

goods we handled. It is true the steel corporation has been the means of maintaining a higher general market in steel products than a "cut-throat" competition would have produced, but that policy has proven the salvation of millions of people in such times as 1907-1908, when any sign of weakness on the part of the steel corporation would have caused the instant collapse of all kindred lines, with the consequent shut-down of hundreds of factories; and then hundreds of thousands of honest workmen would have been idle and starving and driven to all of the crimes and discontent which such a situation develops. The steel corporation, however, was the balance-wheel of trade during these trying times, yet I don't know of an instance in which it used force or coercion, either with competitors or customers. One of the most misleading facts which has militated against the Steel Corporation has been their published statement of profits of from ten to fifteen dollars a ton. This seems enormous on the face of it, but when analyzed into its component parts, each of the industries which combine to make these totals does not show an unreasonable margin. I mean such different operations as the mining and transporting of ore, the furnaces, the mills and the many other steps intermediate to the finished product, each of which might be a separate industry in itself. The U. S. Steel Corporation was organized under the law and has operated with the utmost publicity and its officers have, I believe, done their level best to find out just exactly what laws applied to them so that they might observe them to the letter. If the ownership of the Tennessee Coal & Iron Company, or other large properties which they now control, is in contravention to the law, is it not fair that, before a dissolution suit is entered out of a clear sky, they should be given a chance to dispose of these properties by the same authority which gave them permission to acquire them? It isn't as if everybody has always known what the law was and that the Steel Corporation might have realized that it was breaking the law, for nobody, even the heads of the Department of Justice themselves, have been willing to express an opinion on which business might shape its course. Until the Supreme Court announced its decisions in the oil and tobacco cases, no one knew where to draw the line, and even now it seems almost as difficult.

And in the light of all this, as a reward for their strict adherence to a policy marvelous in its broadness of conception and its execution along lines of fairness, absolutely

above board and open to public inspection, the reward for it all is a suit in which the basis of complaint boils down largely to the fact that the Steel Corporation is too big and too powerful, and the powers at Washington have decreed that it shall not have an opportunity to readjust itself to what the government now thinks right and proper. It is to be crucified on an altar of politics and with it will be crucified the hundreds of benevolent and charitable institutions whose endowments include large amounts of the corporation's bonds, and also will be crucified hundreds of thousands of innocent holders of the stocks and bonds of the corporation, who have invested their savings based not only upon their faith in the corporation itself and in its well-established policies, but more particularly based upon the implicit confidence in that government which not only approved but permitted the formation of the Steel Corporation, but which, for a space of more than ten years, with the same laws on the books as now existing, has never even intimated that the Steel Corporation was out of line. On the contrary, under a previous administration, the government, through its highest official, put its stamp of approval of the Steel Corporation's course, in a time of great stress.

Hence we may truly say that political agitation today is freezing the life blood in the arteries of commerce.

A recent writer has said "There seems to be only one remedy. Let the malady run its course and let the hard times which it produces convince the people that the golden goose has been killed, and also who killed it; then they will turn and rend the politician and trample down his politics." Just because the political demagogue and spell-binder has the stage and is making more noise than we are is no reason why he should continue to do so, when we have at our command an instrument which would soon reverse things and put the horse back in front of the cart, and that instrument is the Voice of Business. The same politician who is so eager to help throttle business today will be equally anxious to flop across to the other side of the fence if he finds that course more popular.

Therefore, let the business men of the country see to it that their Voice is heard advocating a fair chance and a square deal for business. Let it be understood that what we want is work for the laboring man and full time for our factories, and that this can be brought about only by fair treatment of our business interests, particularly the railroads—which are our greatest interest—that

if the laborer is to receive the high wages which are characteristic of this country, then the products of his labor should bear their fair proportion of his increased salary—that is, for example, the railroad must pay more for everything it buys, including its labor, it should, in fairness, be allowed to so increase its selling price as to be enabled to run full time, employ all the labor possible and secure a reasonable return on the investment of its owners. The only practical way to accomplish this is for the business men of the country to stand together and demand this platform from all candidates for public office without regard to political faith or partisan politics; and the candidate who, in 1912, will stand for this idea and demand a square deal for business, will sweep all opposition before him. It remains for the business man to put in motion this most irresistible force.

You railroad men see to it that your traveling freight agents and your local agents are intelligently schooled just how to convey this idea to merchants all over the country; and you shippers can work wonders if your traveling salesmen could be taught how to preach the doctrine of sane and fair treatment of the very life and backbone of this country—its commerce. Don't trust your representatives to know how to do it, but teach them how. It is well worth your while, but it can not be

done in a half-hearted way. Think how easy it is to get the co-operation of the press all over the country, particularly in the rural districts, if the large majority of advertisers are enthusiastic on this idea. As representing a house which employs between 400 and 500 traveling salesmen, I speak from a knowledge of the facts when I say that I know this is not a wild dream. It is a practical possibility and can certainly be accomplished if a concerted and intelligent effort is made along the right lines. The country is ready for it and will respond heartily. And right here let me plant a danger signal and sound a warning! Don't let anyone interject any individual ideas or disrupt the common good by selfish attempts to serve one section or one industry rather than all, or by any well meant effort to help the railroad or excuse the trust. Our policy must be as liberal as the air we breathe and as broad as this glorious country of ours; and he who leads such a cause will find support in every city of the Union and will, in years to come, be looked upon as one of the greatest men the country has ever known, the upbuilder of its commerce, the man who had the courage to stand against popular furor and to win an everlasting victory with the greatest argument which can appeal to the minds of the American people a demand for fairness, common sense and a square deal.

Frisco Clubs.

The regular monthly meeting of the Frisco Railroad Club, St. Louis, was held Thursday, November 16, Room 825, Frisco Building.

After the business meeting the members adjourned to the American Hotel, where dinner was served. Excellent music and singing was furnished by the Frisco Club and the American Hotel orchestra during the intermissions.

An interesting address was delivered by S. A. Hughes, general immigration agent, which will be found in another portion of the magazine.

At the regular monthly meeting of the Frisco Railroad Club of Springfield, November 20, Room 320, general office building, ninety-five members attended.

Following the business meeting a banquet was served in the main dining room of the Colonial Hotel, and addresses were made after dinner by W. H. Horine, vice-president of the Merchants National Bank, Springfield, and W. B. Spaulding, general claims attorney. Mr. Spaulding made an interesting talk upon "Safety First," which can also be found in another portion of the magazine.

Along the Line

We are making constant efforts to better our Notes Along the Line. We want more of them and from more places.

We understand it is rather difficult for a man at the end of a week to sit down and write the happenings of that week, and far more difficult at the end of a month to recall the incidents of that month; therefore, we make this suggestion:

Keep an envelope handy, addressed to THE FRISCO-MAN, and on the upper left-hand corner of the envelope write the name of your town. Whenever anything is brought to your attention, that you think would be of interest to THE FRISCO-MAN, write it on a piece of clip paper and put it in the envelope, and at the end of the month send us the envelope with all of the clippings in it. We will know from the envelope where the items are from and head them accordingly.

We would also like to have it understood that this envelope is open to anyone in the department who wishes to send news to THE FRISCO-MAN, and if you could place such envelope in your department it would be appreciated.

THE FRISCO-MAN.

Kansas City.

Scott Lindsay, coach repairer, has been granted a leave of absence because of illness. He is contemplating visiting the West.

George E. Picard, who has recently undergone an operation at the Springfield Hospital, is able to resume duties as coach carpenter.

C. M. Clark, traveling agent of the Northern Division, with headquarters at Fort Scott, Kan., visited Kansas City November 10, to check up records.

The bridge and building department has stationed Foreman E. E. Kingston and gang at Kansas City. They are giving the round-house many needed repairs.

The freight house reports the shipments so heavy that it is a hard matter to get enough cars to take care of them. It also requires 125 to 150 men to handle the business.

L. H. Roote, division roadmaster, has moved his office from the south end of the yard to the general shop office building. His old office is being rearranged for use of the coach cleaners.

The traveling public has been reading up lately, as the homeseeker business has increased to such an extent that it was necessary to run several extra trains to accommodate it.

E. P. Hill, check clerk in the machine shop office, has resigned to take position as

switchman at this terminal, under Superintendent J. M. Flanigan. The vacancy of check clerk is being filled by Alvin Moline.

Mrs. C. H. Bothwell spent two weeks visiting friends and relatives in Nebraska, and Mr. Bothwell, chief clerk to General Foreman C. R. Kew, made a hasty trip to accompany her on her trip home.

C. E. Wright, division storekeeper, and G. A. Robinson, general foreman of the car department, visited Springfield on business. They report good prospects for a supply of material in the near future.

The boys gave Andy de Frees, the newlywed, a great surprise on his return home from his honeymoon trip in the East. His desk was decorated in grand style, and in appreciation Mr. de Frees brought forth the cigars.

The Harvey Dining Company has established a commissary at Kansas City coach yards. They are carrying supplies for all diners operating out of this point. The commissary is in charge of L. D. Tully, assistant superintendent.

"The Mollies," engines 2002 and 2003, are making regular trips on the Northern Division, but on account of increased business you can not notice any change in the yards, regardless of the fact that they haul two ordinary trains each trip.

J. C. Moser, coach carpenter, who has been in continuous service for about twenty-six

years, has resigned because of ill-health. We regret the loss of Mr. Moser, as he was found to be a trustworthily and faithful worker. J. H. Littleton is appointed to succeed Mr. Moser.

N. J. Travis, mechanical department timekeeper, resigned November 12, to take position as chief car clerk, Birmingham, Ala., under Master Mechanic H. Honicker. We wish Newton every success. G. W. Williams, formerly timekeeper with the Santa Fe, succeeds Mr. Travis.

Hugo.

Engineer Brock has been laying off because of a sore foot.

Master Mechanic L. E. Foote paid us a visit about November 1.

Fireman Davies is visiting friends and relatives at Springfield.

Ex-caller Claude Caviness is promoted to switch engine fireman.

N. V. Alabaugh, engineer out of Springfield, visited this city November 28.

R. J. Hoyer, car foreman, has the bad-order situation well in hand at this point.

Engine 148 was billed to the Kansas City shops for general repairs November 1.

Miles Willman, headlight man, is back at his post after an illness of several days.

Robert J. Hoyer, who has been on the sick list for some time past, is much improved.

John W. Seay, night stationary engineer, is quite an authority on perfect combustion.

Wrecking Foreman William Belcher is filling T. G. Garner's place during his absence.

A. J. Hawkins, night round-house foreman, returned November 1, from Monett, Mo.,

where he was called by the illness of his wife.

Car Repairer James McAleer is appointed labor foreman, succeeding A. C. Clegg, resigned.

Engineer G. H. Keesee went to Madill, Okla., November 11, to relieve Engineer Fany for a few days.

Truck and Spring Man Charles F. Wedding ton boasts of having the finest turnip patch in town.

Several of the boys from here visited the State Fair at Dallas, and all report an enjoyable trip.

The paint gang visited this point in October, and while here painted all switch targets in the yards.

Engineer Hume was on the pile driver, on the East End, the greater part of the month of November.

Homer Shivers, formerly night truck and spring helper, is transferred to position of storeroom clerk.

Bench Carpenter T. C. Garner, account of having some serious trouble with his eyes, is unable to report for duty.

Engineer George Rosbach went to Madill, Okla., November 9, to attend a meeting of the Division Safety Committee.

It is alleged that night spring and truck man, Jerome Smith, is contemplating going into the livery stable business.

The boys are always glad when THE FRISCO-MAN comes; in fact, it is one of our best visitors in the news line.

The steam blower line has been completely overhauled, rubber hose having been done away with and universal ball joints substituted instead, which arrangement is highly

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**OUR AGENT
WILL TELL YOU WHY.
ASK HIM.**

**WE HAVE PAID
OVER \$129,000.00 IN CLAIMS
TO FRISCO EMPLOYEES**

**THE STANDARD
ACCIDENT INSURANCE CO.
OF DETROIT, MICHIGAN**

satisfactory to Boiler Washers T. J. Jaudon and E. J. Hanley.

The pile driver is on the East End at present, working in the vicinity of Hope and McNab, Ark.

Machinist W. A. Fitzjohn made a trip to the hospital at Springfield, Mo., to have a piece of steel removed from his eye.

Division Foreman J. L. Harvey spent three weeks at Sherman, Tex., in October, attending court in the interest of the company.

We haven't any of the Mallet engines down here, but we have the six hundred class, which handle the business very satisfactory.

Mrs. J. A. Belcher, wife of Machinist Apprentice Belcher, returned November 10 from a visit with her parents at Paris, Tex.

Thomas Martin, pipe fitter, has leased a home on South Grant street, and has moved in from his place two miles east of town.

Engineer W. L. Wilson returned November 5 from Stafford Springs, Miss., where he went for the benefit of his health, much improved.

The game law was out November 13, and many of the boys who are sportsmen are getting their field artillery ready for service again.

E. W. Harvey, formerly division foreman at this point, now located at Chaffee, Mo., in similar position, was here on a business trip November 27.

Dad Walling, veteran engine inspector, attended the annual conference of the M. P. Church at Gans, Okla., November 1, as a delegate from this point.

Engineer W. E. Fuller was called to Paris, Tex., to relieve an engineer in switch service for a few days. This call pleased Mr. Fuller, as there seems to be quite an attraction for him in Paris.

Messrs. Risher and Hancock, of Sapulpa, Okla., representing the Continental Casualty Company, visited this point November 1, in the interest of their company.

Boilermaker Foreman W. G. Laster has recently purchased an ideal residence in the Fourth Ward, and is contemplating launching out in the poultry business.

The round house at this point is receiving a new floor and other improvements are being made. A shed for lumber and bins for casting platforms are also to be erected.

Several of the Hugo road men have been hunting recently, and among those who enjoyed the sport are Engineers R. B. Miller, M. Mulvaney, J. E. Brock, J. S. Carson, Firemen M. Redden, L. Daugherty and Machinist W. A. Fitzjohn. Engineer Ed. Kinney also accompanied the boys, though he is now located at Springfield.

The plan of coming in closer touch with the farmers is one that should meet the approval and hearty co-operation of employes over the entire road. The farmers as well as the general public should be taught that the railroads are their friends and not their enemies, and that without the co-operation of both, neither can prosper.

Fort Scott.

C. R. Hendricks, storkeeper, is promoted to car clerk. Edgar Murphy succeeds Mr. Hendricks as storkeeper.

The Frisco Social Dancing Club has been organized by the employes at this point, with a membership of seventy-five. The officers are W. Johnson, president; Fred Carrithers, secretary, and C. R. Hendricks, treasurer.