

harness" and was honored with a position he is well qualified to fill, that of Federal Railroad Co-ordinator for the Pacific Coast. His new territory will include Washington, Oregon, California, Idaho, Nevada and Arizona. His headquarters will be in San Francisco. He came with Frisco Lines as assistant superintendent at Sapulpa in 1903 and was retired January 1, 1931.

The Welcome Inn's Rodeo, staged in St. Louis, Mo., during the latter part of September, brought to St. Louis, via Frisco Lines, some of the Frisco's good friends and patrons from Texas. Hub Whiteman, 25-year-old cowboy, from Clarksville, Tex., was selected as the All-American Cowboy, the highest honor of the world series stampede. Rose Davis, of Ft. Worth, Tex., figured prominently in the events for cowgirls.

For the information of employe solicitors, a new statement of taxes recently compiled shows that the total taxes paid by the railroads in all states for one year amounted to \$323,590,571.00. Schools received 45.8 per cent; highways, 13.9 per cent and 40.3 per cent went for other purposes. Just what would the schools do, or how would they exist without the railroad tax?

IN APPRECIATION

From the Oklahoma National Stock Yards Co., Oklahoma City, Okla., to W. L. Huggins, Jr., traffic manager:

"I wish to express to you my appreciation of the cooperation received from you and your railroad in moving the train of hogs from Lawton to Oklahoma City. According to our record the loading was completed around 10:00 a. m. and the movement to Oklahoma City was accomplished before 2:00 p. m., the hogs being unloaded and in our sheds before 3:00 p. m.

"I would thank you to convey my feelings, as expressed in this letter, to both Messrs. Doggrell and Tillman."

From F. C. Paist Traffic Bureau, Inc., Denver, Colo., to W. L. Evans, general agent:

"On September 15 we wired Wellington Sears Company, 65 Worth St., New York City, an order for 16,550 pounds of Army Duck.

"You will remember that we called on you for some assistance in expediting this movement, as my client was under contract to make these goods up into tents for immediate delivery on the coast. We

A FRISCO QUEEN

Norma Jean Hargrove, daughter of B. R. Hargrove, agent at Vanduser, Mo., was chosen as the most beautiful girl of the grounds at the Neighbor Day celebration at Benton, Mo., on October 5, and was crowned Queen of the Neighbor Day celebrations with



NORMA JEAN HARGROVE impressive ceremonies. Ex-congressman Ralph E. Bailey, of Sikeston, conducted the coronation ceremony.

This all-southeast Missouri homecoming event attracted a crowd of 15,000 persons.

asked the shipper to route from Anderson, S. C., via P&N-SAL-Frisco-Union Pacific.

"This merchandise loaded at Anderson same day our order was wired Wellington Sears of New York City and was unloaded in our warehouse Thursday morning by 7 o'clock, which was the sixth morning. We feel that we owe this promptness in handling to your interest in our behalf and want you to know that this is one of the reasons we are routing everything we possibly can, your way. Again thanking you for your wonderful cooperation, especially when we needed the assistance."

From R. W. Boone, agent at Clinton, Okla., to J. R. Coulter, traffic manager, Kansas City.

"Want to thank you and your organization for the help rendered in securing the movement of scrap iron from Clinton to Sheffield Steel Corporation, Kansas City. Mr. Ward tells me that he called at your office on his arrival in Kansas City with letter of introduction from me and that every courtesy

H. L. FREEMAN HONORED His Paper Awarded Prize of Olson Rug

ADVICE has just been received from the Olson Rug Company of Chicago, Ill., that the contribution submitted by H. L. Freeman, in the contest for the best paper on the value and promotion of the ship-by-rail movement on the Frisco, was considered the best paper submitted to them. Mr. Freeman will be awarded a 9 x 12 Olson Rug, and the paper submitted by George W. Greener, of Springfield, Mo., was awarded honorable mention.

The Olson Rug Company follows the policy of patronizing the railroads exclusively with its shipments. Its officers are cooperating to the extent of giving free, one of their beautiful 9 x 12 rugs in this contest to promote increased interest in the movement of freight by rail.

Mr. Freeman holds the position of chief yard clerk at Afton, Okla., and the paper which he submitted was carried in the September, 1933, issue of the magazine. Mr. Greener is a telegrapher-clerk at the Mill Street Station, Springfield. His letter on the subject of the ship-by-rail movement, will be carried in the December issue of the magazine.

FRISCO EMPLOYEES HONOR FOUNDER OF MOVEMENT

(Continued from Page 4)

club movement on Frisco Lines. His letter, written in January, 1927, wherein he said that he was asking for the 100 per cent cooperation of the employes is as powerful as the day he dictated it, and it will remain so, and it is the most sincere compliment which could be paid him to say that the participation of the employes in the club movement is purely voluntary, based on the fact that if their president believed in them 100 per cent, they would return that faith!

possible was shown him, that he was taken to the different dealers in Kansas City by you and he feels that the help extended him was the main factor in closing the deal for the sale of this iron. He has, so far, shipped five cars and expects to move some ten or twelve more, every car will move Frisco with revenue of about \$200.00 per car.

"Want to again thank you and assure you that Mr. Ward appreciated the interest shown. He stated that he 'had never seen anything like it from railroad people before in his life'."

Frisco Employes' Hospital Association

Receipts and Disbursements after June 30, 1933, through September 30, 1933.

Balance brought forward from June 30, 1933.....		\$41,732.11	
RECEIPTS:			
From assessments on members.....	\$41,931.15		
" interest on securities in Treasury.....	3,080.00		
" donation by Receivers, St. L.-S. F. Ry.....	162.51		
" sundry accounts collectible.....	1,305.71	46,479.37	
" proceeds at maturity, July 1, 1933, of \$20,000 Chicago, Rock Island & Pacific Ry. Co. 4½% Equipt. Trust Certificates, Series O.....	\$20,000.00		
" proceeds at maturity, August 1, 1933, of \$20,000 Chicago, Rock Island & Pacific Ry. Co. 4½% Equipt. Trust Certificates, Series P.....	20,000.00	40,000.00	
			\$128,211.48
DISBURSEMENTS:			
For payrolls.....	\$23,984.05		
" professional, ordinary and emergency services.....	8,500.35		
" labor, material and supplies.....	2,761.35		
" provisions.....	3,623.74		
" drugs.....	3,647.99		
" light, water, ice, gas, fuel and telephones.....	1,426.19		
" all other expenses.....	1,176.54	\$45,120.21	
" \$35,000 face amount, U. S. 3½% Treasury Bonds, due June 15, 1940-1943, purchased July 11, 1933, @ 102 14/32.....	\$35,853.13		
Interest, 26 days @ 3½%.....	85.32		
Commission.....	43.75	\$35,982.20	
" \$20,000, face amount, U. S. 3½% Treasury Bonds, due June 15, 1940-1943, purchased August 16, 1933, @ 101 28/32.....	\$20,375.00		
Interest, 61 days @ 3½%.....	114.37		
Commission.....	25.00	20,514.37	56,496.57
Balance September 30, 1933, P. M., at: First National Bank, St. Louis, Mo.....			* 26,594.70
			\$128,211.48

* Subject to \$330.12 of pay-drafts and vouchers outstanding at close of business September 30, 1933.

THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (matured Sept. 1, 1933) unpaid.....	\$ 10,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Certificates, Series A (mature Nov. 15, 1933).....	5,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (mature January 15, 1934).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (mature March 1, 1934).....	35,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (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
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
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. 3½% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4½% Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4½% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4½% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close September 30, 1933).....	\$264,500.00

St. Louis, Mo., October 3, 1933.

L. O. WILLIAMS,
Treasurer.

AGENCY CHANGES

The following permanent agents were installed at the stations which follow their names:

Charles M. Neal, Wheatland, Okla., September 16; Henry M. Stannard, Troy, Okla., September 20; Frank S. Love, Pomona, Mo., September 22; Delbert Roberts, Morrisville, Mo., September 22; Louis C. Stewart, Eureka, Mo., September 22; Ira N. Harris, Leflore, Okla., September 25; Harry D. Edwards, White Oak, Okla., September 26; Franklin C. Morris, Foreman, Ark., September 26; William L. Powell, Success, Ark., September 28; Lennie A. Schooler, Wheatland, Okla., September 30; Thomas M. Hudson, Fremont, Mo., September 30; Edward T. Connor, Oklahoma City, City Ticket Office, October 2; August A. Luckman, Birch Tree, Mo., October 2; Thomas Duncan, Lincoln, Ark., October 3; James W. Duncan, Harviell, Mo., October 4; William H. Easton, Cache, Okla., October 6; Albert L. Causey, Amagan, Ark., October 6; Ora L. Jenkins, Success, Ark., October 7.

The following were installed temporary agents at the stations which follow their names:

Thomas F. Underwood, Oklahoma City Ticket Office, September 16; Walter S. Johnston, Reynok, Ark., September 19; Charles L. Murphy, Cache, Okla., September 21; Clinton Bloodworth, Johnsons, Ark., October 10.

CASUALTIES INCREASE

The statement of total killed and injured, month of September, 1933, compared with September, 1932, and period to date, compared with the same period last year, shows a decrease in casualties of 36.4 per cent for the month of September in the transportation department and a 11.6 per cent decrease for the period. Both the maintenance of way and mechanical departments show an increase for the month and the period.

There was an increase in casualties for all employes for the month and the period of 10.2 per cent and 16.4 per cent respectively. There was a 26.1 per cent increase for all non-employes for the month, and a 4 per cent decrease for the period. An increase of 15.7 per cent for the month and 8.9 per cent for the period, for all casualties is reported.

The Pension Roll

ERNEST CALLENDER

ERNEST CALLENDER, engineer, Southern division, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 8, 1863, at White Pigeon, Mich., and educated in the schools near his home. He began his railroad service for the KCS&M Railroad in the month of October, 1883, as a fireman and was promoted to the position of engineer in 1887. He became a Frisco employe when the Frisco took over the KCS & M Railroad. He has remained on the same division during his entire service. In 1889 he married Mrs. Anna Jones, of Springfield, and to them was born one daughter. Mrs. Callender died several years ago and Mr. Callender resides at 738 West Elms Street, Springfield, Mo. Continuous service of 49 years and 10 months entitles him to a pension allowance of \$108.00 a month, effective from September 1, 1933.



HENRY ADWATER

HENRY ADWATER (colored), section laborer, Tupelo, Miss., was retired from active service May 31, 1933, due to his having reached the age limit. He was born May 9, 1863, at Macon, Ga., and began his service as section laborer in 1886 near New Albany, Miss. He remained on the Southern division in that capacity until his retirement. In July, 1903, he married Mary Obey, of Waterville, Miss., and they reside at Tupelo. Continuous service of 21 years and 5 months entitles him to a pension allowance of \$20.00 a month, effective from September 1, 1933.

AUGUST FRED PRUGGER

AUGUST FRED PRUGGER, machinist, Springfield, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 18, 1863, at White-water, Wis., and educated in the schools near his home. He served

Twelve Frisco Lines veteran employes, with combined service of 378 years and 9 months, were placed on the Pension Roll at a meeting of the Board of Pensions, held September 21, 1933, at the St. Louis general offices.

various industries in the east before coming with Frisco Lines as a ma-

ried Eva A. Sprols, of Springfield, Mo., and to them were born two sons and two daughters. The two sons are employed as machinists at the Frisco Shops. Mr. and Mrs. Prugger reside at 1618 Summit Avenue, Springfield, Mo. Continuous service of 42 years and 7 months entitles him to a pension allowance of \$100.55 a month, effective from September 1, 1933.

JAMES BARNETT KIRKPATRICK

JAMES BARNETT KIRKPATRICK, conductor, Southwestern division, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 17, 1863, at Macomb, Ill., and

educated in the schools of Pierce City, Mo. He served the Kansas City Southern as conductor before coming with Frisco Lines in train service out of Pierce City, Mo., in March, 1884. His service was continuous until August, 1896. He re-entered the service in January, 1898, as freight conductor on the Central division out of Mo-

nett. He also served as extra passenger man. About July, 1899, he was transferred to the Southwestern division with headquarters at Monett and did extra passenger work immediately and was promoted to regular passenger conductor about 1904. Since that date he has been in regular passenger service. On September 2, 1883, he married Agnes M. Schelin, of Carthage, Mo., and to them were born one son and one daughter. Mr. and Mrs. Kirkpatrick reside in Kansas City, Mo. Continuous service of 35 years and 8 months entitles him to a pension allowance of \$77.35 a month, effective from September 1, 1933.

THOMAS MICHAEL CUMMINGS

THOMAS MICHAEL CUMMINGS, chief clerk, traffic department, Memphis, Tenn., was retired from active service April 7, 1933, due to total disability. He was born October 7,

ch inist on January 28, 1891, at the Springfield North Shops. He later served as assistant foreman and gang foreman until 1918, then as traveling millwright foreman until 1932 when he worked as a machinist at the North Shops until retired. He mar-

1879, at Louisville, Ky., and educated in the schools near his home. He served the Missouri Pacific as bill clerk before coming with Frisco Lines in that capacity September 1, 1902, at the local freight office, Memphis. He served as bill clerk and as assistant rate clerk, chief rate clerk, and chief clerk to traffic manager. On September 6, 1910, he married Ida Robinson, of Memphis, Tenn., and to them were born three daughters and one son. Mr. and Mrs. Cummings reside in Memphis, Tenn. Continuous service of 32 years and 8 months entitles him to a pension allowance of \$58.30 a month, effective from September 1, 1933.

EDWARD LOCK

EDWARD LOCK, section foreman, Golden City, Mo., was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 19, 1863, at Chaff-combe, England, and educated in the schools near his home. After coming to America he came to Springfield and entered the employ of Frisco Lines, May 20, 1884, in the maintenance of way department. He resigned and was re-employed as section foreman at Golden City on August 1, 1891. In August, 1895, he was married to Mary A. Selby, of Golden City, Mo., and to them was born one son, who died in infancy. Mrs. Lock is also dead and Mr. Lock resides in Golden City, Mo. Continuous service of 45 years entitles him to a pension allowance of \$47.50 a month, effective from September 1, 1933.

ADAM ELWOOD BEEBE

ADAM ELWOOD BEEBE, conductor, Southern division, was retired from active service, August 31, due to his having reached the age limit. He was born in Valparaiso, Ind., (date not given) and educated in the schools near his home. He began his railroad work with the Rock Island Railroad in 1887, also serving the Union Pacific before coming with Frisco Lines as a brakeman in train service out of Neodesha, Kans., November 20, 1899. He was cut off the board in 1899 and re-employed October 1, 1901; promoted to freight conductor in 1903; to passenger conductor in 1913 and employed on the old Kansas and Northern division until 1928 when he was transferred to the Southern division, Columbus Sub on October 7, 1928, and when retired was working between Amory and Magnolia. On February 27, 1888, he married Emily E. Scammon, of Fairbury, Nebr., and to them were born two sons and one daughter. Both sons and Mrs. Beebe are deceased, and Mr.

Beebe resides in St. Louis, Mo. Continuous service of 31 years and 11 months entitles him to a pension allowance of \$57.45 a month, effective from September 1, 1933.

HARRISON MULLIN SNELL

HARRISON MULLIN SNELL, engineer, Birmingham Terminals was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 4, 1863, at Mulberry Grove, Ga., and educated in the schools near his home. He served as a fireman on the Central of Georgia in 1899 and was promoted to the position of engineer in 1903. He came with Frisco Lines as switch engineer at Memphis, Tenn., November, 1903. He went to Birmingham, Ala., as night hostler in November, 1904; was promoted to switch engineer April, 1905, and worked as hostler after being promoted until August; then back to switch engineer until sometime during the winter he worked as hostler for about 60 days; then as switch engineer and was discharged the latter part of 1907; reinstated April, 1907, and worked as hostler and was made switch engineer July, 1907, and worked as such until his retirement. He married Miss D. E. Wiggins and to them was born one son, who is now a switch engineer at Memphis. Mrs. Snell died in October, 1930, and Mr. Snell married Mrs. Nina L. Wiggins in September, 1931. They reside in Birmingham. Continuous service of 27 years and 5 months entitles him to a pension allowance of \$48.15 a month, effective from September 1, 1933.

JERRY HARPER HODNETT

JERRY HARPER HODNETT, agent-operator, Cameron, Okla., was retired from active service, August 31, 1933, due to his having reached the age limit. He was born August 10, 1863, at Moselle, Mo., and attended the schools at St. Clair and Seneca, Mo. He served the Santa Fe, CB&Q and Missouri Pacific before coming with Frisco Lines as operator at Rolla, Sullivan and Stoutland in 1876. He has served as operator, clerk, agent-operator, extra dispatcher, dispatcher and chief dispatcher on the Eastern, Western, Kansas, Texas and Central divisions, finishing his service as agent-operator at Cameron, Okla. In January, 1895, he married Gertrude Woodson, of O'Fallon, Mo. Mr. and Mrs. Hodnett reside at Cameron, Okla. Continuous service of 25 years and 5 months entitles him to a pension allowance of \$34.80 a month, effective from September 1, 1933.

HARRY PARKER WARD

HARRY PARKER WARD, conductor, STLSF&T Railway, was retired from active service May 8, 1933, due to total disability. He was 62 years of age, born October 12, 1870, at Wheaton, Ill., and educated in the schools of Wheaton. He served the Chicago & Northwestern, Indiana Harbor Belt and Trinity and Brazos Valley Railroads as brakeman, coming to Frisco Lines in that capacity, September 15, 1909, at Ft. Worth, Tex. He was promoted to conductor, November 30, 1909, and his run was between Ft. Worth, Sherman and Menard, Tex. On December 17, 1924, he married Claudie Smith, of Ft. Worth, Tex. They reside at Ft. Worth. Continuous service of 23 years and 6 months entitles him to a pension allowance of \$40.90 a month, effective from September 1, 1933.

NOEL ACY KINNEY

NOEL ACY KINNEY, agent-operator, Rolla, Mo., was retired from active service July 3, 1933, due to total disability. He was 67 years of age, born May 15, 1866, at Union City, Tenn., and educated at Springfield, Mo. He worked nineteen days for the D&SL Railroad at Tolland, Colo., as night telegraph operator, coming with Frisco Lines as night operator at St. James, Mo., October 1, 1881. He has served as night operator and relief agent, Eastern division, and as regular agent at Rolla until his retirement. On December 15, 1888, he married Nellie C. Love, of Rolla, and to them was born one son. Mr. and Mrs. Kinney reside in Rolla. Continuous service of 22 years and 7 months entitles him to a pension allowance of \$39.85 a month, effective from September 1, 1933.

EDWARD H. FULLER

EDWARD H. FULLER, engineer, Eastern division was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 9, 1863, in Cass County, Mich., and educated in the country schools near his home. He worked for various eastern roads, and was promoted to engineer, February 10, 1892. He then served the K. C. S., and the I. C. Railroads until January, 1902, and came with Frisco Lines as an engineer February 20, 1902, running out of Springfield. On January 27, 1892, he married Kate McHugh, of LaCrosse, Wis., and to them were born two daughters. Mr. and Mrs. Fuller reside at Springfield, Mo. Continuous service of 20 years and 9 months entitles him to a pension allowance of \$43.90 a month, effective from September 1, 1933.

**He's Home**

"Jane, has Johnny come home from school yet?"

"I think so. I haven't seen him, but the cat is hiding under the stove."

QUITE TRUE

"Roses are red,
Violets are blue,
I'm one,
And so are you—"

when discussing our fishing ability!

FOOLISH QUESTIONS

He was busily engaged with a spade in the mud hole beside his car when a stranger hailed him.

"Stuck in the mud?"

"No, my engine died here and I'm digging a grave for it."

School Days

Professor (after a very bad recitation): "Class is dismissed; don't flap your ears as you go out!"

THE LICENSE TELLS

A little boy from the city was visiting his cousin in the country.

"What do you know about cows?" asked the country lad. "I bet you don't even know if that's a Jersey cow."

"I don't know from here, 'cause I can't see its license."

A GOOD IDEA

Butcher: "I can't give you further credit. Your bill is bigger now than it should be."

Customer: "I know it. Just make it out for what it should be and I'll pay it."

An Occasion

Butler: "Beg pardon your lordship, but there's a burglar downstairs."

His Lordship: "Then bring me my gun and sports suit—the heather mixture."

LOOKS COUNT

"So you want a teething ring for your baby. What kind, sir?"

"Have you any that look like a watch?"

MOTOR-MINDED

The little city girl had been watching the farmer milk his only cow. The next morning the farmer got up and found that the cow had been stolen during the night.

Farmer: "Drat the thief that stole that cow! He's miles away from here by now."

Little Girl: "I wouldn't worry about it. They can't get far away with it, 'cause you drained her crank case last night."

Last Resort

"I hope the book you are reading is nice, darling," said the conscientious mother to her very young daughter.

"Oh, yes, it's a lovely book, but I don't think you'd like it. It's so sad at the end."

"How, dear?"

"Well she dies and he has to go back to his wife."

TACTFUL?

Salesman: "Now I'll find you a hat to fit your face."

"Customer: "Say, listen here—I may not have a beautiful face, but I'm not going to wear a hat over it."

A HIKER

A tourist was traveling at a high rate of speed through a little county seat. The Mayor, walking past, gave him a warning to slow down, but he did not heed it. The Mayor sent a traffic policeman to catch him. After the chase the policeman said:

"Why did you ignore the Mayor's signal?"

"Oh," said the tourist, "I thought that was another hitch-hiker thumbing his way."

When Relatives Call

Some relatives were visiting a couple and mentioned their dog, a big mongrel. "He's just like one of the family," said the pup's proud mistress. "Which one," asked the hostess.

NO MORE

Young Wife (to tramp): "Aren't you the same man I gave some biscuits to last week?"

Tramp: "No mum and the doctor says I never will be again."

FOR GOOD TIMES

"What would you suggest to help bring a return of prosperity?"

"The horse, sir, bring back the horse and the country will soon become stabilized."

My Soul!

"Too bad about the disappearance of Professor Smith. He was a profound thinker."

"Yes, he was always thinking, no matter where he was. The last time I saw him he was in swimming and he suddenly called out: 'I'm thinking! I'm thinking!'"

"You fool! Professor Smith spoke with a lisp!"

THE CODES

"What three words are most frequently used in answer to questions about the codes?" asked a professor of economics.

"I don't know," answered the sleepy junior.

"Correct," said the teacher.

Scanty Meal

A man bought some sausages and asked his landlady to cook them for his breakfast.

"How'll I cook them?" she asked.

"Fry 'em like fish," replied the lodger.

The next morning, when the landlady served them, she remarked: "I hope you'll enjoy your breakfast, sir; but there's not much in these things when they're cleaned out."