

SHE KNEW CHARLOTTE

(Continued from Page 6)

postmark on the envelope. It was a letter from her beloved empress, Charlotte. She considered these letters the last link between her former life and her present one, and she jealously guarded their contents. They were for her eyes alone, she said, and even her most intimate acquaintance never found out their contents.

Then the World War came along, and Aunt Katie, loyal to the country wherein she lived, won a government medal for her work in the Liberty Loan drives and her Red Cross work was of equal prominence.

But ninety-four years is a long time to have lived, and as Aunt Katie says, life isn't as sweet as it once was. What scenes, what recollections must be crowded into her memory! The gay spots in the pattern into which her life has been woven, are crowded mostly to the front, and there are again bright spots appearing later, which represent her life at Highlandville.

Aunt Katie is finishing the last panels now. Her mind is not as clear as it used to be. She forgets dates, but of course those have all been recorded from other years, and when an incident is suggested to her, her face will brighten and she talks eagerly in her broken English.

She takes great delight in her grandchildren, and in her great grandchildren, and whether Aunt Katie ever reaches the age of 100 years or not, her life is one of the most colorful which one might find among not only Frisco employes, but among people of all countries.

One might say she is eagerly awaiting a reunion in another world, with her beloved husband, her bosom friend Charlotte, and her friends of across the sea. At least that would be the impression of the visitor as he views her seated in her rocker, her grand old face wreathed in smiles, and a far-away look in her eyes.

THE JUDGE CONCURS

In reply to a letter from Agent C. S. Smith at Altus, Oklahoma, Judge S. N. Starnes, of Jackson County, Okla., has a splendid word to say for the railroads. Concerning taxation of railroads, Judge Starnes writes:

"I am not well versed in the matters of taxation; however, my experience in public life has taught me that Oklahoma is sorely in need of a more equal and just plan of raising revenue with which to run our State Government. The progress of this

County is due solely to the courage and determination of our pioneering forefathers who came into the wilderness to establish homes and brought with them their railroads. Were it not for the railroads, I feel sure that the buffalo and coyotes would today be running at large where our homes stand. In the modern march of progress we should never forget equity and fair play. I am cognizant of the fact that in some rural communities of our country the railroads are looked upon as a sort of dragon seeking

to devour the universe. I am glad that through education and honest, sober thinking, this erroneous opinion is disappearing.

In conclusion permit me to say that I believe all common carriers using our public highways for commercial purposes should pay their proportionate share of taxation. I am not capable of offering any equitable plan by which this might be brought about, and leave that to those more experienced in handling tax questions."

FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

(Continued from preceding page)

THE ASSOCIATION OWNS:

	Par Value
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1931)	\$ 5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931)	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931)	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series M. (mature April 1, 1932)	5,000.00
Chicago, Milwaukee and St. Paul Railway Equipment Trust 5½% Certificates, Series C (mature April 1, 1932)	2,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929 (mature May 1, 1932)	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series L (mature June 1, 1932)	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipmt. Trust Cdfs., Series V, (mature Aug. 1, 1932)	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932)	6,000.00
The Edison Electric Illuminating Company of Boston two-year 4% Coupon Gold Notes (mature Nov. 1, 1932)	5,000.00
Central Gas & Electric Co. Three-year 5½% Gold notes (mature Feb. 1, 1933)	5,000.00
Canadian National Rys., Equipmt. Trust 5% bonds, Series K, (mature May 1, 1933)	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cdfs., Series A, (mature May 15, 1933)	3,000.00
Canadian Pacific Ry. Co., Equipmt. Trust 4½% Cdfs., Series B, (mature June 1, 1933)	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (mature July 1, 1933)	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates Series P (mature Aug. 1, 1933)	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933)	10,000.00
Seaboard Air Line Railway Co., First Lien Equipment Trust 4½% Gold Certificates, Series BB (mature Nov. 1, 1933)	6,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cdfs., Series A, (mature Nov. 15, 1933)	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934)	7,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934)	8,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935)	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935)	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936)	3,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938)	2,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938)	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947)	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950)	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1955)	5,000.00
Ohio Edison Company, First and Consolidated Mtge. Gold Bonds 5% Series (mature Aug. 1, 1960)	10,000.00
American Telephone & Telegraph Thirty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1965)	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds Series A (mature March 1, 1978)	25,000.00
Missouri Pacific Rd. Co., First and Refunding Mortgage 5% Gold Bonds, Series I (mature Feb. 1, 1981)	10,000.00
(As at close March 31, 1931)	\$810,000.00
St. Louis, Mo., April 2, 1931.	F. H. HAMILTON, Treasurer.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

DURING the month of March our System Fuel Performance in freight service was 163 pounds per 1,000 gross ton miles, as compared with 175 pounds per 1,000 gross ton miles in March, 1930, a decrease of 6.86 per cent.

This was a very good showing in view of the fact that gross tons per train mile decreased from 1,507 tons March, 1930 to 1,453 tons March, 1931, particularly were the River, Central and Western divisions effected by the heavy decrease in train haul. The train haul on the River division decreased approximately 300 tons per train, while the Western and Central divisions decreased 165 and 139 tons, respectively. These were the only three divisions that had an increase in their freight fuel performance, as compared to March last year.

In passenger service the March performance decreased slightly over March a year ago, the performance being 15.7 per passenger car mile, as compared to 16 pounds March, 1930.

The River division had the highest percentage of decrease in this class of service, their performance being 15.1 pounds per passenger car mile March this year as compared to 18.1 pounds per passenger car mile in March, 1930, a decrease of 16.57 per cent. The average number of cars per train on this division increased from 5 in March, 1930 to 5.95 in March this year.

For the first time since November our switch performance increased. The unit consumption in this class of service being 153 pounds per switch locomotive mile as compared to 150 pounds per switch locomotive mile in March, 1930.

The Springfield terminal was the only one of the six larger terminals having a decrease over March last year, their performance being 139 pounds per switch locomotive mile in March, 1931, as compared to 156 pounds per switch locomotive mile in March last year.

On the other hand, the Tulsa terminal had the largest percentage of increase in their performance, March, 1931 being 171 pounds per switch locomotive mile as compared to 144 pounds March last year.

It was hoped that we would be able to better our 1930 performance in switch service and we had a very good start toward this goal by a decrease

in January of 7.74 per cent over January, 1930, and a decrease in February of 3.82 per cent as compared to February of last year.

Let us all do our best during the next few months to see if we cannot absorb this two per cent increase made in the month of March in order that we can make the goal set up for switch service during the year.

Following are some of the performances observed by various Road Foremen of Equipment and Supervisors of Fuel Economy since the last issue of the Magazine was published.

The Fuel Department is always glad to receive any records of performances direct from train or enginemen and while in some cases such performances cannot be published in the Magazine in as much detail as desired, owing to lack of space, the performances and information as to tonnage, etc., will be published. Send in any good performance for publication in the next issue, forwarding to the Fuel Department prior to the 15th of the month.

EASTERN DIVISION

Engineer KINGDON, fireman SIMS, engine 38, train 38, March 19, Newburg to Lindenwood, handled 369,862 gross ton miles, burned 21 tons of coal, performance 113 pounds per 1,000 gross ton miles.

Engineer ELDER, fireman THOMPSON, engine 1519, train 8, April 1, Newburg to St. Louis, handled 13 cars, burned 908 gallons oil performance .59 gallon per passenger car mile.

ST. LOUIS TERMINAL

Engineer D. J. DONAHOE, fireman R. R. DAVIS, engine 1292, April 9, used 9,300 pounds of coal in 8 hours, 193 pounds per switch locomotive mile.

Engineer J. S. McELROY, fireman J. G. HYNES, engine 1287, April 7, consumed 9,260 pounds of coal in 8 hours, 20 minutes in transfer service—185 pounds per switch locomotive mile.

Engineer J. H. COOK, fireman W. C. ABLE, engine 1282, April 7, burned 10,280 pounds of coal in 8 hours 45 minutes in transfer service—194 pounds per switch locomotive mile.

CENTRAL DIVISION

Ft. Smith Yard: Engineer VOGEL, fireman COLLINS, engine 3653, March 13, performance 83 pounds per switch locomotive mile.

Engineer CORROTTO, fireman

TOBIN, engine 3680, March 13, performance 83 pounds per switch locomotive mile.

SOUTHWESTERN DIVISION

Engineer J. MOORE, fireman F. McCULLOUGH, engine 4149, train first 434, March 13, West Tulsa to Afton, handled 260,676 gross ton miles, burned 12 tons of coal, performance 92 pounds per 1,000 gross ton miles.

Engineer D. E. WORTMAN, fireman J. JONES, engine 4115, train 434, March 11, West Tulsa to Afton, handled 228,890 gross ton miles, burned 1,511 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

Engineer MONROE, fireman W. BOYNE, engine 1513, train 5, April 7, Afton to Tulsa, 608 car miles, performance .98 gallon per passenger car mile. Fuel Supervisor George L. Schneider reports good work by crew, resulting in good performance for a local passenger train.

Engineer PREWETT, fireman JAMES LEVERS, engine 1512, train 8, April 3, Muskogee to Springfield, 1628 passenger car miles, performance .72 gallon per passenger car mile.

WESTERN DIVISION

Engineer C. M. HAWLEY, fireman H. BENECKE, engine 716, train 634, March 3, Enid to West Tulsa, handled 138,600 gross ton miles, used 1,100 gallons fuel oil, performance 7.8 gallons per 1000 gross ton miles.

Engineer C. G. TRINKLE, fireman E. E. YOUNGMAN, engine 712, train 638, March 10, Enid to West Tulsa, handled 132,070, gross ton miles, used 1,150 gallons oil, performance 8.11 gallons per 1000 gross ton miles.

Engineer GARMAN, fireman YOUNGMAN, engine 716, train 634, Enid to Tulsa, March 14, handled 127,211 gross ton miles, performance 7.6 gallons per 1,000 gross ton miles.

Engineer MacFARLINE, fireman THOMPSON, engine 1337, train 634, Enid to Tulsa, March 20, handled 218,160 gross ton miles, performance 7.5 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Engineer HARVEY, fireman COCHRAN, engine 1017, train 311, Monett to Joplin, April 9, 245 car miles, performance 12 pounds per passenger car mile.

Engineer ALEXANDER, fireman BENNETT, engine 4219, train first

(Now turn to next page, please)

WIFE COLLECTS ANTIQUES

(Continued from Page 8)

is spied by the antique hunter, and when it is purchased, she replaces it with another piece.

"I have no fear of not finding anything I go after," she said, "for I have always had that luck. Once I paid \$1.50 for an old-fashioned dish with the hen mothering a nest of eggs on the lid. I brought it home and in washing it, broke the top. I just waited, and one day I went into a home and found a top there, without the bottom. I asked the man to sell it to me and he said it belonged to his mother and I told him I had the bottom for it and wanted the top very badly. He said, 'well, you'll have to pay for it,' and I told him I would pay all I could, and when he quoted me the huge sum of thirty-five cents, I almost fainted. This is only one example of just waiting and finally finding what I want."

She has made as many as five and six trips to one home after an article, which she finally was able to purchase. One of her most beautiful beds was used, in the family from whom she bought it, merely to store bed clothes on. Its subsequent purchase and refinishing made it a much wanted article and she realized a splendid profit.

"When I was first collecting, I had both modern and antique furniture in my home, but the antique simply makes the modern furniture look cheap, even though it is of an expensive make. I have replaced every piece. It is not alone the collecting of these priceless old pieces that I love, but when I am tired, I can come into this living room and just sit down and let my eyes rove over these old things and mentally caress each piece and it is comforting and restful."

Her patrons come from both east and west and she has visitors from morning until night, admiring and desiring to purchase some piece.

Besides her hobby, she is president of the Civic Club of Clinton. That organization just finished a Better Home and Pure Food show which was an unqualified success, and due in a large measure to her direction. Mr. and Mrs. Balke have two children, Mary, age 7, and John, age 18.

Should you be a chance visitor in Clinton, do not neglect to visit this Colonial home, and Mrs. Balke will graciously give you histories of each antique, which will take you back to grandmother's time, and prove most interesting in the telling.

Locomotive Fuel Performance Records

(Continued from preceding page)

131, March 4, Kansas City to Ft. Scott, handled 336,611 gross ton miles, performance 74 pounds per 1,000 gross ton miles.

KANSAS CITY TERMINAL

Engineer VEILBIG, fireman HAILEY, engine 3731, April 1, performance of 83 pounds per switch locomotive mile.

Engineer J. CUMMINGS, fireman BENNISON, engine 3672, April 1, performance 104 pounds per switch locomotive mile.

SOUTHERN DIVISION

Engineer J. MEE, fireman PROW, engine 1528, train 105, Yale to Amory, March 26, 1,588 car miles, performance .63 gallon per passenger car mile.

Engineer C. COOK, fireman L. FOSTER, engine 4206, train 934, Carbon Hill to Amory, March 24, handled 177,664 gross ton miles, burned 8 tons coal, performance 89 pounds per 1,000 gross ton miles.

Engineer BRAKE, fireman GEORGE BAUERS, engine 4210, train 131, Springfield to Thayer, March 27, handled 255,000 gross ton miles, burned 12 tons coal, performance 94 pounds per 1,000 gross ton miles.

Engineer NORRIS, fireman WIMBERLY, engine 1630, train 931, Magnolia to Pensacola, March 11, handled 265,000 gross ton miles, performance 90 pounds per 1,000 gross ton miles.

Engineer HALL, fireman DAVIS, engine 4210, train 131, Thayer to Memphis, March 21, handled 428,000 gross ton miles, burned 14 tons coal, performance 65 pounds per 1,000 gross ton miles.

Engineer B. M. FINLEY, fireman W. B. BUSH, conductor GUYTON, engine 698, train 931, Amory to Magnolia, April 8, engine rating—Amory to Magnolia, 2,150 tons—handled 2,296 tons Amory to Columbus, 2,023 tons Columbus to Aliceville, 2,234 tons Aliceville to Demopolis, 2,205 tons Demopolis to Lenden, 2,172 tons Lenden to Magnolia, used 11 tons coal, handled a total of 325,000 gross ton miles, performance 68 pounds per gross ton miles.

MEMPHIS TERMINAL

Engineer VAUGHN, fireman E. LUTTS, engine 987, April 1, performance of 76 pounds per switch locomotive mile.

Engineer HOMER THOMAS, fireman LILLARD WATTS, engines 3717 and 3694, March 26, kept record of number of scoops of coal and class of work performed—performance as

follows: Engine 3694, freight switching—3:00 p. m. to 5:10 p. m.—42 scoops, engine 3717 burned 143 scoops 5:10 p. m. to 11:15 p. m., switching passenger. The total performance of both engines during the two-day period, 62 pounds per switch locomotive mile. This covers fuel burned only while in actual switching service.

RIVER DIVISION

Engineer HILTEBRAND, fireman HOUSEMAN, conductor McADAMS, engine 4017, train 838, March 31, handled 2,181 tons, Chaffee to St. Louis, burned 9 tons coal, performance 59 pounds per 1,000 gross ton miles.

Engineer FUSSELL, fireman FITZGERALD, engine 1015, train 808, Memphis to Chaffee, April 9, handled 972 car miles, used 820 gallons fuel or .84 gallon per passenger car mile.

Engineer SLAUGHTER, fireman VICKERY, engine 1054, train 806, 1,296 car miles, burned 980 gallons fuel, performance .75 gallon per passenger car mile.

AGENT PREVENTS WRECK

To C. S. Roberts, agent at Girard, Kan., goes credit for the presence of mind, which under exciting circumstances very likely prevented a serious accident.

On April 6 after Roberts had been relieved at 4 p. m., he was assisting in loading out a car of stock which was to move at about 4:30 p. m., when his attention was called to a runaway team which had started from the Farmers' Elevator, nearby. The team started down the Afton Sub main line and as they approached the south passing track switch they ran into the switch stand knocking it over and then broke loose from the wagon. Agent Roberts seeing that the switch points were out of line and realizing that train No. 118 was due in ten minutes, grabbed a red sweater from a bystander and rushed down the track to flag the approaching train, sending a messenger up the track to call Section Foreman Bennett, who was working near the station. Bennett came to the switch at once and spiked the point so as to let No. 118 by, then sent a man up the track to call in Roberts. The train passed Roberts while he was returning to the switch. Quick action by all concerned, saved the day in this instance, for as Agent Roberts said, "Had the accident occurred 10 minutes later, I believe No. 118 would have surely been on the ground."

CAR DAMAGE DECREASES

Reduction of 55.6 Per Cent Made First Three Months

A SPLENDID showing in the reduction of the number of cars damaged by rough handling on Frisco Lines was made during the first three months of this year, a report, issued April 7, by the office of the car accountant, Springfield, Mo., discloses. The number of cars damaged decreased 55.6 per cent and the monetary amount of this damage decreased 71.1 per cent in comparison with the corresponding period of last year.

The per cent of increase in the number of cars handled per car damaged during the first three months of the year was 84.1 and the amount of damage per car handled decreased 64.61 per cent, both in comparison with the first three months of last year.

Of the Frisco divisions, Central and Western tied for first, neither of them damaging a car. A total of 63,191 cars were handled on Central division and 34,397 on Western division. Eastern division was ranked second by the report, with two cars damaged out of 162,847 handled.

Among the terminals, Kansas City was first during the first three months of the year. Three cars were damaged there out of 165,000 handled. Tulsa was second with 4 cars damaged out of 169,597 handled and Birmingham third, handling 138,766 with damage to six.

No cars were damaged on Texas Lines during the first three months of this year. A total of 25,540 were handled there. This compares with the same period of last year, when 6 cars were damaged out of 31,110 cars handled and with 1929, when four cars were damaged out of 34,889 handled.

AN ENGINEER-PREACHER

There are many persons who attempt to fill two occupations but there are few who make good in this endeavor. The Rev. P. O. Freeman of Thayer, Mo., who is a passenger engineer on the Memphis sub-division, however, is one of the few.

Rev. Freeman's reputation as an interesting and persuasive speaker is widely known and from the start of the meeting the church was crowded. One of his most interesting sermons to railroad employes was one in which he compared the life of man to life upon a railroad. "God," he said, "is General Manager of this Railway of Life and the Bible is the Book of Rules from which we get our standards of life. Jesus Christ is the Master Mechanic and the Holy Spirit is the General Passenger Agent who advertises the glories of Jesus Christ

MAKES FRISCO QUILT

Mrs. Laura Ingram, mother of E. E. Wilson, special agent at Ft. Smith, Ark., is shown in the accompanying photograph holding a quilt which she made with the Frisco insignia prominently displayed in the center.



MRS. LAURA INGRAM

Mrs. Ingram is a member of the Travelers Aid, and the idea of placing the Frisco insignia on the quilt was to keep it from being stolen from the waiting room, where it is used to cover babies who use the bed in the station to sleep and rest between trains.

Mrs. Ingram is 76 years of age. The quilt is made entirely by hand, a particularly remarkable accomplishment, since Mrs. Ingram is crippled in her hands and unable to use a thimble in her sewing.

She has watched the Frisco grow from a small road to its present capacity of fast, safe, transportation and the making of the quilt denotes her interest. It was on display at the Carnegie Library when the members held their annual meeting there, November 28.

and secures passengers for the Holy Train; this world is the Home Terminal where we prepare for the final run and Death is the call boy for whom we never know when to look. The Cross of Jesus Christ is God's red block placed between the people of the world and hell to remind them of sin. Our trials are God's tests of our lives and the hills on this railway cannot be doubled. The judgment seat of Christ is where we go 'on the carpet' receiving either commendation or a reprimand and the terminus of this railway is at the Union Station in the Holy City, the New Jerusalem, where many of our loved ones and friends are waiting to welcome us home."

FRISCO SERVICE PRAISED

Mrs. John L. Peete, of Fort Scott, Kansas, was so appreciative of the service given her by C. Lloyd Wright, ticket clerk at Fort Scott, and Frank Reber, conductor, on Frisco Train 104 to Kansas City, that she has expressed her feeling toward this company in a complimentary letter.

She was taking her husband to Chicago, and it was necessary that an ambulance convey him to the train. She went to the Frisco station and advised Mr. Wright of the situation and, she writes, "He relieved me of all worry by taking everything in his own hands—making all reservations and wiring for the Pullman to be made down. When the ambulance brought us to the station, the men carried Mr. Peete in the train and in just a minute he was comfortable in a nice clean bed, where he rested till we reached Kansas City, where we changed trains. Mr. Wright also wired for a wheel chair to meet us in Kansas City and as we left the train there, we were met by E. M. Giffey, passenger agent, who called us by name and made us feel that someone was really interested in us.

Mr. Peete passed away after his arrival in Chicago and I started on my return trip as escort with the corpse. The same wonderful service was extended to me all along the route. Now, I for one can't praise the railroad enough. If people could only realize what the railroad means at a time like this, it makes no difference how complete the bus seems to be, it can never reach the place where it can give such service and, in my estimation there is no comparison between the two."

NO TRESPASSING!

TRESPASSING on railroads is altogether too common. Rights of way for trains are not maintained for the convenience of the walking or cycling public. There is plenty of law on the subject, but it is seldom that trespassers are punished. Railroads do not choose to augment the ranks of their hostiles by haling trespassers before magistrates.

The cost of a system of fences and gates would be prohibitive. By all manner of placards and large-lettered signs, railroads warn trespassers. Their warnings are unread by unseeing eyes.

—From the Charleston (S. C.) News Courier.

A PAGE OF PRAISE *from* FRISCO FRIENDS

From E. M. Conrad, county engineer, Crawford County, Kan., to W. H. Bevans, superintendent, Fort Scott.

"Wish to take the opportunity at this time in behalf of the commissioners of this county to express our appreciation for the service rendered by your company in regard to chat shipments to Beulah and Girard recently. Evidently, you have used every means possible to take care of the county's interests and we assure you of our appreciation of same.

"We wish also to personally commend your station agent, Mr. J. B. Jennings, at Beulah, for his efforts in securing prompt switch movements in every way possible, as it has resulted in saving this county considerable expense."

From Alf. D. Carpenter, editor, Oswego, Democrat, Oswego, Kan., to W. L. Coleman, division freight and passenger agent, Joplin, Mo.

"I want to express my sincere appreciation for the service you rendered in the delivery of a recent freight shipment to our plant, by setting a car out by your through freight, thus enabling us to get this stock a day before it would have been possible otherwise.

"Such service as this is beyond comparison and I want you to know that if we have an opportunity to return this favor, we will be only too glad to do so. We have routed a number of large freight shipments over your line in the past and will continue to do so in the future."

From J. R. Sells, secretary, Central Association of Traveling Shoe Salesmen, 540 Ridge Building, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City, Mo.

"At a recent meeting of the Central Association of Traveling Shoe Salesmen, held at the Savoy Hotel in Kansas City, Mo., it was unanimously voted that the secretary be instructed to draft a letter to the Frisco Railroad, commending them upon the stand they have taken in having been the first railroad to reduce passenger fares to the two-cent rate.

"This association goes on record as favoring, where possible, the railroads, who have contributed toward a reduction in traveling expenses by suggesting that merchants and buyers have their freight routed over the roads who have made this rate reduction possible."

From Finton H. Jones, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City:

"I just returned from a trip through Florida and the East and want to take this opportunity to tell you that the most enjoyable part of my trip was while traveling on the Frisco.

"I found the employees all the way interested in my comfort. They seemed to show the attitude that they hoped I would travel over your road again.

"In my business I try to give service and when I meet with it myself, I appreciate it."

From Mr. O. M. Mitchell, president, Safe Deposit Company of Kansas City, to Mr. H. P. Wright, member of Frisco board of directors, Land Bank Building, Kansas City, Mo.

As a member of the Carter County Fishing and Shooting Club I am frequently on the Frisco en route to club house. I want to express my appreciation of the uniform courtesy of your trainmen all along the line. I want particularly to speak of this same courtesy shown in your Walnut Street Ticket Office here. Their attitude toward the traveling public is one of such service that it makes it a pleasure to buy a ticket over your road. I am pleased to express my appreciation of this to you."

From Mr. John E. Wilson of the law offices of Wilson, Bundschu & Bailey, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City, Mo.

"Your letter to me of March 24 has just come to hand upon my return to the city.

"I found nothing to criticize as to the service on the train, but assure you that everything was handled in first class style. It was a great convenience to go from here to Miami and return on a through Pullman with excellent service."

From J. A. Folger & Company, Kansas City, Mo., to Roy Maring, of the Frisco traffic department, Railway Exchange Building, Kansas City, Mo.

"You no doubt will recall that on the last of February you issued a ticket for Mr. R. E. Atha, our general sales manager, and his wife for a trip to Miami, Fla., and return, and at the time of leaving Mr. Atha mentioned the possibility of going to Havana, Cuba, and returning via New Orleans.

In order that he might be taken care of you addressed a letter to the passenger department of the Florida East Coast Railway Company, authorizing them to make the exchange.

"Mr. Atha has returned from his trip, and as he expected presented your letter and exchanged the tickets in Miami, making the trip to Havana and returning via New Orleans. On the trip he was taken care of nicely. Mr. Atha certainly appreciated the service he was given while traveling on the Frisco Line and the personal favor you rendered.

"We also wish to thank you for the courteous service extended to Mr. Atha by the Frisco Railroad, while on his trip and assure you that it was greatly appreciated by us."

From Mr. Sam Bowman, manager of the Scott County Milling Company, Oran, Mo., to J. S. McMillan, superintendent of the River division.

"Please accept this as our most sincere thanks for the extreme courtesy your company extended us during our very damaging fire early Tuesday morning. I know no act of friendship greater than was extended us by your company, when someone in your organization ordered one of your fast passenger and mail trains to stop here and pull all empty and loaded cars from our tracks. We appreciate this Mr. McMillan and want our most sincere thanks to reach every man in your organization that had anything to do with such a courtesy."

From Miss Martha Atwood, soprano, Metropolitan Opera Company, New York, N. Y., to Miss Martha Moore, associate editor, Frisco Employes' Magazine.

"It was indeed a pleasure to meet you and I hope our chance meeting at St. Louis may be repeated many times. To begin with, your cordiality and then the courtesy of every one connected with the Frisco Lines, made my trip thoroughly enjoyable. It was a decided relief to find real hot water for washing—hot food, well-seasoned, to eat—and an engineer who knew how to start and stop a train without one waking and wondering if there had been an accident. The added courtesy of the officials in their willingness to hold the train if necessary for a full ten minutes at Highland Park, so that I might make my next date in St. Joseph, places me still further in a friendly indebtedness to you all."