

Ranger & Ft. Worth Railroad as section foreman, extra gang foreman and roadmaster. He began his service with Frisco Lines in the Ft. Worth roundhouse and was offered a position as frog repairer on the Southwestern division in June, 1923. He worked in that capacity until January 1, 1925, when he was promoted to roadmaster on the Oklahoma sub division, which position he now holds.

When Mr. Schubert's parents came to visit him in Oklahoma City in 1931, strange as it may seem, he had some trouble in conversing with them in German, for it had been so long since he had spoken it freely, or had had occasion to use it. But it was a great reunion and family history was reviewed.

Mr. Schubert was born in the State of Silesia, Germany, the town of Gleiwitz, in 1895. This town is located only a few kilometers from Three Kaiser Corner, where the countries of Germany, Austria and Russia meet. His father was a soldier in the Kaiser's army, starting as a private and ending his service on pension in 1929. He served during the war as Garrison Inspector of the 16th Army Corps of Metz, one of the strongest fortifications in all Germany. The father was never taken prisoner; went to Africa during the Hottentot Rebellion; served in the Boxer Rebellion in China; received two sharpshooter medals, the Iron Cross (with oak leaf insignia), and has been decorated in various ways.

W. A. Schubert was one of three sons and at an early age entered a military school in Metz. The military regime and strict discipline did not appeal to this German son. He was required to drill for an hour before his first class; then came the lunch period; then class; then drill the last hour of the day. One week at Xmas and six weeks in the fall constituted all the vacation periods from these strenuous duties.

He told his father that he was going to run away. Unlike most fathers, the elder Mr. Schubert took his son and his few belongings to Hamburg, Germany, to a sailing office where he hired as a deck boy for sailing on the ship *Katy*, a three-mast bark which sailed under the Norwegian flag. He went to England where the ship was stationed at that time, and left on his first voyage in 1910 at the age of 15 years. The ship took on coal at the port of Swansea, Wales, and

sailed for Valparaiso, Chili, but never reached that port. They reached Cape Horn and remained there weeks, due to bad weather and strong winds. The ship ran out of provisions and part of the rigging was torn away and they lost the majority of their sails. The captain decided to go to Australia to gain the benefit of the western winds and finally reached Port Adelaide after six months and ten days on the water. The only ship they sighted during the time they left the Canary Island and landed at Port Adelaide was a British ship which signalled them the news that King Edward VII was dead. They took provisions at Port Adelaide and sailed for Antofagasta, receiving orders to do so while taking provisions at Port Adelaide.

During his adventures at sea on the *Katy* and on the three-mast full-rigger *Manx King* and the *Winifriedian*, the latter a steamship carrying general cargo and passengers between England and Central America, he visited almost all Central American ports and the West Indies, including Panama; the port of Pernambuco, Brazil; the beautiful city of Montevideo, and the famous Sugar Loaf Mountain, which is in the form of a sugar loaf and is located at the end of the Bay of Rio de Janeiro; Buenos Aires, Argentine and Rosalio, all beautiful towns; Cape Town, South Africa, Port Adelaide, New Castle and Sydney in Australia, and Valparaiso, Antofagasta, Iquiqui, Celetto Coloso.

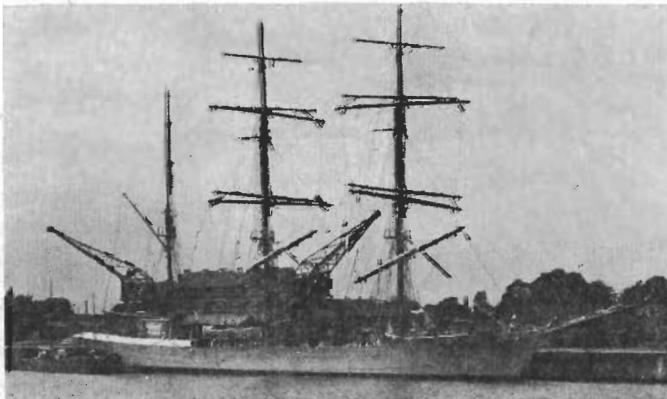
He has been at the Guano Islands and has seen the Canary Islands so close that everything could be distinguished. He has also cruised along the Mediterranean where he had a chance to visit Genoa, the birthplace of Columbus. At Pisa he visited the famous cemetery called The Campo Santo, where beautiful sculpturing work by Italian masters may be found. A trip from Genoa through

Milano and through the Alps was equally as interesting, and he stopped at Milano long enough to visit the wonderful Cathedral with over 200 spires, a masterpiece of architecture. Of the Alps, he says that a trip to Switzerland is worth anybody's time and money.

In recalling some of his experiences, Mr. Schubert said: "possibly many have read the stories of the 'Sea Devil', Count Felix von Luckner, who so successfully harrassed the enemy shipping during the World War with his sailing vessel, *The Sea Adler*, and who tells in his books of the time when he sailed before the mast as a deck boy and had to clean out the pigsty on board the ship.

"Von Luckner did not have anything on me. As I was the only German deck boy on board the ship (the other boy being a Norwegian) on the Norwegian three-mast bark. 'The *Katy*', I was assigned to clean the pen of a pig some kind-hearted shipping man had given to the captain. I still wish I knew the name of that man. I had to clean out the pigsty first thing every morning and I would lie for hours thinking what I could do to the pig to get even. I remember one thing. On Wednesdays, on a Norwegian ship, they give you a sweet soup consisting of barley, dried fruits, apples, apricots and prunes. This soup, cool enough to eat, would leave the prune seed hot inside the prune and when in the tropics sitting out on deck, the pig, running loose in daytime, would come around grunting and I would pitch one of the prunes to him. After a few smacks he would get the hot seed and of all the squealing that pig would do! The Old Man would come on deck and try to find out what had happened, but he never did, but what he said . . . well, that is left out.

"Life for a deck boy is not pleasant on board ship. The ship at sea has two watches, the Port and Starboard watch, evenly divided, one being supervised by the first mate and one by the second mate. These watches work in shifts of four hours each, with the exception of the dog watches, 4:00 p. m. to 6:00 p. m. and 6:00 p. m. to 8:00 p. m., when each watch works only two hours, this is to break the regularity of the watches. After the watch on deck, which is the work period, you have the watch be-



THE "KATY"

(Now turn to Page 7, please)

Pensacola Lures The Traveler From Far and Near

By Bill Barr

PENSACOLA'S harbor is one of the best in the Western Hemisphere. The total area of Pensacola Bay and its tributaries is about 125 square miles.

The entrance to the harbor is about seven miles southwest of the city. It is approximately 1,000 feet wide and a depth of 32 feet at mean low tide is maintained. The main ship channel, in the harbor is 500 feet wide and 32 feet deep.

Pensacola Bay is completely landlocked. Santa Rosa Island and Peninsula shield the harbor from the open Gulf. The Island is about 55 miles long and is from one-quarter to one-half mile wide.

In addition to the Bay there are numerous tributaries. Included among them are: Bayou Grande, Bayou Chico and Bayou Texar. Four fresh water streams empty into the Bay or its tributaries. It is, therefore, evident that fishing, both fresh and salt water, is excellent. Hundreds of species are caught in the vicinity. There is no fishing season; they bite the year 'round.

The first mention of Pensacola Bay dates back to 1516 and even then, more than 400 years ago, discoverers were enthusiastic about the excellent natural harbor and the land-of-plenty which surrounded it.

The first settlement on Pensacola Bay was made in 1559. This was several years before the founding of St. Augustine and thus entitles Pensacola to the claim of being the first settlement in the United States.

Romance, adventure and hardships; each have had a part in making Pensacola's history.

Much of the historical interest, in and about the city, centers around the ancient forts San Carlos and Barrancas. These old forts, with their dismal dungeons, underground passages and crumbling walls harken back to the beginning of American history. Almost three centuries have passed since the original construction of San Carlos.

The old forts have recently been made much more accessible; a new road, which passes in front of San Carlos, has just been completed. These two forts are visited by thousands each year and they are destined to become more important as the years go by. These old landmarks have no military value today. A few

well-directed shots fired from the modern fortification at Fort Pickens could demolish them in short order; their value lies in the fact that they link Pensacola with the distant past.

Pensacola is a city of wide, shaded streets, parks and beautiful homes. The larger portion of the residential section is located upon one of several hills. These hills not only add beauty to the landscape, but provide excellent drainage.

Pensacola has a large trade area. Some idea of the business conducted here may be had from the following

When you come to Pensacola, come prepared to see a dream realized—to live in a wondrous land—seeing, doing, drinking in new exhilarating experiences every day in a land that destiny long ago decreed should become the Enchantress of the World—Florida!

Thousands of veterans of Frisco Lines throughout its nine-state territory are at this time anticipating their convention in Pensacola. Those who attended the convention there last year, are returning with eagerness, and those who did not, are planning their first visit with great anticipation.

In the story on this page, one will find much data about Pensacola which is intensely interesting. It was compiled and written by Bill Barr and holds the interest of all who anticipate a trip to this splendid port of Frisco Lines at any future date.

figures: Pensacola exported last year more than 158,000 tons of lumber; over 104,000 bales of cotton, this has increased from less than 10,000 bales in 1927, while exports of coal and coke totaled more than 32,000 tons for the year. Imports included: fertilizer, 25,000 tons; petroleum products, 84,000 tons and large quantities of creosote.

Two trunk line railroads serve Pensacola, the Frisco and the L&N. They render fast, dependable service to and from inland points. The Frisco entered Pensacola during recent years and has built three large docks which have greatly increased the shipping facilities of the harbor.

The Frisco's freight and passenger service have opened up a new trade area; it furnishes excellent service to the west and southwest.

Steamships, owned by 25 different foreign lines, call at Pensacola. One trans-Atlantic line is owned by local interests. Several coastwise lines handle traffic to and from other Gulf Coast ports.

Pensacola has several miles of waterfront. Modern wharves provide more than ample docking facilities and can handle any type of ship afloat.

Pensacola is rapidly becoming an important resort and tourist center. Unexcelled beaches, a beautiful casino, a mild climate, excellent fishing and hunting, hospitable people and reasonable living costs attract thousands each year. More than 75,000 tourists visited the city during 1933.

SPEED SHOWN IN BUILDING BALLAST DECKS

The question arose recently as to how fast a crew could build ballast decks. S. J. Frazier, superintendent at Yale, reports an exceptionally fine piece of work handled by D. W. Hughes, foreman, and twelve men.

These men started to build bridge C-625.5 on the Birmingham Sub. The bridge had 100 bents, 1,366 feet long, over Sipsey River, and had a maximum height of 17 feet. This was a job where the gang had to build ballast deck on existing piling, making it necessary to cut the piling and crib under it. The gang built the bridge in 53 days, 5,708 man hours, at a net cost of \$2,764.89 labor charge, which made an average cost per foot of approximately \$2.02.

Not only was the bridge built, but the gang cleaned up everything around the bridge, in other words, made it a complete job. The second-hand material was loaded out on cars, etc., and to make the job perfect, there was not the slightest personal injury.

WORK UP SOME PARTIES TO THE CHICAGO WORLD'S FAIR

ARE YOU INCLUDED IN THIS?

A great number of Frisco employes, in response to requests, are making special efforts in the handling of foreign equipment, and their efforts in this direction have resulted in not only improved performance of equipment, but reduced per diem payments, which is quite a factor.

A number of cases of outstanding merit are quoted below. Are you included in this list? We feel sure that there are other cases of splendid handling which are not being reported at this time. Won't you let us know about these cases which deserve commendation?

MP 52068, containing a shipment of mules from St. Louis, arrived Caruthersville, Mo., 8 a. m., February 7, 1934; car unloaded and the empty moved out of Caruthersville 9:10 a. m., same date, for home, being at Caruthersville only 1 hour 10 minutes.

MKT 76358, loaded with salt for Brownwood, Texas, received Ft. Worth from the M-K-T at 4:30 p. m., March 8th; moved to Brownwood on Train 35, departing 11:25 p. m., March 8th, arriving Brownwood 7:50 a. m., the 9th. The car was made empty and moved out of Brownwood in Train 34 at 6:17 p. m., March 9th, and was delivered to the owners at Dublin, 8:30 p. m., March 9th.

At 7:00 a. m., March 7th, a representative of a certain large construction company called at the home of Agent Doggett at Granby, Mo., and inquired if a flat car could be spotted for a rush shipment of grading machinery. Agent Doggett got busy and had an empty flat car placed on local train 441, out of Monett, and same was spotted at Granby for loading at 11:30 a. m. The loading of the car was completed at 3:00 p. m. that date, and the car moved out of Granby on local train 440 that afternoon and was spotted for unloading at Everton, Mo., at 9:00 a. m., the next day, March 8th, only 26 hours after, the car was ordered until ready to unload at Everton.

PRR 124754, theatre seats, billed Grand Rapids, Mich., March 27th, to Inca Theatre at Okmulgee, Okla., arrived at Okmulgee in Train 531 at 3:15 p. m., March 30th, placed for unloading on arrival, unloaded, and the empty moved out in Train 530 for St. Louis, leaving Okmulgee 6:25 p. m., March 30th, being at Okmulgee only 3 hours 10 minutes.

Big Four 41202 arrived at Grandin, Mo., at 8:30 a. m., April 5th, loaded with mill run feed from Salina, Kan.; placed to unload at 8:30 a. m., released 12:00 noon, same date, and the empty was forwarded in direction of home at 3:25 p. m., same date.

Frisco Employes' Hospital Association

Receipts and Disbursements after December 31, 1933, through March 31, 1934.

Balance brought forward from December 31, 1933.....		\$31,329.73	
RECEIPTS:			
From assessments on members.....	\$41,558.20		
" interest on securities in Treasury.....	2,365.42		
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51		
" sundry accounts collectible.....	456.70	44,542.83	
proceeds of \$10,000 St. Louis-San Francisco Ry. Co. 5% Equipmt. Trust Certificates, Series AA, matured Sept. 1, 1933, paid March 14, 1934.....	\$10,000.00	10,000.00	
			\$85,872.56
DISBURSEMENTS:			
For payrolls.....	\$23,809.70		
" professional, ordinary and emergency services.....	8,269.15		
" labor, material and supplies.....	2,414.12		
" provisions.....	3,799.48		
" drugs.....	4,451.88		
" light, water, ice, gas, fuel and telephones.....	2,105.37		
" all other expenses.....	1,659.85	\$46,509.55	
Balance March 31, 1934, P. M., at:			
First National Bank, St. Louis, Mo.....		* 39,363.01	
			\$85,872.56

* Subject to \$571.08 of pay-drafts and vouchers outstanding at close of business March 31, 1934.

THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (matured January 15, 1934) unpaid.....	\$ 5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (matured March 1, 1934) unpaid.....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (matured March 1, 1934) unpaid.....	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. 3% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. First Liberty Loan (Converted) 4¼% 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 March 31, 1934).....	\$249,500.00

St. Louis, Mo., April 2, 1934.

L. O. WILLIAMS,
Treasurer.

ROSE RESNICK TO ST. LOUIS

Rose Resnick, former assistant general eastern agent for Frisco Lines in New York City, returned to St. Louis on April 1 to accept the position of passenger representative, with headquarters at St. Louis.

It will be her special duty and pleasure to cooperate with women's clubs and women in the home, in business and the professions, as a service representative.

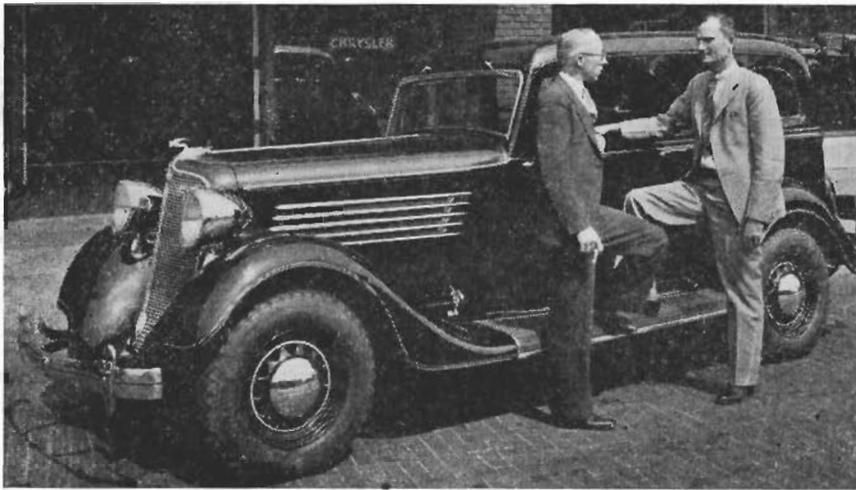
She is to be highly praised for efficient work done in the New York office, and she is now planning big programs in her new work, which she has undertaken with a great deal of enthusiasm.

WATCHFUL WAITING

Customer: "Your dog seems very fond of watching you cut hair."

Barber: "It isn't that. Sometimes I snip off a piece of the customer's ear."

Birmingham Employee A Real Booster



Frisco employes throughout the system let no opportunity slip by to solicit business for Frisco Lines, and congratulations for the month go to H. J. Green, cashier at the local freight office, Birmingham, for a splendid bit of work which brought commendation to himself and the Magic City Club of Birmingham, Ala.

When Mr. Green purchased his new "Chrysler", J. F. Oats, owner of the J. F. Oats Motor Company, gave him routing order on a trainload of automobiles. Frisco employes appreciate the splendid business given to them by automobile concerns throughout the country, and it is believed that railroad employes are among the largest patrons of automobile concerns.

Mr. Green is shown in the accompanying picture (at the left) with B. W. Orr, salesman of the J. F. Oats Motor Company of Birmingham, distributors of the Chrysler and Plymouth automobiles.

FRIENDS MEET AND HONOR D. L. FORSYTHE

APPROXIMATELY 200 persons attended the retirement dinner extended to D. L. Forsythe, road foreman of equipment, upon the completion of his forty-seven years' service with Frisco Lines. The dinner was served at the Frisco Eating House at Springfield, Mo., and the guests were most efficiently served by the staff, under the direction of Oscar Hall.

The program was just the proper length, filled with beautiful tributes to the honored guest, interspersed with versions by his friends of amusing incidents in his career. Seated beside him at the speaker's table were his wife and son, Mrs. Forsythe and D. L. Forsythe, Jr. A second son, Jesse Paul Forsythe, resides in New York City, and a daughter, Nina Mildred Fried, is now serving as a missionary in Syria, Palestine and Jerusalem.

The program began with an invocation by Rev. P. O. Freeman. During the dinner, B. G. Gamble, master mechanic from Memphis, Tenn., who served as toastmaster, read letters and telegrams of congratulations to

Mr. Forsythe, and immediately following the dinner James K. Cook, former Frisco employe, led the guests in group singing.

Mr. Gamble introduced the following members of the official staff, who acknowledged the introduction with a bow: F. H. Shaffer, F. G. Lister, G. W. Moore, M. M. Sisson, J. H. Doggrell, J. L. Harvey, R. B. Spencer, W. G. Hall, W. B. Berry, and W. C. Reeves. Mrs. J. C. Dubuque read a letter from Nina Mildred Fried, daughter of Mr. and Mrs. Forsythe, addressed to Mr. Forsythe, and congratulating him upon his successful career. Mrs. Herbert Miller presented Mrs. Forsythe with a basket of flowers from the G. I. A., Primrose Division.

The address of the evening was made by Judge E. P. Mann, who reviewed Mr. Forsythe's service in detail, stating that he was employed November 20, 1887, as a fireman on the KCFS&M. He was promoted to the position of engineer, February 20, 1889, and to road foreman of engines on July 8, 1906. On August 1, 1911, he was made assistant master mechanic of the Ozark division, and was made master mechanic July 15, 1913.

He was made road foreman of engines November, 1915, and inspector of trains and stations December 1, 1916. He returned to the position of road foreman of engines April 1, 1918, on the Southern division, and was made general road foreman of equipment on July 16, 1923.

Mr. Mann spoke of the fact that throughout Mr. Forsythe's career he had not had one demerit mark placed against his record. Mr. Mann stated that Mr. Forsythe exemplified the finest there is to be found among railroad employes, and that it was his opinion that the locomotive engineer's job was the cream of the service. He spoke of the loyalty of one's children as the greatest tribute to parents.

Mr. Mann presented Mr. and Mrs. Forsythe with traveling bags, which he said he hoped would be used to make a long contemplated visit to the daughter in Palestine. Mr. and Mrs. Forsythe responded with a short speech of appreciation of the gathering of their friends and of the gifts.

Musical numbers on the program consisted of selections by the Elks' quartette, musical numbers by the Alabama darkies, and a solo by James Cook. The Jesse Smith orchestra furnished music during the meal, and Rev. Lewis M. Hale pronounced the benediction.

EARLY LIFE ADVENTURES OF FRISCO ROADMASTER

(Continued from Page 4)

low, the rest period. On his watch below, the deck boy has to go to the galley (kitchen) and get the food for the other sailors. Afterwards he has to clean the dishes and clean up the forecastle (room where sailors live) and then what time he has left is his rest period. This is not bad in fair weather, but many times I have tried to balance a few pans and dishes on one arm and in one hand, the other hand holding on to a life line to keep from being swept off deck by a heavy sea that fills the deck in bad weather from time to time. The eyes would be fixed on the sea to watch for a chance to dodge one of the 'seas coming over', the landlubber would call them 'waves'. The galley on most sailing ships is located midship or just ahead of the afterdeck.

"The deck boy has also to perform all duties that the older men perform and must learn these things and, if necessary, they are beaten into him.

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VETS TO PENSACOLA

Plans are practically completed for one of the best meetings the Frisco Veterans' Association members have ever enjoyed. The place will be Pensacola, Fla.; the dates, May 13-16.

Several interesting numbers have been added to the program and the largest crowd ever to attend one of these meetings, is expected.

Below is the schedule of events.

May 13th, 1934

Groups from Springfield and system and St. Louis group will arrive in Memphis evening of May 13th. Will leave by **SPECIAL TRAIN** for Pensacola that same evening, May 13th.

May 14th, 1934

8:00 a. m.—Special train will arrive Pensacola. Register and breakfast.
10:00 a. m.—Meeting Frisco Veterans' Association.
12:00 Noon—Luncheon anywhere.
2:30 p. m.—Bus to Casino for swimming, fishing and games.
7:30 p. m.—Fish Banquet at Casino.
9:00 p. m.—**SQUARE DANCE AT CASINO.**

May 15th, 1934

9:00 a. m.—Meeting Forty Year Club (Old Timers).
9:30 a. m.—Sightseeing trip to Ft. Barrancas and Naval Air Station and Harbor.
12:00 Noon—Luncheon, anywhere.
1:00 p. m.—Boat trips until 5:00 p. m.
7:00 p. m.—Fish Banquet, San Carlos Hotel.

May 16th, 1934

ENTIRE DAY OPEN FOR FISHING AND SWIMMING. BUSES WILL BE AVAILABLE TO TAKE VETERANS TO AND FROM CASINO.

5:30 p. m.—Board train for home.

J. L. McCormack, secretary of the association, at the direction of the president, "Uncle" Billy Morrill, will have a letter in the hands of each veteran employe with more detailed accounts of the trip before this magazine reaches its readers. Mr. McCormack requests that any questions pertaining to the meeting which are not clearly answered in the letter which each veteran is to receive, be directed to him in care of the Frisco Building, Springfield, Mo.

ENGINEERS TO HOLD MEET

Plans are now being made for the Southeastern Union meeting of the Brotherhood of Locomotive Engineers Organization and the G. I. A., to be held in Birmingham, Ala., June 12-15, inclusive.

The Tutwiler Hotel has been designated as headquarters, and registration will start on Monday, June 11. Business meetings of both organizations will take up practically the entire time, with a Grand Ball scheduled for Wednesday night, June 13th; a banquet on Thursday, June 14th, and an all-day trip to Muscle Shoals with an old fashioned Southern barbecue dinner served to the guests. There is a sight-seeing trip also planned.

Kansas City Has Boy Genius

THERE are many talented children of Frisco employes and Kansas City now comes forward and claims to have a young genius in Orb Benjamin Stoner, Jr. He is an accomplished reader, dancer and singer, and is featured on the radio and at some of Kansas City's most prominent entertainments.

Orb Stoner, Jr., is eight years of age, the son of O. B. Stoner, roundhouse foreman and Mrs. Stoner. He made his first public appearance at the age of four at the Soldiers' Home in Leavenworth, Kans. He began his study of tap and acrobatic dancing and song expression in 1931, under the instruction of Marie Kelly. He later studied under Alma Price Schurmier, where he and his little partner, Shirly Ann Coughlin, were much in demand for double numbers and were featured at stage shows and over the radio. His first feature song with the Schurmier Chorus was Phil Baxter's "Whistles", which he also used as his first song over the air.

In 1933 he began his studies under Katherine Burrows Jones and was featured in the First Annual Toytown Revue and Children's Fashion Show at Kansas City. He furnished a program at Christmas at the Kansas City Helping Hand Institute, also appearing before the members of the Interdenominational Home. He gave

a program at Ft. Scott, Kans., and has appeared before various church organizations of Kansas City. A rare privilege was accorded him when he was asked to appear as a guest reader with N. DeRubertis' Orchestral Training School program at Ararat Temple. This annual mid-winter concert was attended by noted musicians, and he was showered with congratulations.

Mr. N. DeRubertis is a world known conductor and composer.

Those who hear his broadcasts mistake him for much older than he is, so clear is his pronunciation and so well tempered is his voice. He broadcasts each Saturday morning on the Kansas City Kiddies' Revue program, over station W. H. B.

His instructress feels that this young boy has a most successful stage career waiting for him. She says, "Orb has a natural ability, combined with physical, personal and mental qualifica-

tions. He also has a strong desire to learn, and practices diligently to follow instructions. Nothing is of greater importance than constant practice, and no other art demands so strict attention in this respect as dancing. If he continues to sacrifice years of patient study at the altar of Art, which is a jealous Goddess, he will follow in the footsteps of others from the Dorothy Perkins Studio who have inspired admiration, not only in their own home town, but elsewhere."



ORB B. STONER, JR.

EARLY LIFE ADVENTURES OF FRISCO ROADMASTER

(Continued from Page 7)

He has to stand lookout and wheel, or in other words, he has to learn to steer the ship by handling the wheel. I remember well the first time I took the wheel. We were near the Canary Islands and the second mate had shown me most of the morning how to steer the ship. We were sailing 'by the wind', and by that is meant that the wind was blowing from the direction the ship wished to travel, and as a sailing vessel has nothing

except its sails to propel it, it must set its sails at an angle so it can sail in zig-zag line, first one direction, then the other, thereby gaining headway in the direction the ship wants to travel. When sailing thus, you cannot sail by compass, but must watch the sails and if a mistake is made by coming too close to the wind, the ship will turn all the way around and all sails will have to be re-braced before you can proceed again. This is exactly what happened to me as soon as the second mate left me! The Old Man came on deck

(Now turn to Page 16, please)