

# President Kurn Places Loving Cup in Competition Among Mechanical Department Employes

## *Department With Least Injuries Per Man Hour Worked to Be Awarded Cup on April First*

ONE of the largest meetings held on Frisco Lines recently occurred at Springfield, Missouri, in the Assembly Room on the fourth floor of the Frisco office building on February 16.

The meeting was a joint one with the superintendents, assistant superintendents, master mechanics and general car foremen from over the entire system in attendance. The system shop committee of the Frisco Association of Metal Crafts and Car Department employes were also present.

The gathering was for a two-fold purpose; the morning session was devoted to a thorough discussion and organization of the work recently started in connection with better business, and was in charge of H. F. Sanborn, assistant to J. R. Koontz, vice president of traffic.

The afternoon session was in charge of H. L. Worman, superintendent motive power, and those in attendance were master mechanics, general car foremen and the shop committee of the Frisco Association. One important feature of the afternoon session was the presentation to Mr. Worman by H. W. Hudgen, accident prevention director, of a beautiful silver loving cup on which was transcribed the following:

"Accident Prevention—Presented by J. M. Kurn to Mechanical Department, Frisco Lines. In appreciation of your efforts."

H. L. Worman, as chairman of the meeting, introduced H. W. Hudgen, director of accident prevention who made the presentation address.

The cup had been placed in Mr. Worman's office on January 1, 1927, when the contest to win it started, and on April 1, it will be presented to the division shop in the mechanical department which shows the lowest number of accidents during the three-month period. The department winning the cup on April 1, will keep it for three months, when it will pass on to the department which betters their record.

In part Mr. Hudgen said: "Gentlemen of the mechanical department. It gives me a great deal of pleasure on behalf of Mr. Kurn, our President, to present to the mechanical department this beautiful loving cup in appreciation of the efforts which have been put forth. Each one of you here may have an opportunity to win this cup. We will put it on a three months' plan. The master mechanic or division making the best showing in our accident prevention campaign will win the cup. Whoever wins it will keep it for three months, and if some other department beats the record, it will be passed on. The best and fairest way to figure out the plan, so that even the smallest division may win the cup, is on a man hour basis, or

the fewest personal injuries per 1,000 man hours worked. I am sure that with this beautiful cup which Mr. Kurn has presented to the mechanical department as a goal, it will stimulate interest in accident prevention."

Mr. Worman responded to the presentation, and said—"I want you to know we certainly do appreciate the cup—not so much for its monetary value, but because of the great fight which we made and are making in this campaign. I do not know of anything in the mechanical department that a bunch of men could devote their time to that means more in the final analysis to the employes of the Frisco railroad, than the prevention of accidents. We have many accidents, and some serious ones. The serious accidents in many instances take away from the family the bread-winner. I do not know who will get the cup, but I hope that the interest will be great, and that somebody else will win it. Even our smallest division will have a chance and I believe that if everybody puts forth their best efforts in the great cause of preventing accidents, not alone just to win the cup, but with the idea of saving lives, that the battle will be worth while. If all the effort each of us puts forth in 1927 toward this campaign, saves just one life, do you realize what that means to a family? Am wondering if that one thing would not be worth the entire time of the committee for the whole year, if, through their efforts they saved just one life over what we did in 1926? Of course I hope that I may keep the cup—I have kept it on my desk, hoping someone would ask me if I won it playing golf, but I shall be very glad to give it up, when it is properly won."

F. A. Beyer, superintendent of west shops was asked to tell of the manner in which his shop operated with so few accidents during 1926, with a force of 953 men employed. He explained that the men who were injured during the month were asked to attend the accident prevention meeting as visitors. There they discussed their injury, and if there was a remedy for it, the remedy was applied.

"Last year," Mr. Beyer said, "we had 126 or 127 visitors at our accident prevention meeting. As I go over the shops I invite this man and that man to attend. In the course of the next few years I hope to have had every one of my 953 men in an accident prevention meeting at some time or other, whether he has ever been injured or not.

"We have instructions out that when a man is placed on a new job, whether he has been with the company two months or twenty years, the foreman is required to explain to him the hazards of the ma-

chines which he is to operate. I do not leave this matter alone to my foreman, but I personally ask the man questions and find out if he has comprehended the advice and instructions given him.

"During the year of 1926 we had over 2,000 unsafe practices reported at our west shops and when 1927 rolled in, we had corrected all but two and they were being corrected.

"We also figured that we saved the eyes of 33 men by the use of goggles. Every time a man breaks a goggle in his work, we do not count it, but when the goggle is splintered and shivered so that we know, had he not had it on he would have lost his eye, we count it as an eye saved. One hundred and eighteen pairs of goggles were broken at our shop last year."

A most interesting discussion ensued, as to the cause and remedy for accidents which occur on the Frisco Lines, and statistics from the address of H. W. Hudgen, showed that in 1924, the Frisco stood seventeenth place from the top on reportable accidents to the I. C. C. Commission. In 1925 the figures

showed the Frisco in eleventh place and for the first nine months in 1926, figures placed the Frisco in sixth place on reportable injuries, and first place on death to employees. These figures were compiled on a million-hour basis.

"In 1926, we held 663 accident prevention meetings on the Frisco system and in addition our men talked to over 250,000 school children on our line—not once, but several times," Mr. Hudgen said.

"In 1926 there were 7,527 reports sent to our department of bad conditions on Frisco premises and unsafe practices. These have all been corrected with the exception of 182, which are now under discussion.

"I want to also give you the contents of a letter from Dr. Woolsey in which he wrote me that the number of penetrating eye injuries for 1927 numbered three, and these were among the track men.

"The only way to get such splendid results as we have been getting is by continually keeping after the prevention of accidents, cautioning men as to the hazards of certain machines, and demanding that they wear goggles," he said.

Z. B. Claypool, assistant director of accident prevention read a list which he had compiled, showing that ninety per cent of the accidents to employees were due to unsafe practices. These were, **inexperience**, over-familiarity with job, over-confidence, taking chances, awkwardness, nervousness, personal trouble, ignorance, excitement, too much of a hurry, dissipation, afraid of the job, the shop joker, **temporary physical disability** and carelessness. He also gave suggested remedies for these causes.

These causes, with suggested remedies follow: Inexperience, with caution, personal attention, placing with competent man and use of judgment, as remedies; familiarity with job, with surprise tests, caution, change of work and illustrations of what may happen, as remedies; over-confidence, with same remedies as quoted for familiarity with job; taking chances, with elimination of necessity and teaching a man to anticipate danger, as remedies; awkwardness, with change of job and discharge as remedies; nervousness, with medical treatment, explanation to remove fear and not too much hurry, as remedies; personal trouble, with consultation, suggestion to man's mental concentration and time given to settle trouble as remedies; ignorance, same remedy as for inexperience; excitement, make effort to determine speed of workman, foreman making men feel at ease, and a discussion of cause, as remedies; too much hurry, with thinking right and thinking faster than you work, as remedies; dissipation, with warning and discharge as remedies; afraid of the job, with remedies the same as nervousness; shop joker, with advice and laying off, as remedies; temporary physical disability with application of first aid, sending patient to company doctor, requiring man to attend safety meetings and discharge as remedies; carelessness, both temporary and permanent, with caution or accident prevention meeting for instruction, laying off, reducing rank, posters, change worker to less dangerous job and discharge, as remedies.



The men on the front row, reading from left to right are: A. A. Jones, J. K. Gibson, assistant to superintendent motive power, P. O. Wood, assistant superintendent motive power, H. L. Worman, H. W. Hudgen, Z. B. Claypool, assistant director accident prevention, G. W. Moore, assistant superintendent motive power and Harry Harrison, of the accident prevention department. Grouped back of the first row and around the cup are: J. W. Surlis, W. B. Berry, W. H. Bevans, J. S. Jowers, W. J. Gillespie, W. G. Hall, R. R. Spencer, R. F. Darden, F. A. Beyer, B. G. Gamble, M. J. McCaffrey, R. G. Kaufman, W. A. Morgan, Frank Ferguson, W. J. Foley, L. J. Leysaht, J. L. Harvey, E. E. Nixon, Eugene Moore, B. Fowler, R. Sloan, J. D. Heyburn, W. W. Claypool, W. T. Clark, J. B. Gilliam, D. L. Forsythe, L. J. Lyon, J. E. Rucks, G. T. Yozwell, W. A. Neil, S. F. Cooper, J. M. Sheeley, J. L. Eudy, Claude Bond, J. L. Way, Virgil Johnson, Frank Jenkins, J. T. Fite, Howard Pickens and Hughie Roberson.

# From Prairie Schooners to Oil-Burners in 51 Years With A. V. O. Haskill

*Frisco Bridge Inspector at Springfield, Mo., Who Never Had a Vacation, Plans to Fish and Hunt When He Retires*

FROM prairie schooners to automobiles—and from locomotives with bell-shaped stacks to 1500 oil-burners, is the railroad experience of A. V. O. Haskill, bridge inspector for the Frisco Lines at Springfield, Mo.

His card pass reads "Fifty-one years' service" and he has never, in that entire period, had a vacation. "I started several times," he said, "but something came up and I never got one." He has traveled mainly over Frisco rails—and a short talk with him of his long service and many experiences (which to him seem commonplace enough) would interest the most indifferent listener.

He claims Lewiston Junction, Maine, as his birthplace, and March 12, 1857, as the date of his birth. At the age of sixteen, he landed in St. Louis "looking for a job". At that time, in 1873, the United States was in the clutches of the greatest money panic it ever endured. He was fortunate in securing work with the Missouri Pacific Railroad in the water service department. He came to the bridge department of the Frisco in 1876 under G. W. Turner, later appointed superintendent of bridges, and has been in bridge and construction work during his entire service.

As one of the few men yet in service who helped build the great lines of the Frisco System, he tells interestingly of his experiences when he worked in a construction gang, building the line from Peirce City to Wichita in 1879; of driving piling from Plymouth Junction (now Monett, Mo.) to Van Buren, Arkansas, in 1882; of his part in laying track from Pacific to St. Louis, which work was done under the charter of the old Atlantic & Pacific. It was called the southwest branch of the Missouri Pacific and that road operated it. He also drove piling between Springfield and Bolivar before the grade was built. Few men, if any, have been so closely associated with the building program of the Frisco Lines and its early construction days, as he.

Most of his service has been in and around the eastern division. At one time he worked in the bridge and building shops, but since 1902 he has been working out of Springfield as an inspector of bridges.

The growth of many of the cities along Frisco Lines is a source of interest to him. "Take Tulsa for instance," he said. "When we were constructing the line in Oklahoma, I shot prairie chickens on the site



A. V. O. HASKILL

where Tulsa now stands. The Frisco Railroad certainly helped to build those towns.

"We saw many Indians during our time in Oklahoma, and we thought nothing of prairie schooners going across the plains, filled with 'homesteaders'. We were stationed at Wyandotte, Oklahoma, for a long period of time, and while there we attended a mission on Sunday, under the direction of an old Quaker.

"The equipment in those days was of antique type. The coaches were made of wood, the equipment had hand brakes, and the engine had a brake on the tender. When the engineer would whistle for a station, the brakeman, conductor and fireman would set the brakes on the train. Those were the days of the link and pin coupler and oil headlights. I remember one conductor we used to have by the name of Dryden. He was six feet, six inches tall. He couldn't straighten up in a caboose, except when he would stand in the middle of the car under the ventilator.

"When we were on the line, we slept in tents, and carried our cooking car along with us, however. When pay day came, Mr. Randolph, who used to be paymaster, would go over the division in a pay car and pay the men in cash."

In comparing some of the steel rail laid now and in former days, Mr. Haskill said: "The first steel ever laid on this railroad was called English

chair iron and the rails were twenty-four feet long, and weighed about fifty-seven pounds. Comparing that with the 110-pound rail of today, it certainly was small, but in proportion to the equipment which passed over it. Trains did not make more than thirty miles an hour, and all the coaches were heated with stoves.

"I remember the first automobile I ever saw. It was near Meramec Highlands, Missouri. I had occasion to go to the city hall with a party and when we came out I saw this automobile—one of those 'one-lungers'. I was speechless with wonder, but my friend found his voice at once and said: 'If I wasn't so old and stiff, I'd just chase that damn thing a block, just to look at it'. A few years later they were as thick as grasshoppers on the Kansas prairie.

"The first phone I ever saw was in St. Louis. It was, indeed, a sight to behold and almost too wonderful to comprehend," he said.

Mr. Haskill is so busy in the performance of his duties as bridge inspector, that he had to lay off a day to fix up his pension papers, for he is soon to enter the list of Frisco pensioners.

"I am kept pretty busy," he said.

"It might be interesting to say that on my division alone there are between 275 and 280 small bridges on the High Line between Springfield and Kansas City, 125 on the Osceola Sub, forty-seven on the Chadwick Branch, forty-five to forty-eight on the Salem Branch, thirteen on the Sligo Branch, three on the Cherry Valley Branch and between forty and fifty on the main line between Monett and St. Louis. My duties are to inspect each of these bridges once a month. Our department also looks after the repairing of buildings and stock pens."

Mr. Haskill has two sons and one daughter. One son is with the Dodge people in Springfield, Missouri, and the other one is in Kansas City. The daughter is married. Death claimed three of his children. The Haskills reside at 890 Normal Avenue, Springfield, Missouri.

When asked what he would find to occupy his time when his retirement was effective, he said: "Oh, there are so many things I want to do—fish and hunt, mostly, and maybe travel a little. I've just been so busy 'Friscoing' all my life I haven't planned my leisure time, but I'm going to catch up on all the time I didn't take off for a vacation."

## Disastrous Fire Razes Coach Shops at Springfield, Mo.

**F**IRE of an unknown origin, which broke out in the back coach shop building at the south reclamation plant, Springfield, Mo., on January 24, completely destroyed that building and caused damage to buildings and equipment in the amount of \$100,000.00. One building, the coach shop, 310 feet long by 100 feet wide, containing thirteen coaches on which work was half way completed, was completely wiped away, and the fire burned for a short time on the roof of the roundhouse and machine shop.

L. J. Leysaht, superintendent of the south shops gives full credit for the saving of the other buildings, to the south shop fire brigade, which was called into service. They fought the fire with their equipment, and had it practically under control when the city fire department arrived on the scene.

The facts were that the men left the coach shop building at 4:30 p. m. The watchman made an inspection at 4:40 p. m., and checked up on the clock. About 6:00 o'clock, an employe working on the cinder pit discovered fire and smoke leaping from this building. One of the men in the yards secured a fire extinguisher and rushed into the burning building, but was smoked out. Shortly after he emerged from the building, two explosions took place, believed to have been the acetylene tanks in the building.

The building burned to the ground in twenty minutes. The fire was so intense that the fire brigade could not

even open the doors to the coach shop building to pull out the coaches.

The Frisco firemen centered their attention on the roundhouse and nearby buildings. Three of the oil burning 1500 class locomotives were pulled out of the roundhouse onto the table, in case the roundhouse burned. When the firemen started to save the other buildings nearby, they found the roof and doors on fire. They valiantly fought the flames and finally subdued the fire.

Special mention is given both the day and night brigade at the south shops, to whom is given the credit for saving adjacent buildings. The men serving in this fire brigade who are employed at the south shops in the day time, shown in the picture and reading from left to right are: Wil-

liam Wilhite, Homer Ritchey, Martin Lovinggood, Wm. D. Wood, Etsyl McMahan (fire chief), Wm. F. Nobles, (shop watchman), Ernest Glossip, Boyd Little and Frank Todd. The men who belong to this brigade, and due to their working on the night shifts at the south shops, were unable to appear in the picture, are Fred Barnhart, Oscar Young, Tom Elkins, Ernest Graff and Tim Emberton.

Young Wife of a year: "Right after we were married, John used to kiss me when we went through a tunnel. Now he takes a drink."

"The only difference between a wrist watch and a cuckoo clock, is that the cuckoo clock isn't ashamed to tell what it is."

*Below, Frisco employes of fire brigade at South coach shops who fought disastrous fire January 24, and (right) night photograph of the blazing building. Thirteen coaches were destroyed, and the loss was \$100,000.*



Veterans Making Prompt Response To Request For 1927 Association Dues

**B**EFORE many more pay days have been welcomed by Frisco Lines workers, the veterans of this railroad will be making plans for attending the fifth annual meeting of the Frisco Veteran Employees' Association at Springfield, Mo., in June. The exact date has not yet been set.

In a letter to the *Magazine*, February 16, Mr. J. L. McCormack of Springfield, secretary of the Association, urges all veterans to send in their 1927 dues of \$1.00, thereby renewing their membership in the Association.

"President George Taaffe of Cherryvale," Mr. McCormack wrote, "tells me that within ten days after issuance of the February *Magazine*, containing an appeal to veterans to renew their memberships, 215 of the veterans responded. He fully expects, judging from this rapid response and splendid interest, that the probable enrollment this year will greatly exceed that of any of the previous years."

Employees eligible for membership in the Association (20 or more years of service) are urged to fill out the accompanying blank and forward to Mr. McCormack immediately.

The following veteran employes have joined the Association for 1927:

Thos. L. Hasler, Dixon, Mo.; John A. Gehrs, Springfield, Mo.; W. E. Counts, Cuba, Mo.; A. R. Hull, Springfield, Mo.; John P. Allcock, Monett, Mo.; L. O. Willi, St. Louis, Mo.; Geo. J. Schraudenbach, St. Louis, Mo.; James Mansfield, Monett, Mo.; T. J. Spain, Monett, Mo.; C. E. Wright, Springfield, Mo.; Joseph N. Goin, St. Louis, Mo.; Edw. W. Gibson, Springfield, Mo.; F. H. Carr, Springfield, Mo.; A. T. Jones, Springfield, Mo.; M. S. Atkinson, Chadwick, Mo.; Harry A. Pearse, St. Louis, Mo.; T. R. Wallace, Clinton, Mo.; Fred M. Shepherd, Clinton, Mo.; W. A. Edge, Springfield, Mo.; J. G. Lorton, Springfield, Mo.; Harry Barron, Springfield, Mo.; Wm. T. Gray, Monett, Mo.; S. P. Tobias, Springfield, Mo.; W. S. Knapp, Clinton, Mo.; J. B. Nolle, Springfield, Mo.; H. G. Snyder, St. Louis, Mo.; O. E. Risser, Springfield, Mo.; A. M. Trimble, Monett, Mo.; Eugene H. Dyer, Sullivan, Mo.; Adolph Johnson, Springfield, Mo.; J. P. Hurley, Springfield, Mo.; Edw. F. Heytman, Springfield, Mo.; J. B. Browne, Clinton, Mo.; Geo. K. Bates, Aurora, Mo.; C. R. Haverly, Springfield, Mo.; H. H. Loafman, Clinton, Mo.; H. Boyd Fletcher, St. Louis, Mo.; A. T. Brown, Monett, Mo.; R. O. Beale, Republic, Mo.; W. G. Haynes, Monett, Mo.; E. G. Butler, Humansville, Mo.; Orin McGlasson, Springfield, Mo.; Wm. C. McGlasson, Springfield, Mo.; I. H. Fretz, Springfield, Mo.; J. R. Crain, Springfield, Mo.; J. Daugherty, Lebanon, Mo.; C. O. Claiborne, Clinton, Mo.; John J. Moran, Springfield, Mo.; James D. Day, Springfield, Mo.; J. C. Lynch, St. Louis, Mo.; David W. Neely, Sullivan, Mo.; F. L. Prusley, Springfield, Mo.; August F. Prugger, Springfield, Mo.;

Veteran Employees' Association of St. L. S. F. Railway Co.  
APPLICATION FOR MEMBERSHIP

J. L. McCormack, Secretary-Treasurer,  
Frisco Veteran Employees' Association,  
Room 105, Frisco Building,  
Springfield, Missouri

I hereby make application for membership in the Veteran Employees' Association of the St. Louis-San Francisco Railway Company. I have had 20 years' or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1927 annual dues.

Name..... Address.....  
Position .....  
Division, Terminal or Department.....  
Length of Service.....Date of Application.....

ANNUAL DUES—\$1.00

John L. Fry, Stoutland, Mo.; M. A. Muratta, St. Louis, Mo.; G. T. Blankenship, Springfield, Mo.; S. L. Coover, Springfield, Mo.; Wm. Huesgen, Springfield, Mo.; H. N. Heilman, St. Louis, Mo.; Lester O. Humphreys, St. Louis, Mo.; John S. Wyre, Springfield, Mo.; Wm. H. Van Horn, St. Louis, Mo.; Louis Guidicini, Knobview, Mo.; L. E. Richardson, Springfield, Mo.; John Q. Reid, Springfield, Mo.; O. L. Call, Springfield, Mo.; O. S. Hull, Springfield, Mo.; Martin M. Kruse, Clinton, Mo.; Wm. Balke, Clinton, Mo.; F. E. Lamkin, Springfield, Mo.; D. B. Ambrose, Clinton, Mo.; Mrs. Sue Wood, Fanning, Mo.; J. F. Winn, Springfield, Mo.; E. S. Wilkins, Springfield, Mo.; W. W. Lewis, Springfield, Mo.; John D. Allan, Springfield, Mo.; Wm. H. Ritter, Springfield, Mo.; Ed. Connolly, Dodson, Mo.; W. H. Hutchison, Vinita, Okla.; C. C. Mills, Oklahoma City, Okla.; Jas. S. Campbell, Monett, Mo.; M. E. Gleckler, Wellston, Okla.; Jas. H. Warfield, Sapulpa, Okla.; R. C. Mills, Oklahoma City, Okla.; J. R. Trotter, Oklahoma City, Okla.; Erwin T. Humphrey, Sapulpa, Okla.; F. H. Broadstreet, Snyder, Okla.; P. H. Lillis, Sherman, Texas; Ace Haines, Tulsa, Okla.; M. G. Buffington, Oklahoma City, Okla.; J. C. DuBuque, Springfield, Mo.; L. W. Price, Oklahoma City, Okla.; Edmond L. Hill, Oklahoma City, Okla.; H. C. Conley, Oklahoma City, Okla.; Geo. I. Williams, Springfield, Mo.; N. E. Wells, Arlington, Tenn.; Robert R. Love, Amory, Miss.; C. E. Barnard, Birmingham, Ala.; Joe Gibbons, Thayer, Mo.; E. W. Frash, Birmingham, Ala.; N. H. Hudson, Springfield, Mo.; C. E. Carnegie, Springfield, Mo.; J. H. D. Smith, Bessemer, Ala.; R. B. Butler, Memphis, Tenn.; Mrs. P. Han-

sell, Tupelo., Miss.; A. Haselbauer, Memphis, Tenn.; Perry Pickering, Willow Springs, Mo.; D. H. Badgley, Birmingham, Ala.; S. L. Oliver, Memphis, Tenn.; H. C. Allsup, Birmingham, Ala.; Anton R. Holmquist, Amory, Miss.; L. F. Conley, Thayer, Mo.; T. R. Kirk, Kennet, Mo.; F. W. Rieck, Cape Girardeau, Mo.; J. A. Stanley, Brownwood, Texas; G. G. Beckley, Ft. Worth, Texas; Sam A. Hughes, Albuquerque, N. M.; F. G. Jonah, St. Louis, Mo.; J. W. Nourse, St. Louis, Mo.; O. M. Conley, Pittsburgh, Pa.; W. B. Wells, Chicago, Ill.; G. L. Ball, St. Louis, Mo.; J. D. Nettleship, St. Louis, Mo.; L. S. Thompson, Springfield, Mo.; H. W. Press, St. Louis, Mo.; D. F. McDonough, Birmingham, Ala.; W. D. Bassett, St. Louis, Mo.; Geo. F. Macgregor, Kansas City, Mo.; Wm. L. Evans, Denver, Colo.; Jno. C. Starkey, St. Louis, Mo.; R. L. Schoeneberg, St. Louis, Mo.; J. J. Zimmerman, Cape Girardeau, Mo.; Geo. Shields, Kennett, Mo.; Andrew C. Rief, Bloomfield, Mo.; Lula Payer, Poplar Bluff, Mo.; M. H. Stubblefield, Chaffee, Mo.; Lynn Ramey, Cape Girardeau, Mo.; Geo. E. Thoma, Cuba, Mo.; E. T. Harrell, Chaffee, Mo.; W. H. Brooke, Chaffee, Mo.; Alex E. Payer, Poplar Bluff, Mo.; A. L. Philipson, Cape Girardeau, Mo.; Wm. J. Potter, Enid, Okla.; T. W. Scudder, Enid, Okla.; H. V. Kengle, Enid, Okla.; E. A. Miller, Hobart, Okla.; Fred Oliver, Enid, Okla.; George W. Bowers, Enid, Okla.; C. E. Schofield, Blackwell, Okla.; P. J. Beasley, Enid, Okla.; Phillip M. Bell, Carmen, Okla.; Frank Reed, Ft. Smith, Ark.; J. H. Hodnett, Jensen, Ark.; Martin Flood, West Fork, Ark.; J. W. Robinson, Fayetteville, Ark.; Chas. A. McCune, Ft.

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