Springfield, Mo.

ball language, a 'change of pace.' Yes, I'm going next year without being urged."

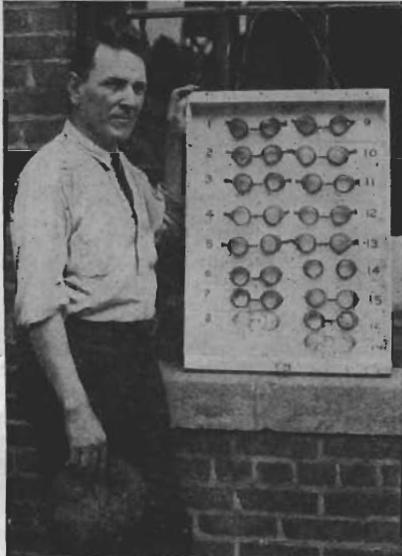
"I almost had to throw 'Steve' out of the office to get him going on that

trip," General Manager Shaffer said. In the accompanying picture, Stephenson and his son-in-law show the results of their float. Stephenson is on the right.

## Shattered Goggles Are Safety Reminder To Shopmen

**M.** L. RYAN is safety inspector of the West Shops at Springfield, Mo. Practically all of his time is spent in inspecting machinery and appliances and in instructing the men along safety lines. He is the only man with such a title on the Frisco Lines, with the exception of the representatives from the accident prevention bureau of St. Louis, Mo.

Mr. Ryan has only been with the Frisco since January, 1924, but since his arrival he has worked unceasingly



M. L. RYAN

and with remarkable results in the interest of accident prevention. Before he took service with the Frisco he had had years of experience in contract shops, two years with the Central of Georgia in electrical work and a number of years with the American Car Company inspecting new equipment.

"I have always been interested in safety from any standpoint, and especially have I been eager to see and eliminate every hazard in these great west Springfield shops," he remarked.

He has made a special campaign to see that the men who are engaged in hazardous work wear goggles, and he has been collecting and exhibiting the broken pairs which he finds—every pair of which has saved an eye.

"I have derived great satisfaction from collecting goggles, broken in the performance of hazardous work by the men, and knowing that through my efforts and those of the foreman, these men did not forget to put them on, and today they have their eyesight," he continued.

He went into his office and returned with a board, on which he had mounted seventeen pair of broken goggles.

"Each pair of goggles on this board has a story," he said, as he stood be-

side the collection shown in the accompanying photograph.

"The goggles shown opposite the number '8' are perhaps my most valuable pair, at least F. Sharp, the boilermaker who was wearing them at the time they were broken, says he would not take \$50,000 for what is left of them. He was busy in the operation of expanding flues when the snap came out of the gun and broke the lens in one side of the goggles. It hit with such force that it shattered the glass, but did not touch the eye ball. It was fifteen minutes before we could convince him that he still had his eyesight. We had to take him to a doctor before he would believe it, so great was the shock. He was one of the happiest men when he was finally convinced, I think I ever saw, and needless to say, he is one of my most valuable boosters in the safety work."

"How do you get your different messages to the men," he was asked.

"I find the bulletin boards of value, aside from my own personal instruction and warning. However, even a bulletin board can be overworked, and sometimes for a day or so at a time, I leave them all blank. Then when I again add posters, they create renewed interest," was his response. "I have a total of forty-four bulletin boards in the various shops here. There is one bit of advertising which the men hate to see me put up, and I do it only once in a while. I have a little glass case and inside of it a glass eye, and a pair of goggles. The lesson is obvious. Then men hate to see me give them this warning, but it always brings about an extra amount of caution, I find."

Mr. Ryan claims that most accidents are due to carelessness.

"Carelessness," he said, "is just a form of suicide, yet the term suicide does not altogether fit the case. The person who will not discard careless habits has a very good chance of meeting accidental death. In other words, of becoming one of the 70,000 who annually are victims of the habits of carelessness in industrial America. Thus the suicide and the person with careless habits, travel side by side."

The average number of accidents at the west shops is low compared with the number of men employed in the various buildings, and this low average is due to the co-operation which Mr. Ryan has received from the foremen and workers.

There is a unique system in effect, whereby each man who is slightly injured, or who accidentally injures a fellow workman, is asked to attend the monthly safety meeting as a visitor. Here he listens to the various recommendations and safety talks, and he cannot but help receive great benefit and an impression which will last.

## WM. C. BUSH CHOSEN

### Popular President Re-elected Head of Frisco Assn.

**L**OCAL No. 1 of Springfield, Mo., Frisco Association of Metal Crafts and Car Department Employes met on the night of October 8 at 214½ East Commercial Street.

The most important business of the evening was the election of officers and W. C. Bush, president of the local, was unanimously re-elected for a second term. Virgil Johnson and Chas. Melton were elected vice-presidents, and the following men were chosen as committeemen: Tom Ladd, A. E. Godfrey, Chas. Melton, J. F. Thompson, O. S. Bradley, Chas. Bailey, Roy Triplet and Joe Brandon of the west shop; W. C. Bush and Chas. Labounty of north shop; Virgil Johnson, Lon Van Winkle and Leaford Johnson of the south shop. Virgil Johnson, Tom Ladd and W. M. Shelton were also appointed on the executive committee.

Following the business session, the ladies were admitted to the meeting where they enjoyed an interesting program, the first number of which was an address by Harry Harrison of the accident prevention bureau, St. Louis, who spoke on safety. Frank Junkins, new general chairman, made a splendid talk on which he outlined the policies he expects to pursue in the discharge of his new duties. L. J. Leysaht, superintendent of south shops, and W. M. Underwood, former general chairman, were also present and made short talks. Mr. Walpert, president of the Monett, Mo., local, was a visitor.

Two wrestling bouts greatly interested the men, one a four-round bout between Carl White and Chester Ferguson, and the other a six-round bout between Jimmie Larkin and Kenneth Lee, employes of the Springfield shops. Otto Henderson refereed both bouts to the satisfaction of all present. Evelyn Jane and Jerry Coring carried off first honors in the Charleston contest.

The wives of the men present expressed themselves as willing to assist any other locals in arranging a ladies' auxiliary.

## FRISCO ASSOCIATION MEETS

The fifth annual meeting of the Frisco Association of Metal Crafts and Car Department employes was held at Springfield on October 23, in the assembly room of the Frisco general office building. Wm. Underwood, chairman of the association had charge of the meeting.

This meeting was called primarily for the purpose of discussing progress of the association since its last meeting, its aims and plans for the coming year. At the end of the morning session and after luncheon, H. L. Worman, superintendent motive power addressed the men.

## Flowers Thrive Amid Smoke and Cinders at North Springfield Shops



Flowers and shrubs thrive in hot houses and in gardens tended by expert gardeners, but H. H. O'Neal, gardner at the North Springfield shops has performed nothing short of a miracle in transforming the yards in and around these shops, into a perfect riot of color.

Most of the flowers which he has planted, and which go to make up the beautiful display are old fashioned flowers; snap-dragon, petunias, wild moss and bachelor buttons, beds of gaily-colored zenias and four o'clocks!

They grow, seemingly, out of chat and coal dust, and they grow profusely.

"I haven't any rule that I go by. I know of course, when to plant the seeds, and I just give them plenty of water to drink and that's about all," O'Neal explained.

It has always been told that flowers should never be watered in the heat of the day, or when the sun is on them, but employes going to and from work in these shops, find him watering his flowers in the heat of the day. Engines come into the yard blowing off the boilers, and the sediment is sprayed over the yard, but doesn't hurt the flowers.

The yards are a source of much comment from passersby on Commercial Street, where they can be seen to the best advantage and Mr. O'Neal is very proud of his accomplishments in the gardening line.

### "HOME OF THE CONCORD GRAPE"

(Continued from Page 10)

into this territory in car loads, and distributed broadcast.

#### 16,000 Acres of Grapes

At the present time there are approximately 16,000 acres of grapes in the Ozark territory along the Frisco. The yearly carload movement attests the rapid growth of this industry. During 1924 there was a movement of 248 cars of grapes from eighteen producing points; in 1925, 442 cars from twenty-nine producing points and in 1926, a total of 1,508 carloads from forty-five producing points. Springdale, Ark., alone, during 1926, produced 641 carloads of grapes. Exeter, Mo., was the second heaviest producing point, with 106 cars. This is, indeed, a remarkable development within so short a period, and the industry is still in its infancy. Undoubtedly within the next three or four years there will be a movement of from four to five thousand cars of Concord grapes from the Ozark territory. It is estimated the grape industry brought to the grape growers in the Ozarks during 1926, over \$750,000.00.

In connection with the encouragement of grape planting in the Ozarks, it was suggested that a fair average on an acre of grapes would be from

two and one-half to three tons. The average yield during the season 1926 far exceeded anything anticipated by those who were most optimistic. It is expected that when the final returns are compiled, the average yield for the entire Ozarks, on an average, will be between four and five tons per acre. Not only was the tonnage per acre a surprise to all, but the quality surpassed anything ever produced elsewhere. Letters are being received by growers from all parts of the country, testifying as to the wonderful quality and high sugar content of Ozark grown grapes. There have been many instances of most unusual returns per acre during this season. Mrs. O. B. Irwin, of Springdale, produced this year from one acre of grapes planted in 1921, over eight tons. Professor J. R. Cooper, in charge of the experiment station at Fayetteville, Ark., advised that on one acre he gathered over nine tons.

#### A New Industry

A new industry has come into the Ozarks. The Ozarks have often been referred to as "The Land of the Big Red Apple" and regarding its strawberries, as "The Strawberry with the Ozark Flavor." The slogan, "High Quality Canned Tomatoes" refers to the Ozark-produced tomatoes, and we now realize that it is also "The Home of the Concord Grape." It is truly, "The Land of a Million Smiles"!

### WORLD'S LARGEST SALT CENTER

(Continued from Page 12)

now in use, are capable of producing about 900 barrels of refined salt daily. The mine, which is worked on the "room and pillar" plan, has a depth of 1,000 feet and covers about 10 acres of workings. It is laid out in streets, avenues and alleys in much the manner of a city, and 60 per cent of the salt is taken out, with the other 40 per cent left in the form of pillars for support.

In connection with the plant, the company owns 32 four-room cottages for the use of its employes. They are all painted white like the other buildings of the plant, and each is equipped with water and lights. With the new addition the number employed will be increased to 165, and additional cottages will be required to house them.

And so here is another already large industry on Frisco Lines which is growing by leaps and bounds. It is important, too, as you know if you've ever tried a saltless meal. The next time you grab the salt cellar, stop and think of this Frisco industry. For the chances are good that the salt you're about to sprinkle over your food came from a Frisco industry, in a Frisco car, and to Frisco people.