



As seen by the Cartoonist.



Stood By Her.

"Congratulations! I hear your daughter is engaged."

"Yes. It came as a surprise."

"Well, now that it is really so, I want to tell you that there was never a moment when I gave up all hope for you."

Catching On To Dad.

Eddie—"Let's sneak 'round behind the barn an' smoke a cigarette."

Sammy—"Too likely to get caught. Ever since Dad swore off New Year's Day, he's been sneaking around there to smoke his own."

They Mostly Do.

She (recalling college days)—"What became of our man of might?"

He—"Oh, he married the woman of mustn't."

Time to Move.

"Bronks wants to sublet his apartment."

"Why, he called it the ideal place."

"I know, but the janitor doesn't like the way he parts his hair."

Diplomatic Procedure.

"What are you carrying home?"

"A box of candy for the wife. We had a spat this morning. It's a peace offering."

"I see. Do you think it will prove acceptable?"

"Oh, yes. Pourparleurs were conducted over the telephone."—*Exchange.*

Too Willing.

Dora—"I wonder why Harry broke his engagement with Miss Peckem."

Jack—"According to my information, her father offered to lend him money enough to get married on."

The Thermometer.

To gaze upon it now you stop
With terror in your soul,
Since every time it takes a drop
It costs a ton of coal!

—*Washington Star.*

Winning Out.

Mrs. Crawford—"Why doesn't she get a divorce if they're fighting all the time?"

Mrs. Crabshaw—"Why should she, when she always gets the best of it?"

Too Late.

Mother—"They are going to have an orchestra play the 'Meditation from Thais,' at Harold's wedding. Won't that be beautiful?"

Father—"Huh, it seems to me that then the time for meditation will be past."

Love is a game, and he who cheats loses in the end.

Nowadays.

They used to say of a married man, "He has tied a knot with his tongue that he cannot untie with his teeth," but nowadays he can untie it with the jawbone of any lawyer.

Amateur Work.

He—"You are the first girl I ever kissed!"

She—"I knew it before you told me!"

Modus Vivendi.

"How did you come out?" asked his friend. "Will she have you?"

"Her answer," replied the diplomatic attache, "is partially satisfactory. Enough so to continue negotiations. She says if she ever does marry, it will be a man of good looks, courage, and ability."

The New Era and Co-operation.

By Geo. H. Herring.

As the gray dawn of Nineteen-Eighteen is pierced by the diverging rays of that golden celestial orb which lights the pathway of man, it is to be hoped that a new era of good will and co-operation will have sprung up between the management of the railways of this country, their employes and the public. These harmonious relations are necessary and essential if the carriers are to attain and maintain the high standard of efficiency necessary to a vigorous and successful prosecution of the present war.

If the present rates accorded the carriers by the Interstate Commerce Commission are inadequate, they should be increased; if the earnings of the employes are not in keeping with the prevailing high cost of living they should likewise be increased by the management; and if there be any employe who is not giving to the service a good, honest measure of toil—in fact, the best there is in him—he is not honest with himself, his employer, his fellow man nor his country's flag, which gives him protection, liberty and freedom.

Our hearts go out to the Khaki-clad lads who are now in the front lines over across the submarine-combed Atlantic fighting for you and me. They are dear to us—each of them some mother's son—but some of them will not return. They are making a sacrifice—giving something—even as you and I, the public, the management and the employes, must give

something. We must all co-operate and give service, good service.

The part transportation has played in this war—is to play in it—is too apparent to the casual observer to occasion any elaboration thereon. Napoleon aptly said, "Three things are necessary to carry on war," adding, "money, money, money." But a little paraphrasing, using the word "Transportation" instead of "Money," would not be amiss at this time. And summarily we find that transportation—successful, efficient transportation—can only be had through the medium of co-operation.

The public, the management and the employes have heretofore resolved themselves into three factions. Each, as a body, have waxed eloquent in defense of their respective positions (and no doubt honestly and rightfully so), but the time is at hand when all family quarrels should be relegated to the dim and distant past and nothing of minor importance permitted to hinder or cripple the service. In the vernacular of the sailor, all should "Turn to and do their watch."

Having done this, by and through the medium of co-operation, they can then drift back through the years and stand beside the immortal "Rail Splitter" at Gettysburg in sixty-three and repeat with him "That this nation, under God, shall have a new birth of freedom; and that government of the people, by the people, for the people, shall not perish from the earth."

Whether there will be another wartime New Year for the United States depends largely upon your efforts and mine. Make every day a Food Saving Day and an efficient, well-fed army will win the war for us.



WITH THE AGENTS



This department is for matters of interest to Agents. All Agents are welcome to contribute.

Shifts.

I. S. Lane installed temporary agent Sturdivant, Mo., January 4.

B. I. Greene installed temporary agent Naylor, Mo., January 5.

Mrs. M. E. Alexander installed permanent ticket agent Oakland, Mo., effective January 1.

J. T. Merchant installed permanent agent Portia, Ark., January 5.

Mrs. M. I. Tidwell installed temporary agent Wallerville, Miss., effective January 1.

E. A. Stacy installed permanent ticket agent Stacy, Ark., January 1.

M. L. Presson installed permanent agent Leachville, Ark., January 2.

W. H. Ball installed permanent agent Reeds, Mo., January 2.

W. R. Marsh installed permanent agent Liberal, Mo., January 3.

B. C. Morgan installed permanent agent Ardmore, Okla., January 3.

J. W. Thomas installed permanent agent Truman, Ark., January 7.

Lon Haynes installed permanent agent Bono, Ark., January 5.

W. G. Smith installed permanent agent Headrick, Okla., January 1. (Mr. Smith has been in charge of station since Oct. 25, 1917, but no formal transfer made until Jan. 1.

Previous notice in error in showing E. R. Abbott installed agent at Stanton, Mo., correct initials are "R. E."

S. M. Mills installed permanent agent Mead, Okla., December 1.

B. H. Nicks installed permanent agent Dudley, Mo., December 17.

C. R. Nolen installed permanent agent Boynton, Ark., December 12.

D. L. Schroeder installed permanent agent Paulding, Mo., December 12.

C. W. Haynie installed permanent agent Pearl, Mo., December 12.

Mrs. L. A. Marquitz installed permanent agent Allenton, Mo., December 24.

Effective December 29 Amagan, Ark., ticket agency closed.

B. R. Crouch installed permanent agent Arapaho, Okla., December 12.

A. S. Guinn installed temporary agent Arden, Ark., December 29.

J. F. Guyton, Jr. installed temporary agent Bono, Ark., December 31.

G. W. Malone installed permanent ticket agent Canady, Mo., December 29.

L. Stricklen installed permanent agent Hackett, Ark., December 21.

Effective December 12, ticket agency Keyes Summit closed temporarily.

J. E. Caldwell installed permanent agent Keystone, Okla., December 20. (Caldwell been handling station since July 10, but formal transfer not made until above date.)

W. R. McLin installed permanent agent Northview, Mo., December 21.

J. E. Mabry installed permanent agent Plantersville, Miss., December 31.

E. R. Abbott installed permanent agent Stanton, Mo., December 19.

Refer to "Joint Agencies," page 97, and eliminate Rogers, Ark., as a joint ticket agency with the K. C. & M., that company having withdrawn from Frisco depot October 1, 1917.

Refer to "Joint Agencies," page 96, and show Bridge Junction as Joint or ticket only with the C., R. I. & B., and Mo. Pac., Frisco only maintaining freight agency at that point.



DOING HIM JUSTICE.

First Editor. Here's one of the most learned men in the country—Prof. Skimmerton—just passed away. What shall I say about him?

Second Editor. You might refer to him as a finished scholar.

Lebanon Sub. Track Men Meet

Meeting of the Lebanon Sub-Division track men was held at Lebanon, Mo., November 8, 1917, in Lebanon Hotel parlor.

The meeting called to order by F. A. Denton, roadmaster. F. M. Parsons, extra gang foreman, was elected chairman, and Maud C. Snyder was appointed clerk.

The following were present: F. A. Denton, division roadmaster; Maud C. Snyder, D. R. M. clerk; Louis Burke, foreman sec. 19, Newburg; G. F. Smith, foreman sec. 20, Jerome; O. Rench, foreman sec. 21, Franks; A. Anderson, foreman sec. 22, Franks; A. Harmon, foreman sec. 23, Dixon; J. C. Manes, foreman sec. 23½, Hancock; F. C. Gordon, foreman sec. 24, Crocker; W. B. Carroll, foreman sec. 25, Swedeborg; Tom Turner, foreman sec. 26, Stoutland; J. R. Walton, foreman sec. 27, Sleeper; R. R. Harrison, foreman sec. 28, Lebanon; Toy Payne, foreman sec. 29, Phillipsburg; I. A. Hendrix, foreman sec. 30, Conway; S. P. Hendrix, foreman sec. 31, Marshfield; J. A. Honey, foreman sec. 32, Northview; Fred Kunce, foreman sec. 33, Stafford; F. M. Parsons, extra foreman sec. 49, Stoutland; W. W. Morris, extra foreman sec. 5, Jerome; J. W. Carroll, extra foreman sec. 18, Lebanon; A. Parsons, extra foreman sec. 21, Dixon; Charley Cole, extra foreman sec. 16, Northview.

F. M. Parsons, chairman, made a brief talk stating that the object of the meeting was for educational purposes, for exchanging views on methods on maintenance of track, safety first, and right-of-way claims, in way of fire and stock claims, also how to get best results from motor cars.

Roadmaster F. A. Denton then made a brief talk on track maintenance at the close of which he asked each foreman to give his method of maintaining track.

A general discussion followed in which it was decided that the best method of

renewing cross ties was: First, to pull the spikes from the ties to be removed, then to loosen up the ties, and use the jack to raise the rail, and then remove the old ties. In this way the old road bed is not disturbed. Pull the new ties into place by sticking a pick into the side of the tie, then spike the tie into place, and give the jack one or two notches, and then tamp the tie well, allowing it about one-half inch to settle. It was agreed by all that ties applied in this manner would hold up the same as the old ties on either side and would not have to be raised the first time train passed over.

Drainage—All agreed that the best way to cure and drain the soft spots in cuts is to dig a ditch at the end of the ties full width and length of soft spot, digging below the soft mud that pushes out from under track filling this ditch with boulders, also ditch is dug about half way between the shoulder of the track and the back of the track ditch to a point where the water will drain from the track or soft spot to a point out on our right-of-way. This ditch is also filled with boulders and is called a blind ditch.

Each foreman promised that they would cure or drain in the next thirty days two or more places and keep up their other work as heretofore.

Fencing Right-Of-Way—W. W. Morris, fence gang foreman, spoke on "How to obtain the best results in building fences." He said that in putting in fence posts he got better results in setting them than in driving them, especially on curves. A post which is driven in the ground will lift out much quicker than one set and tamped down; also, by setting posts on curves get much better line than by driving.

Mr. Morris stated that there is but little difference in cost in driving posts and setting them. This was not agreed to by all. Roadmaster Denton appointed