

"Reckless Ray" Learns His Lesson in Safety and Carefulness

MAURINE HUFF, daughter of C. E. Huff, Frisco conductor, not only believes in safety and accident prevention, but this was the subject of a radio talk which she gave over Station KVOO, Bristow, Okla., recently.

Miss Huff is an accomplished entertainer, and each week broadcasts a story from this radio station. Many of them she writes herself. This one was particularly appealing, and she



MAURINE HUFF

received many comments, by letter and wire, commending her on the selection of the subject, and on the rendition of the story.

This particular safety story is named, "The Awakening," and evolves itself around the eighteen-year-old son of a modern family. He has been nicknamed "Reckless Ray" because of his careless driving of the family car.

His delight was to shave people—to just get over the track in front of an express train—to just stop in time to avoid an accident—all of which was a terrific strain on the nerves of the occupants of his car.

One Sunday, after a hearty dinner, at which time he partook generously of three pieces of rich mince pie, he fell asleep.

In his dream he witnessed his own careless driving which terminated in his death at a railroad crossing. As the engineer picked up his lifeless body, a man appeared bearing a sign, "The Public". He demanded Ray's body that the Public might punish him for his reckless driving. He was carried to the church where the Public might view the remains.

The minister read to the assembled throng, ten commandments for safety, which Ray had not observed, which were:

Thou shalt learn to approach railroad crossings with extreme care;

Thou shalt look both ways and listen;

Thou shalt be doubly alert if there are two or more railroad tracks;

Thou shalt always use good judgment at railroad crossings, that thy days may be long;

Thou shalt keep thy brakes girded with effective brake lining;

Thou shalt not kill the passengers in thy car;

Thou shalt not depend upon the driver of the "other car";

Thou shalt not try to beat the train;

Thou shalt, when in doubt, take the safe course;

Thou shalt **CROSS CROSSINGS CAUTIOUSLY!**

Then the Public lifted Ray up and threw him out in the street and threw cats and dogs after him. "You ran over me", screamed a cat. "You broke my leg", yelled a dog.

Down the street came a strange army of crossing gates and railroad signs. They began to shoot words at him, which were, "CROSS CROSSINGS CAUTIOUSLY", and soon he was covered with them.

All at once he awoke! It was only a dream!

But it had performed a miracle in Ray's life. Instead of calling him "Reckless Ray", they renamed him "Rational Ray" and made him president of the Safety First Club and his creed ever afterward was **CROSS CROSSINGS CAUTIOUSLY!**

HE MISSED THE QUEEN

"Well," remarked H. C. Hull, steward on Frisco train 3, as it pulled out of the St. Louis Union Station, and passed a splendid special train in the yards on the morning of October 11, "I'm not going to make this one." and he waved toward the train. A fleeting glance revealed several women at breakfast in the special diner.

"Make what?" inquired an interested passenger in the dining car.

"The Queen's special," he replied. "That car we just passed contained Her Majesty, Queen Marie of Rumania and I waved at somebody, and somebody waved back at me, but I presume it was one of her Ladies in Waiting!"

"Were you ever on any of those special trains carrying such people as Queen Marie?" he was asked.

"That was the reason for my remark," was his reply. "I was on both the Wilson and Harding special trains when they made trips over the country. But I'm not kidding. We can't have everything. I'm happy right here and every passenger that rides Nos. 3 and 4 will be served just as I'd have Wilson, or Harding or Queen Marie served."

BOWLING SEASON OPENS

St. Louis and Springfield Frisco Teams Meet November 25

FRISCO LINES bowling teams are again in their stride for the winter season. The Frisco Railway Bowling League of the St. Louis general offices has begun its winter's recreation work in earnest, in preparation for entrance in the national championships this winter.

The first inter-city Frisco meet of the year was held November 25, Thanksgiving Day, at Springfield, between the St. Louis and Springfield Frisco teams. The results could not be printed in this month's *Magazine*. During the 35-week season ending in April, the St. Louis bowlers expect to win in both the city contests and the national meet in Cleveland early in the new year.

Team standing and averages for the St. Louisans of Frisco Lines follow:

Name	G.	W.	L.	Pct.
Auditing	30	21	9	700
Interline	30	21	9	700
Passenger	30	18	12	600
Engineering	30	18	12	600
Revising	30	12	18	400
General Freight.....	30	12	18	400
Tower Grove	30	10	20	333
Freight Traffic	30	8	22	267

TEAM STANDING

High Three		
Interline		2936
Passenger		2701
Auditing		2598
Engineering		2585
Tower Grove		2573

High Single		
Auditing		1042
Interline		970
Tower Grove		934
General Freight		927
Freight Traffic		923

INDIVIDUAL AVERAGES

High Three		
Tschampers		663
Duffy		645
Burke		633
Tremayne		617
Koch		614

High Single		
Thielker		256
Tschampers		247
Lamont		232
Gauvin		229
Stoessel		225

REMEMBER CHRISTMAS SEALS

Christmas shopping takes up much of your time. Gifts for the children, a gift for mother, father and the husband, but—

Remember the work of the Tuberculosis Society and their 1926 Christmas Seals. The one which they have for sale this year is unusually attractive and will add a delightful bit of color to your tissue-wrapped gifts.

By buying these seals you will add to the fund that is cutting the tuberculosis death rate in half. The Tuberculosis Society has grown into a giant life-saving enterprise, annually spending more than \$100,000 on health-building and disease-preventing projects, which not only help the sick and undernourished, but safeguard your health.

Fuel Records Mean Fuel Economy

FRISCO freight standard for October, 165 pounds, performance 170 pounds, only 5 pounds above standard set. Passenger standard, 14.2 pounds, performance 15.3 pounds, 1.1 above the standard.

For the month of October, as will be noted, there were some unusually good records made in Fuel Economy:

Eastern Division

Engineer Ege and Fireman Finley on train extra west, engine No. 60, October 27, Springfield to Monett; 64 cars in train, 1,965 gross tons. On arrival at Monett 4 tons coal needed to fill tank—an average of 93 pounds per 1,000 gross ton miles.

Engineer Wright and Fireman Tyn-dall, on extra west, engine No. 56, October 8, Springfield to Monett; 61 cars in train, 2,311 gross tons, used 5 tons of coal for the entire trip—an average of 98 pounds per 1,000 gross ton miles.

Engineer Debo and Fireman Harris, on train No. 36, engine 48, October 9, Springfield to Newburg; 55 cars in train, 2,518 gross tons, 15 tons of coal needed to fill the tank on arrival at Newburg—an average of 100 pounds of fuel per 1,000 gross ton miles.

Engineer Beisigle and Fireman Napier on train first 32, engine No. 5, October 21, Springfield to Newburg; 54 cars in train, 2,505 gross tons, used 16 tons of coal—an average of 107 pounds of fuel per 1,000 gross ton miles.

Engineer D. E. Frey and Fireman Turner on train first 38, engine No. 7, from Newburg to Gratiot; 47 cars in train, 2,339 gross tons, used 15 tons of fuel—an average of 113 pounds per 1,000 gross ton miles.

Southern Division

Engineer Welch and Fireman O. L. Medsker on train No. 103, engine 1050, November 3, Springfield to Thayer; fuel performance 14.2 pounds per car mile, 1.3 pounds better than the standard set for the division. This performance obtained by close co-operation of the engine crew; every advantage taken by Engineer Welch to make the time in the most economical manner and an excellent job of firing by Fireman Medsker. A total of 788 scoops of coal used.

Engineer Haring and Fireman Ryan on train No. 106, engine 1060, Amory to Memphis, October 28; 9 passenger cars in train, used 7 tons of coal—an average of 12 pounds of fuel per passenger car mile.

Engineer Eighmie and Fireman Mathews on train No. 105, engine 1060, Memphis to Amory, October 25; 9 cars in train, a total of 1,152 passenger car miles, used 6 tons of coal—average per passenger car mile, 10 pounds.

Engineer Adams and Fireman Davidson were on engine 4010, train No. 136, Harvard to Thayer, October 8;

handled 2,345 gross tons, used 15 tons of coal—an average performance of 97 pounds per 1,000 gross ton miles.

Engineer Dobbs and Fireman Jones on extra north, engine 4000, from Amory to Holly Springs, October 21, 1,870 gross tons, 155,210 gross ton miles, used 6 tons of coal—77 pounds per 1,000 gross ton miles.

Engineer Jacobs and Fireman Humphrey on extra north, engine No. 17, Birmingham to Carbon Hill, October 21, handled 1,701 gross tons, used 6 tons of coal—an average of 112 pounds per 1,000 gross ton miles.

River Division

Mr. E. E. Nixon submits the following performance for publication:

On October 27th, engineer W. H. Adams and Fireman W. O. Finley on train 801, engine 1030 from Hayti to Blytheville, distance 25 miles, train consisted of 6 cars—average performance for entire trip was 7.5 pounds per passenger car mile.

Northern Division

Mr. A. Malmgren reports an unusually good run made by Engineer Phillips and himself on October 18, train No. 334, engine 1275, from Wichita to Neodesha. Handled 1,484 gross tons Wichita to Beaumont, 1,916 gross tons Beaumont to Neodesha for a total of 181,928 gross ton miles. Used 8 tons of coal—an average of 87.9 pounds per 1,000 gross ton miles. On duty 8 hours, 45 minutes.

Engineer Anderson and Fireman Killner on train first 131, Kansas City to Paola, engine 1333, October 27, handled 1,718 gross tons, used 7 tons of coal—an average of 82 pounds per 1,000 gross ton miles.

Engineer Kirkpatrick and Fireman Kell were on engine 1313, train No. second 131 from Kansas City to Paola, handled 1,697 gross tons, used 8 tons of coal. Performance of 89 pounds per 1,000 gross ton miles.

Engineer Jackson and Fireman Riggs on engine 1331, train third 162 from Ft. Scott to Paola, October 20; had 38 loads in train, 2,421 gross tons. Used 11 tons of coal—an average of 91 pounds per 1,000 gross ton miles.

Engineer Mullane and Fireman Stroud were on engine 1317, train second 162 from Ft. Scott to Kansas City, October 20, handled 2,735 gross tons. Used 12 tons of coal—an average of 88 pounds per 1,000 gross ton miles.

Engineer Parker and Fireman Schlingmann, engine 4135, train No. 136, from Springfield to Ft. Scott, October 8, handled 1,931 tons, used 8 tons of coal—an average of 80 pounds of fuel per 1,000 gross ton miles.

Engineer Kells and Fireman Baird were on engine 4141, train No. 136, from Springfield to Ft. Scott, October 7th, 32 loads and 14 empties in train; handled a total of 1,747 tons, used 8½ tons of coal—an average of 94

JOINS LEGAL DEPARTMENT



The appointment of Mr. Phil Donnelly, whose picture appears above, as assistant district attorney of Lebanon, Mo., was announced in the November Magazine.

Mr. Donnelly will have jurisdiction over Camden, Crawford, Dent, Laclede, Maries, Phelps, Pulaski, Webster and Wright counties in the State of Missouri, in the interest of the Frisco. He succeeds to the position formerly held by Frank H. Farris, deceased.

pounds per 1,000 gross ton miles.

Southwestern Division

Engineer J. Cullum and Fireman J. Carruth were on engine 1069, train No. 112 from Oklahoma City to Sapulpa, October 6; 9 cars in train, 945 passenger car miles, used 914 gallons of oil—an average of .96 gallon per passenger car mile.

Engineer D. Beeler and Fireman Wm. Dunham were on engine 4150, train No. 432, from Sapulpa to Afton, October 7; 60 cars in train, 237,042 gross ton miles, used 11 tons of coal—an average of 93 pounds per 1,000 gross ton miles.

Engineer J. Moore and Fireman S. Tolbert on train No. 434, engine 4154, Sapulpa to Afton, October 27; 271,062 gross ton miles; used 14 tons of coal—an average of 103 pounds per 1,000 gross ton miles.

Engineer L. Colvin and Fireman Saylor on train 534, engine 4134, from Francis to Sapulpa, October 28th; total of 226,340 gross ton miles, 1,712 gallons of oil were consumed on the entire run—an average of 8 gallons or 95 pounds per 1,000 gross ton miles.

Engineer O. P. Couch and Fireman C. Akins on extra east, engine 4152, from Sapulpa to Afton, October 26th, total of 251,748 gross ton miles; 13 tons of coal were needed to fill the tank on arrival at Afton—an average of 103 pounds per 1,000 gross ton miles.

HE STICKS TO POST

Although Partially Paralyzed, Engineer Fitzjohn Finishes Run on Central

ONE of the most heroic feats recorded on the Frisco for some time occurred on the morning of October 15, when J. W. Fitzjohn, Frisco engineer of 32 years' service on the Central Division handled his train from Winslow to Chester, Arkansas, a distance of twelve miles through steep mountain grades after having been stricken with paralysis.

Mr. Fitzjohn got down from his engine to oil at the Winslow station. Immediately after returning to his seat in the cab he felt suddenly ill. However, not realizing the seriousness of his condition, he kicked off the brake and started his train to Chester.

He turned to the fireman to ask his assistance, but found that he could not talk and that his right arm was paralyzed. Realizing that if he lost control of his engine, his entire train would back down the mountain, resulting in loss of life and property, he remained at his seat, and operated the throttle with his left hand, successfully bringing the train to a stop at Chester, Arkansas.

After arriving, he found he could neither move nor speak. In some way he attracted the attention of the fireman, who called for help and he was taken from the cab. Another engineer was called and by the time he had arrived at the train, Mr. Fitzjohn had partly recovered his power of speech, and he walked back to the train which took him to Van Buren where he received medical aid.

Mr. Fitzjohn began his service with the Frisco on July 13, 1894, and was promoted to the position of engineer on November 18, 1902. His home is in Monett, Mo. He has one daughter living at home and a second, Genas Fitzjohn, is employed in the office of the statistician at Springfield, Mo.

He is recovering nicely from the stroke, which fortunately was not as serious as most paralytic strokes, and he hopes to return to work after his complete recovery.

His co-workers are eager to welcome him back and are keeping in close touch with his condition.

Wrong Number

Matrimony is like telephoning—one doesn't always get the party one wants.—Boston Transcript.

Very Determined

"I told my wife that if she bobbed her hair I would leave her," confided a man to his friend.

"But she bobbed it; and you're still living with her."

"You bet I am. I'll show her she can't bluff me."—Bottles.

A Time-Saving Mower On Texas Lines



"Johnson" grass and a brand of the toughest weeds in the country, have for years seriously hampered the work on the Texas Lines of keeping the right-of-way clean. So tall and tough do the weeds grow that Vice-President O. H. McCarty and his men were sorely pressed for some method of extermination or cutting, which could be done economically and quickly.

A call was made on the gas engine department at Springfield for a machine which would aid in keeping the right-of-way clean. A. E. Wooldridge designed the machine shown above, in 1925, and during the year it has been in use on the Texas Lines it has paid for itself many times.

The weed mower carries a six foot sickle similar to a mowing machine sickle, which extends out on the right

of the mower and cuts its swath as close as six inches from the end of the ties. The mower is carried by a Fairmount type "QHB" engine with a two-speed transmission and is mounted on an especially designed frame with a Rawls Mower attachment. The mower will cut at any angle, level, declining or inclining, and can be easily adjusted to the various slopes. The machine runs four miles an hour and is operated by two men, an engineer and a mower. Texas Lines people say the cost is approximately \$2.00 per track mile, cutting on both sides. The work is accomplished 90 per cent cheaper than by labor. H. E. Bucher, a former Texas Lines gas motor maintainer has been assigned the operation of this car exclusively during the summer months.



Meet some of the office employes of the Frisco's West Tulsa headquarters: From left to right: O. H. Parker, general foreman; Robert Warfield, roundhouse clerk; Inez Simpson, stenographer to chief clerk; Edna A. Wooden, secretary to superintendent; Amelia Kalt, roundhouse clerk; Dale A. Young, performance clerk; S. R. Kennedy, superintendent terminals; G. G. Harrison, chief clerk to superintendent; A. N. Beck, storekeeper. The man on the back row is H. B. Eldridge, fuel foreman.

THE PENSION ROLL

Two veterans, with a total of forty-five years, five months' of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held October 29, 1926, in the offices at St. Louis, Missouri.

JOHN FRANCIS RYAN, train dispatcher, northern division, was retired from active service at the age of 65 years, due to physical disability. He was born December 5, 1861, at Natick, Mass. His father was a farmer and he attended the public schools near his home. At the age of twenty, he began his railroad career as relief agent at High Hill, Mo., for the Wabash Railway. He served at various points on the Wabash System and also with the



JOHN F. RYAN

Union Pacific System, and on December 1, 1899, he came with the Frisco as a train dispatcher at Ft. Scott, Kans., and remained in that capacity until his retirement on October 1, 1926. He resides at Ft. Scott, Kans. Continuous service of twenty-nine years five months entitles him to a pension allowance of \$58.70 a month, effective from October 1, 1926.

MIKE GRANT, crossing flagman for the P. & G. N. Railroad at Paris, Texas, was retired



MIKE GRANT

on September 30, due to having reached the age limit. He was born in New York City, N. Y., September 30, 1856. He went to work at an early age on a canal boat near his home, where he says, "I learned safety first hitching a mule to a canal boat." His first railroad work was that of a switchman in the Paris yard in the fall of 1893, and later he served as a freight brakeman. He also served as a passenger brakeman, and later as flagman at the Bonham Street crossing, Paris, Tex. On May 24, 1882, he was married to Melissa Cassidy of Bertrand, Mich., and to them were born seven children. Don, a son, formerly served on the Frisco's central division as an engineer, but died on January 3, 1913. Mr. Grant resides at 423 W. Kaupman Street, Paris, Texas. Continuous service of sixteen years entitles him to a pension allowance of \$20.00 a month, effective from October 1, 1926.

In Memoriam

WILLIAM L. PARNHAM

WILLIAM L. PARNHAM, pensioned lampman died at his home at 715 South Coy Street, Kansas City, Kans., on October 23, 1926. He was born in Lincolnshire England, on October 26, 1844, and was retired on October 31, 1914, due to having reached the age limit. Mr. Parnham was a widower, his wife having died some years ago, by whom he had two daughters, both living. Mr. Parnham entered Frisco service in November, 1882, serving as yard brakeman, switchman, yard foreman and later as crossing watchman, truckman and lampman a full period of 32 years before his retirement. He received an allowance of \$20.00 a month, and up to the time of his death, he had received a total of \$2,860.00.

EDWARD JACKSON PERRY

EDWARD JACKSON PERRY, a retired Memphis employe, was called by death on October 30, while at Los Angeles, Calif. He was born at Watertown, Wis., September 11, 1854, and was retired at the age of 70 years on September 30, 1924. He entered the service of the old K. C. F. S. & G. Railroad at Kansas City, as an operator in April, 1879, and served as dispatcher, chief dispatcher and division superintendent to November, 1888, when he transferred to the traffic department as freight agent at Springfield, Mo. He also served as traveling freight agent, commercial agent and general agent up to August, 1900, when, through severance of the Clinton line, he went with that road as superintendent, with whom he remained until that road was taken over, when he became general baggage agent at Springfield in March, 1920, and later commercial agent, up to the time of his retirement. He leaves a widow. His pension allowance was \$125.15 a month and up to the time of his death he had received a total of \$3,128.75.

WILLIAM H. FRYER

WILLIAM H. FRYER, pensioned agent, died at his home at St. Clair, Mo., on October 5. Mr. Fryer was born near Spring Bluff, Mo., on April 30, 1856, and was retired March 23, 1919, through permanent disability. Mr. Fryer entered the service in June, 1887, as agent and operator at Kosoma, working in this capacity at various points until he was finally transferred to St. Clair in 1917, where he resided until his death. He was a widower, his wife having died in July, 1926. He received a pension allowance of \$20.00 a month and up to the time of his death had received a total of \$1,480.00.

JAMES WILLIAM FITCH

JAMES WILLIAM FITCH, pensioned locomotive engineer of the Central Division, died at his home in Springfield, Missouri, on November 4. Mr. Fitch entered the service of the company in July, 1887, as a locomotive fireman and served consecutively thereafter as fireman and engineer up to the time of his retirement on December 10, 1923, which was due to total disability. He received a monthly allowance of \$74.25 and up to the time of his death he had received a total of \$2,524.50.



JAS. W. FITCH

JOSEPH MAYRS

JOSEPH MAYRS, pensioned mechanical laborer, died at his home at 503 Newton Avenue, Springfield, Missouri, on November 7. He was born at Rottengen, Germany, on June 16, 1855, and was retired due to having reached the age limit, on June 30, 1925. He entered the service of the Frisco in the South Springfield shops in July, 1896, and served in various capacities until his retirement. He received a monthly allowance of \$25.50, and up to the time of his death he had received a total of \$433.50.

JAMES WILLIAM LEWIS

JAMES WILLIAM LEWIS, pensioned brakeman, died at his home at 120 South Walnut Street, Sapulpa, Oklahoma, on November 16. He was born at Fayetteville, Arkansas, on January 29, 1853, and was retired due to having reached the age limit, in August, 1925. His pension allowance was \$23.80 per month and up to the time of his death he had received a total of \$357.00.

WILLIAM ARNETT JOHNSON

WILLIAM ARNETT JOHNSON, pensioned conductor, died at his home at 615 East 10th Street, Oklahoma City, Oklahoma, on November 17, leaving a widow and one daughter. He was born September 11, 1853, near the town of Lincoln, in Logan County, Illinois. He entered Frisco service in April, 1901, as a brakeman, serving thereafter as such and as a conductor on the western and southwestern divisions until his retirement, due to having reached the age limit on September 30, 1923. He received a pension allowance of \$38.55 per month and up to the time of his death had received a total of \$1,464.90.

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**The Railroads' Progress**

WHE who have the services of great railroads at our finger tips are prone to negate the importance to the efficient dispatch of business which these carriers possess. It is the old story of being too close to the picture. But should we be removed from a Frisco or other railroad station for a time, and attempt to carry on commerce with our neighbors without the services of steel rails and locomotives, freight and passenger cars, ours would be a rude awakening.

W. K. Leek, Frisco telegraph operator at Lebanon, Missouri, relates an incident which illustrates our point accurately.

Several years ago W. C. Booth, a dry goods merchant moved his store to Buffalo, Mo., an inland city not served by rail lines. During his residence at Buffalo Mr. Booth used trucks to transport goods to stock his shelves, and made the best of the service.

Not long ago he moved to Lebanon, Mo., where he now owns the W. C. Booth Dry Goods Company, a growing and popular concern. The truck operators again called on Mr. Booth. One of them approached him with an offer to continue to serve him with trucks exclusively, as he had been served at Buffalo.

"I shall do nothing of the kind," the merchant emphatically informed the truck operator. "I have been deprived of Frisco service for so long and I am so delighted to again be on the rails of that railroad, that they shall receive every pound of my business. You are wasting your time!"

In connection with this concrete example of

what Frisco Lines means to the users of its service, let us examine some abstracts from the annual report of the Hon. Herbert Hoover, Secretary of Commerce, at Washington, D. C., and find what railroads generally have accomplished.

"Probably the most outstanding single industrial accomplishment since the war has been the reorganization of our American railways," Mr. Hoover reported. "It is an interesting commentary upon government operation that private enterprise has been able to operate the railways with far fewer employes and at the same time load almost 15 per cent more cars than the government administration. * * *

The result of this great reorganization upon the whole economic factor of the country has been far-reaching. Rapid dispatch has greatly reduced the inventories of the country, has contributed to stabilization of production and employment, and has increased the efficiency of production and distribution. * * * Many unsolved problems in transportation confront us. Much thought must be given the co-ordination of our railway and water facilities. The economic relations between motor truck and less-than-carload railroad distribution is important. Much can be gathered from further study in domestic packing. Enlarged activity in connection with the Shippers' Advisory Boards will tend further to reduce wastes in distribution."

Mr. Hoover is an unquestioned authority. No more glowing tribute to the efficiency of railroads generally could have been given. But the tribute of that Frisco Booster, Mr. Booth, is one of which we should all be proud. Let us all continue in our efforts to serve those who are entitled to our service. Our best is their due. Each of us should see that they receive it.

Our Christmas Wishes

IT will only take a few lines for us to wish every Frisco employe the merriest Christmas and the happiest New Year. But in those lines there is a great deal of feeling. You've been good to the editor the past year. Our columns have been well filled, thanks to our faithful reporters and many others who have tipped us off to good stories or sent them in already written. We want to thank you for that help and ask you to keep it up throughout 1927. We want to make your *Magazine* grow constantly better and we need your help to do it. Merry Christmas to You!