

Railway Facilities and Marked Development in the Mississippi Valley

Great Super-Soil Section Production Adequately Served by Frisco Lines Traversing It

By W. L. ENGLISH, Supervisor of Agriculture and Refrigeration

PIONEER builders of the great transportation system known as the St. Louis-San Francisco Railway, after making a survey of the Mississippi Valley, had a vision of a great Alluvial Empire, and adopted as a very appropriate name for the district served by its lines in Southeast Missouri and Northeast Arkansas, "America's Super-Soil".

The Frisco, with its two trunk lines out of Memphis, leading toward both St. Louis and Kansas City, penetrates the heart of the Mississippi Valley of Northeast Arkansas and Southeast Missouri. These two trunk lines, with tributary branches, form a perfect network of steel rails, affording this region splendid transportation facilities to the leading markets in all directions. This Alluvial Empire served by our rails, is a broad and level strip of delta land, embracing 1,920,000 acres in Missouri and 5,760,000 acres in Arkansas. It is the world's richest soil and the district is unsurpassed for diversity of crops. An elaborate drainage system, splendid highways, coupled with an ideal climate and a soil as rich as the "Valley of the Nile", insures the future prosperity of this section.

Here is a district that produces a heavy yield of high-grade, long-fibered cotton, and, at the same time grows successfully every crop produced in the northern half of the United States, between the Allegheny Mountains and the Rocky Mountains. High yields of corn, wheat, hay and various staple crops are produced because of the longer growing season and a heavier and better distributed rainfall.

Mississippi County, Arkansas, with a large amount of uncultivated land, today stands third on the list of heaviest cotton producing counties in the United States, two of these counties being located in the great cotton state of Mississippi, and if Bolivar and Sunflower Counties, Mississippi, do not look well to their laurels, they will soon be surpassed by this great cotton county in the Mississippi delta.

Because of its excellent transportation facilities and easy reach of all the great consuming markets in the southeastern states, this section should and will produce a larger volume of feed crops for her neighbors on the south. This is an ideal alfalfa territory, producing five to seven tons per acre and with an assured outlet,

a larger acreage of alfalfa will encourage a greater production of livestock and eventually this section is destined to also become one of the leading dairy districts of the country.

Nowhere can such an abundance of feed be produced per acre and no section of America is more favorably situated in close proximity to the leading consuming markets of the country. During the past several years, experiments in a commercial way have been carried on in connection with various kinds of truck farming and results so far have exceeded expectations.

Radishes and spinach are being shipped early in the spring in a carlot way to St. Louis, Kansas City, Chicago, Pittsburgh and eastern markets. Returns of two to three hundred dollars per acre have been realized. When the harvest is over, the soil is then prepared for staple crops and is in splendid condition. Three crops per year have been made from one acre of land, and while intensive farming has not progressed in this territory to the extent where every acre is made to produce its maximum, as is done in many leading farm districts, this determines the possibilities along this line for the future.

Irish and sweet potatoes produce an abundant crop, the Nancy Hall sweet potato being very popular, with a production of from two to three hundred bushels per acre. Many carloads of Farley June Bliss Triumph spuds have been shipped to the markets during the past several years and have established an enviable reputation for quality, creating a popular market demand.

Canning factories are now established throughout the district and tomatoes, beans and other truck crops are being utilized in this way. Hundreds of carloads of cantaloupes are shipped annually, as there is a keen demand for the high quality Rocky Fords produced in this district, and an assured service from the transportation lines. Cantaloupes loaded in this section have been delivered to the Chicago market on the second morning, demonstrating that the railroads are keeping apace with the diversified development. Cucumbers, cabbage, roasting ears, peppers—in fact all of the leading crops are now being grown in a commercial way and are creating much favor in the markets. As this industry continues to

SOUTHERN CONTRACT LET

The Frisco has placed under contract, the first fifty-seven miles of its proposed extension from Aberdeen, Mississippi, to Kimbrough, Alabama, which will extend for a total of 151 miles.

The contract was awarded to the Ross-Wogan Construction Company of Kansas City, Mo. W. A. Ross, president of the company, established headquarters at Columbus, Mississippi, and work was started on December 1. The cost of the work will be about \$800,000.

According to F. G. Jonah, chief engineer, invitations have been sent out to contractors to bid on the remaining sections of the work before January 15.

This new line will give a connection with the Muscle Shoals, Birmingham & Pensacola Railroad, recently purchased by the Frisco, at Kimbrough, Alabama.

thrive, it is sure to enhance land values.

The Frisco Railway, realizing the need for the most modern equipment for the handling of these perishable products, has arranged to have available at all times a sufficient supply of the most modern refrigerator equipment, built according to Government specifications. With an ample car supply and the very latest and most powerful oil-burning locomotives, we are in a position to give really dependable service.

The production of these various truck crops forces a closer co-operation among the producers as they soon realize that it is necessary to group together and form marketing associations for the purpose of standardizing on varieties of truck crops to be grown, proper methods of cultivation, harvesting, packing and selling, thus bringing the producers closer together, compelling a better understanding of their local needs and higher appreciation of the need of such fellowship. Local organizations of this kind will do more toward creating a neighborly spirit and a better understanding, and will insure better citizenship. As the country develops along this line, so will its people, who see the dawn of an awakening light and a realization of the great storehouse of riches, not only for their immediate needs, but for their future posterity.

Co-operation among the growers with the production of diversified crops brings them in closer contact with the transportation lines, and leads to a better understanding of their respective problems. The railroads need the support and respect of their patrons and the shippers or producers need efficient and sufficient transportation facilities.

Judge: "Are you trying to show contempt for the court?"

Prisoner: "No, I am trying to conceal it."—Ex.

For Meritorious Service

Through the thoughtfulness of General Manager Shaffer and his superintendents, the Frisco Magazine is able to publish for the first time this month, briefs of "Meritorious Service" performed by many Frisco employes in the discharge of their duties. Henceforth this information will appear each month in this publication.

—W. L. H., Jr.

J. P. BANKS, foreman, W. C. Ward, switchman, and E. A. Brashers, (title unknown), in charge of yard engine 958 in the yards at Springfield, Mo., were addressed under date of November 22 by O. W. Bruton, superintendent terminals, for service rendered in stopping extra north, engine 4139 on the morning of November 19, when they discovered a brake beam hanging on car ARL 13,101. These men crawled under the car and chained the brake beam up to a safe position for the train to proceed on into the terminal where the car was placed on the repair track. The record of each of the three men was credited with five merit marks.

W. H. Bevans, superintendent, Ft. Scott, Kan., wrote V. L. Stocker, operator of Cherokee, Kan., on November 22, commending him on stopping 1/138 which had brake beam down, dragging on rail, the night of November 12. The letter of commendation was placed on the personal record file of the operator.

W. I. Adams, conductor, of Francis, Okla., W. E. DeVault, brakeman, and J. A. Calhoun, brakeman, all of Francis, Okla., were addressed by C. T. Mason, superintendent of Sapulpa, Okla., on November 30, praising them for their services in straightening a load on car PMCKY 91,885 which had become badly shifted. Each of these men was credited with five merit marks on his personal record.

B. P. McCaslin, conductor, of Oklahoma City, was addressed on November 30, by C. T. Mason, superintendent of Sapulpa, for his service and consideration to passengers on train enroute from St. Louis to Oklahoma City on November 3. The passengers were: Mrs. E. F. Sparrow and Mrs. R. B. Kramer, one of whom was taken ill during the trip. E. E. Jones, porter on this train was also commended for his services, and a copy of the letter of praise was placed on the personal service record of these two employes.

J. N. Calhoun, brakeman of Sherman, Tex., was addressed by C. T. Mason, superintendent of Sapulpa, Okla., on December 3, for his splendid aid in finding a broken arch bar on COSX 2046 and having the car set out at Mill Creek. This broken arch bar was on train extra 4162, south, November 17. Mr. Calhoun's record was credited with ten merit marks.

On November 28, R. T. Parsons, conductor, and Wm. Frost, brakeman, both of Monett, Mo., were instrumental in giving to the special agent of that point, information which led to the arrest of two negroes, who unloaded coal from a car in their train. W. H. Bevans, superintendent at Ft. Scott, placed a copy of the letter of commendation on the personal record file of each of these men.

R. N. Tankersley, brakeman, of Sapulpa, Okla., found a broken arch bar on car MPCX 660 on November 21, while looking over his train, and had the car set out at Beggs, Okla. C. T. Mason, superintendent at Sapulpa, credited his record with ten merit marks.

S. J. Frazier, superintendent of Enid, Okla., has commended the following men on their meritorious service performed in the month of November at different points on the western division: W. F. Boone, engineer, for efficient work in handling disabled engine while in charge of special train on November 21; J. D. Fountain, conductor, O. C. Shelton and J. A. DeGorman, brakemen, for unloading a train of thirteen cars of stock when they found no one on hand to unload same, thus saving a delay in meeting another train which they had orders to meet; Roy Givens, engineer, and W. W. Epperson, fireman, for efficient work repairing an engine which had broken driving beam, besides taking care of regular work as crew on their switch engine; and J. M. Cummings, agent-operator, who put knuckle in car of coal which was in bad order, saving delay in delivering to connecting line and expenses of a car repairer going out on line to repair same.

While looking over train 542 at Sasakwa, Okla., November 20, J. F. Thrasher, brakeman, of Francis, Okla., found a broken arch bar on SF 11,787, which he had repaired. C. T. Mason, superintendent, of Sapulpa, Okla., credited his record with five merit marks.

C. T. Mason, superintendent at Sapulpa, Okla., addressed F. W. Lloyd, engineer of engine 1629 on train November 29, and also Fireman B. L. Mills, in appreciation of their aid in placing that engine in condition to move dead in train, after the engine had failed on line. The record of each of these two men was credited with ten merit marks.

Mr. Mason also placed ten merit marks to the credit of C. W. Coenig, brakeman at Sapulpa, Okla., for discovering a broken arch bar on SF 123035, train extra 4148, November 13.

W. H. Bevans, superintendent at Ft. Scott, Kans., credited the record of H. H. Waters, brakeman at that city, with ten merit marks, due to his

B. R. T. INSTALLS OFFICERS

The largest installation of officers ever held in its history was solemnized by the Brotherhood of Railway Trainmen Thursday night, December 16, at Alhambra Grotto, St. Louis, when Mr. W. G. Lee, president of the order, swore in the officers of nine lodges and six auxiliaries of the St. Louis district. Five hundred members of the B. R. T. and guests attended. A feature of the evening was the attendance of President Lee and President Clara Bradley of the Ladies' Auxiliary, President L. A. Downs of the Illinois Central, Vice-Presidents J. R. Koontz and J. E. Hutchison and Superintendent of Terminals P. W. Connelly, of the Frisco, Vice-President John Cannon, of the Missouri Pacific, and many other prominent railway officers. Mr. John Bannon, vice-president of the B. R. T., presided over the meeting, and was a very capable master of ceremonies. Following the installation of officers which President Lee conducted quickly by shortening the regular ceremonies to conserve time, the prominent guests were called upon for short talks. At the conclusion of the speaking program a moving picture showing the history of the B. R. T. since its organization in 1886 was shown. Promptly at 11 o'clock the ballroom was cleared for dancing.

The arrangements for the installation were sponsored by Frisco Lodge No. 106, and J. D. Trotter, Frisco switchman of Tower Grove, who resides at 3803 Blaine Avenue, St. Louis, acted as chairman of the committee on arrangements representing all the lodges of St. Louis and East St. Louis.

finding broken arch bar on SF 27975, in train 132, at Cherokee, Kansas, on December 12.

Thomas B. Hopper, engine foreman, Birmingham, Ala., was given merit marks by O. L. Young, superintendent of terminals at that city for finding a broken rail and reporting it to the section forces who repaired it immediately, thereby avoiding an accident.

P. W. Conley, superintendent of terminals at St. Louis, sends two cases to the *Magazine*, where merit marks were given for meritorious service; the first on November 24, when Engineer Lynch reported a signal light out on automatic signal on inbound main line at Chouteau Avenue. Frank Waters, acting yardmaster climbed the pole, took the lamp down, lit and returned it. The second case was that of Jos. Dwyer and John Shannon, yard clerks at Ewing Avenue, who on November 21 observed a caboose on fire. They gave the fire alarm and also secured a fire extinguisher. Their prompt action in all probability prevented a bad fire, as the caboose was located near a train of oil. The record of each man was credited with ten merit marks.

G. E. HIRSHMAN HONORED

Retired Veteran Feted by His Associates on 70th Birthday

By LOUISE SCHUTTE

THE text of this article may easily be summed up in the one word "service."



The above picture of Mr. and Mrs. Geo. E. Hirshman, their son, Harry, and his two children was taken recently.

In the year 1872, George E. Hirshman, now a retired engineer, began his railroad career as a call boy for the Wabash Railroad, which at that time was known as the North Missouri. He worked as call boy for about one year and a half and then was assigned to locomotive service as a fireman. In 1881 he was promoted to the position of engineer. He began his service with the Frisco railroad at St. Louis in 1895 as an engineer, and worked continuously in such capacity until December 7 of this year, when he attained the allotted three score years and ten. Fifty-four years of service!

A surprise party was given in his honor by his many friends, including yard and road men, at Swartzman's Hall, Maplewood, Mo., on December 7. P. W. Conley, superintendent St. Louis terminals, was spokesman. He read two letters addressed to Mr. Hirshman. One was from Mr. Hirshman's son Harry, treasurer of the National Tube Company, Pittsburg, Penn., and one from his son Albert, with the Hercules Powder Company, Uniontown, Penn. Both letters were beautifully worded tributes to Mr. Hirshman, congratulating him on attaining the enviable milestone of seventy years, and expressing appreciation of him as their father. Mr. Hirshman has two other sons, Paul

and Thomas, and one daughter, Mrs. David Woodlock. Mr. Conley spoke of his personal acquaintance with Mr. Hirshman and expressed his good opinion of him as an engineer and as a man.

"I have checked back Mr. Hirshman's personal record twenty-five years, and I cannot find a single scratch against him," Mr. Conley declared.

Among the other speakers were James G. Hynes, Jim Cook, Mrs. C. W. Schank, David Woodlock and Mr. McFarland.

Mr. Conley then presented Mr. Hirshman with a gold signet ring and Mrs. Hirshman with an attractive leather purse. Both gifts were from St. Louis yard engineers and firemen, and were received with true appreciation of their sentiment.

Miss Audrey Rahing gave a piano solo, after which the Misses Adelaide Porter and Adele Hynes danced the Charleston. Mr. and Mrs. Hirshman lead a group in one of the old-time square dances. Refreshments were served to the delightful gathering.

Mr. Hirshman recalls the time when he was paid one dollar a day as call boy. When he started to fire an engine he was paid one dollar and forty cents for switch engine work

Along The Frisco

By R. F. McGlothlan

THERE is something worth the viewing—on the Frisco,
There is something always doing—on the Frisco.
Business never on the wane,
At its head are men of brain,
They're the sanest of the sane—along the Frisco.

Transportation is a hobby—on the Frisco,
The trains are neat and nobby—on the Frisco,
And it's seldom they are late.
There is no annoying wait,
Service, greatest of the great—along the Frisco.

Nature's lavish in her giving—on the Frisco.
And life is worth the living—on the Frisco.
The weather's mostly fair,
Lots of ozone in the air,
Climate, rarest of the rare—along the Frisco.

Scenes of beauty rare, invite you—on the Frisco,
Rugged hills and vales delight you—on the Frisco.
Proudly stands the lofty pine,
Laden is the fruitful vine,
They're the finest of the fine—along the Frisco.

Fields of golden grain salute you—on the Frisco.
Orchards, vineyards, too, will suit you—on the Frisco.
In truth, no other road
Ships strawberries by trainload,
And they serve them a la mode—along the Frisco.

You can see some pretty "peaches"—on the Frisco.
They delight to stroll the beaches—on the Frisco.
Their bathing suits are there,
But you sometimes wonder where,
They're the barest of the bare—along the Frisco.

and on suburban runs, two dollars a day, that is, a mileage of one hundred and twenty miles (round trip) brought two dollars. This included cleaning the engine from one end to the other, the brass work, dome, sand box, running board, and so forth. Engineers were paid four and a quarter cents per mile or about five dollars a day.

Today, Mr. Hirshman is not only well thought of as an engineer, but he is also loved and respected by his children. He has surely set a good example which the younger men in the game might well emulate, understanding then the poet when he wrote, "Grow old along with me, the best is yet to be; the last of life for which the first was made"

The maid having failed to appear to take Bobby home from kindergarten, the teacher said to the little fellow: "Now, Bobby, you know God is always with you, and you must think you have hold of His hand."

Next morning she said: "Well, Bobby, you got home alright?"

"Yes, Miss Wilson, I got home alright, but I can tell you I made God run every step of the way."—Missouri Pacific Magazine.

Railroad Work Is Fascinating Profession With Splendid Opportunities for Advancement—F. H. Shaffer

*General Manager in Address Before Father and Son Dinner
at Thayer, Mo., December 9th*

FRED H. SHAFFER, general manager of Frisco Lines, was the guest of honor and speaker of the evening at the "Father and Son" banquet held at the Y. M. C. A. building in Thayer, Mo., December 9. C. W. Black, editor of the Thayer News, presided as toastmaster.

Mr. Shaffer's address, "The Path of Success", dealt with the opportunities and requirements in railroad work today for the young man who chooses this interesting profession for his lifework. While he refrained from advising any one of the youths present to enter railroad work, feeling that the boy himself would feel the urge to become a railroad worker if that was to be his life's ambition, Mr. Shaffer painted an interesting word picture of the railroad life and possibilities.

Many young men now in the employ of the Frisco, and others who will join its ranks in months and years to come, will be interested in the straightforward truths which the General Manager told that gathering.

His address follows:

"There is a certain amount of fascination about railroading, and once a person gets in the business it is difficult to get out. This fascination starts with childhood. We all know that the child when very small wants to see the "choo-choo" train, and when able to talk, one of his first desires is a toy train, then a toy steam engine. As he grows older, if he lives in a small town, he hangs around the railroad station. He is fascinated by the telegraph and the telephone, the tissue train orders, and the monster engines—he envies the engineers who operate them. Finally, the opportunity presents itself and he gets a job, and in nine cases out of ten he continues in railroad work the balance of his life.

"As far as opportunity for advancement in the present day, compared with the past, is concerned, in my opinion the opportunities now are greater. I can recall in the old days when it was rare that the rank and file would get a glimpse of the Superintendent, and the higher officers they would never see. Compare those days with the present, when the officers gladly mingle among the workers, getting first-hand information to improve the service and efficiency, and all employees are implored to make suggestions that will improve conditions.

"This changed condition gives the officers an opportunity to get ac-

quainted with all employees—to know them personally, to know the kind of employees they are, and to know the kind of work they do. This acquaintanceship is valuable to the railroad, it is valuable to the worker, and it is valuable to the officers. When a vacancy occurs, the railroad officer turns over in his mind the various employees in line for promotion, and, of course, selects the employee best suited to the position.

"Many people remark that promotions are purely and simply on account of a so-called pull. Others remark that promotions are simply luck. Promotions do not come on account of a pull or luck, but they come as a result of hard work.

"It is not essential that a boy entering railroad work today have even a high school education, much less a college education, but if at all possible, every boy should have a high school education and a college education. Education will materially assist him in his work, and a boy should have a college education if possible, regardless of the line of business he follows.

"On the other hand, I have personally known railroad officers who are in the highest positions and have been highly successful, who have had nothing more than a common school education, but don't think for a minute that when these men left school they quit studying. When they went to work, they kept on with their studies, and by the use of books and experience, successfully fought the battles of life and reached the peak in their line.

"The young man today who is successful in railroading is the one who applies himself and who takes an interest in his work, who does not watch the clock, and who is willing to give some thought to his work outside of his assigned working hours. It has been said that a person, when he quits work for the day, should forget the business. This is true in a sense, but the successful railroad man of today is the one who keeps thinking after working hours and ideas come to him which are of material benefit to the railroad and in many cases to the employee.

"It has often been said that the officers of the railroad are made from a certain class of employees. This is to some extent true. On the other hand, I have never known an employee in any branch of service who

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LADIES' AUXILIARY MEETINGS

*Wives of Frisco Veterans Are
Perfecting Organization at
Various Points*

THE third meeting of the Ladies' Auxiliary to the Frisco Veteran Employees' Association was scheduled to be held at Ft. Scott, Kan., on January 7, under the direction of Mrs. W. G. Wolfe of Pittsburg, Kan. The arrangements for the program had not been completed and were not available for this issue. Mrs. Wolfe held a local meeting at Ft. Scott on December 14, when she appointed committees to draft a program of interest for the meeting early in January.

The second divisional meeting of the auxiliary to the Frisco Veteran Employees' Association was held in Springfield, Mo., at the Y. W. C. A. building, with a large number of interested women present. A most gratifying feature of the occasion was that almost every department of service was represented at this meeting, and the addition of about sixty new names to the charter membership, spoke well for the enthusiasm and interest in this particular district, which is composed of the eastern division and the Springfield Terminal.

Two vocal numbers by Miss Marjorie Risser, of the clerical department, preceded the splendid address of Mrs. Robert M. Whelan, of Oklahoma City, president of the organization. Mrs. Whelan paid an especially pleasing tribute to all railroad workers in general, and stressed the good to be done by the auxiliary. J. L. McCormack, secretary and treasurer of the Frisco Veterans' Association, explained the attitude of his organization toward this new venture, and to his help and encouragement much of the success of the Springfield meeting was due. A reading given by Dorcas Marcell, representing the shop department, was well received and two vocal solos by Esther Marshall, representing the road department, were appreciated. Talks by C. C. Mills, of the accident prevention department, and L. S. Thompson, chairman, O. R. C., were followed by short talks by Mrs. W. G. Wolfe, second vice-president, of Pittsburg, Kan., and Mrs. M. M. Sisson, of Springfield, Mo.

Mrs. W. R. Boyd, district chairman and first vice-president, had charge of the meeting and presented some of the many plans for the future activity of the eastern division unit and reported more than twenty personal visits made to veterans and pensioned members in their homes and in the Frisco section of St. John's Hospital at Springfield, since the beginning of the drive for members. Her plea for co-operation met with hearty response and much enthusiasm was evidenced. Ice cream and cake was served and the hour of neighborly sociability was a pleasant one.

CHARLES FORREST



THE above is a striking likeness of Charles Arthur Forrest, deceased executive general agent of the Frisco Lines at Birmingham, Alabama.

Mr. Forrest died on September 25, following an illness of over two years. He was born at Auburn, N. Y., in 1870, and after the completion of a high school education, went to Texas, and at the age of eighteen years, entered the service of the late James Aikin, superintendent of the Pacific Express Company at Dallas. After serving this company for some time, he entered the services of the T. & P. Railway in its general freight department.

He was connected in different capacities with the M-K-T Railway of Texas in both Dallas and Waco, and at one time served as secretary for that company. In 1902 he accepted the position of traveling freight agent for the Rock Island Lines in Atlanta. Upon the consolidation of the Rock Island and Frisco Lines he was promoted to the position of commercial agent and later as general agent for the Frisco in Atlanta, which position he held until 1918, when the government assumed control of the railroads.

He offered his services to the Government and was appointed assistant in the transportation bureau of agriculture at Atlanta, and after Government control he resumed his duties with the Frisco as general agent, and a little later was promoted to general western agent for the Frisco Lines for the Pacific Coast with headquarters in San Francisco. The posi-

He Was the "Pet" at Monett

IT'S ancient history now—this story of "Rastus". But up and down the line of the Frisco many men will read this story and suddenly remember the ebony-hued lad whose picture appears with it. He figured prominently in Frisco circles 15 years ago when he was the pet of the boys on the eastern, northern and central divisions.

It all came to light again when Agent A. T. Brown at Monett decided to clean house. Every drawer and every shelf in the office was cleaned of its accumulated papers in the clean-up. And in one disused drawer, Agent Brown found "Rastus" picture, dog and all, with the writing faded to illegibility on the back of the photo, but with the picture still clear.

For a couple of days Brown let the photo lie on his desk. Then trainmen began to notice it and one of the old-timers among them cast back to 1911 and remembered "Rastus" and his pathetic little story.

The little darkey's uncle lived at Pacific and was his nearest of kin. He provided "Rastus" with a place of sorts to curl up at night, but there was little food, no clothes and the little fellow didn't know the feel of money. One day he rolled out from under a freight train at Monett. From then on Monett was "home" to him. The Frisco boys chipped in to buy clothes and food, then they bought him school books and sent him to school at Monett. At night he'd sleep where he could hear the puffing of Frisco trains, and after school hours he was the general handy "man" for the agent and his force. No one seems to remember the name of his dog, but they remember that "Rastus" and the pup were inseparable, as the picture indicates.

Nor does anyone know what happened to the boy, how he came to leave Monett, or where he went.

His case isn't as frequent on American railroads as it used to be. But the care of this orphaned Negro lad is typical of the big-hearted, open-handed Frisco railroader. The *Magazine* department would be glad to hear from "Rastus" himself, or any one who knows more of his brief life as the "adopted son" of Frisco Lines.

—W. L. H., Jr.

tion of executive general agent for the Frisco Lines at Birmingham, Ala., was next given him, which he held until he became ill and retired.

In 1906 he married Mrs. Annie Arnold Gammel, of Anderson, S. C. He leaves his wife and an 18-year-old son, Charles A. Forrest, Jr., of Atlanta; Fred L. Forrest, a brother, of Dallas, Texas, and Mrs. Carroll W. Clarke of Chebeague Island, Maine.



A CHRISTMAS GIFT

By ORVILLE COBLE

One story comes out of the thousands told of holiday cheer, when the whole world is filled with the spirit of giving so others may be happy—which will touch deep into the hearts of all who read it.

Thomas Crowe, of St. Louis, is a former Frisco engineer. He is now on the pension roll, but when he handled the throttle of a Frisco locomotive, General Manager F. H. Shaffer was his superintendent. Mr. Crowe admired him and liked his firm but kindly authority.

During the holidays Mr. Crowe learned that his friend Mr. Shaffer planned to visit his mother in Illinois. It occurred to Mr. Crowe that he might express his regard for his old "boss" in a way in which Mr. Shaffer would know that it was most sincere.

He remembered a gift which he had bought for his own mother, more than a quarter of a century ago, but whose early death prevented her from ever using. This gift was a beautiful silk shawl, lustrous, soft and exquisite, and one which any man would be proud to place about the shoulders of his mother. Time had enhanced, not lessened its value and charm.

Mr. Crowe placed in it a cedar treasure chest almost as resplendent as the shawl itself and gave it to Mr. Shaffer for his mother. The presentation was made during the holidays.