

## VIEWS AND REVIEWS FOR LOVERS OF GOOD BOOKS

### "When Stuart Came to Sitkum"

By A. M. Chisholm

(Chelsea House, Publishers.)

A western story of a new and virulent type and one most readers will devour avidly. It is a "man's" story and also a "woman's" story for the heroine is as much a woman as Bill—the hero—is a man. The north woods enter into it and there is action aplenty for all who read. A good story and a clean one. Worth reading.

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### "The Seventh Shot"

By Harry Coverdale

(Chelsea House, Publishers.)

Here we have the season's best mystery story. After all there is "something new under the sun" and this author has discovered it. "The Seventh Shot" is filled to the brim with action, life, mystery and thrills and once opened, the covers will not be closed until the last page of the book has been read. Better by far than anything of recent months in this field of fiction. Read it.

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### "Never Fire First"

By James French Dorrance

(The Macaulay Company.)

"Get your man—but never fire first." It is the order issued to the Canadian Northwest Mounted Police. It becomes something more than a question of ethics, at times. Dorrance has very apparently lived, breathed and worked with these efficient men and in every line shows familiarity with his subject. It is a highly interesting tale, one which will not be lightly laid aside. A stirring and picturesque novel.

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### "Tongues of Flame"

By Peter Clark McFarlane

(Cosmopolitan Company.)

It is the story of "Hellfire" Harrington, who feared neither God nor man in a battle for the right. It is a human novel—human beyond the ken of most writers. McFarlane writes with a vivid pen and holds to the last second the interest of his readers. You will enjoy every line of this somewhat different story.

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### "This Woman"

By Howard Rockey

(The Macaulay Company.)

Carol Drayton is one of the most interesting characters that has appeared in recent fiction. Who was she? From whence did she come? The tongues of scandal leaped about her but failed to defile her. From a bench in the park to grand opera—she ran the entire course. It is one of the most interesting novels of the year.

### "The Porcelain Mask"

By John Jay Chichester

(Chelsea House, Publishers.)

There was a murder and a deep mystery. That is, it was a mystery until Wiggly Price, reporter, solved it by his insistence and persistence. The crime had been charged to an innocent man, but a bit of broken porcelain saved him from the electric chair. The author has written an interesting story—one that will seize and hold your interest and attention.

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### "Sixty Years of American Humor"

Edited by Joseph Lewis French

(Little, Brown and Company.)

The sense of humor is perhaps the finest boon ever granted to the human race, and without it life would often be well-nigh unendurable. We of these United States have been fortunate in the strong possession of it. Joseph Lewis French has gathered together between book covers selections from the best of our humorous writers through sixty years, from Artemus Ward to our most recent word-jester, Sam Hellman of "Low Bridge" fame. Here we have selections from Josh Billings, who relied for some of his effect on misspelling, just as Ring Lardner does today. Here, among others, are Edward Eggleston, with "The Spelling-Bee"; Mark Twain, with "The Jumping Frog"; Bill Nye, with "Skimming the Milky Way"; Eugene Field, with "The Cyclopeedy." Among the recent humorists represented in the collection are Finley Peter Dunne, George Ade, Tom Mason, George Horace Lorimer, Stephen Leacock, Irvin S. Cobb, Don Marquis, Ellis Parker Butler, George Fitch, Montague Glass, Christopher Ward, Robert C. Benchley and Harry Leon Wilson. The comic mask was fixed as an undeniable American inheritance by the irrepressible Artemus Ward, and the line has never wavered since as the present volume will prove, only the product has grown in value and variety until, whatever may be its faults, it occupies a recognized position in American literature.

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### "Forty Years In Washington"

By David S. Barry

(Little, Brown and Company.)

Yes, there were scandals in those days, only the names were different! Mr. Barry, in this engaging volume of his reminiscences, tells of some of them. He also tells of lobbying in the old days, when they knew how to do it. Instead of speculating in oil they used to speculate in sugar; instead of the little green house on K street there was the little white house on E street. Mr. Barry's book, however, is not altogether about scandals,

for most of it is agreeably concerned with men of fame, evanescent or lasting, in Washington or the country at large during the many years of his service at Washington. He was a Senate page when Hayes was President; he was Washington correspondent of "The New York Sun" in the heyday of its prestige under Charles A. Dana; he is now Sergeant-at-Arms of the United States Senate. Books such as "Forty Years in Washington" make history human.

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### "A Gentleman of Courage"

By James Oliver Curwood

(The Cosmopolitan Corporation.)

"A Gentleman of Courage," by James Oliver Curwood, Cosmopolitan Corporation, New York. In this interesting tale, the scenes of which are laid in the Lake Superior country, the wilderness at its northernmost point, James Oliver Curwood has outdone himself in creating a novel which holds the attention from start to finish. It will be hard, indeed, to lay this book aside once one has begun its perusal. Curwood has a rare faculty of incorporating in his books a red blooded quality which makes them alike to men and women who love the great out-of-doors. A strong heart interest is maintained throughout the story, which is one of the best of the current season. "A Gentleman of Courage" is well worth the time of anyone. It will delight and interest.

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### "White Light Nights"

By O. O. McIntyre

"White Light Nights," by O. O. McIntyre. Throughout the country the name of O. O. McIntyre has become known, and the readers who follow his daily stories of New York have become so numerous that a count of them is like taking a census of the United States. Now he has come forth with his first lengthy book, a collection of tales of New York, which rivals O. Henry in its faithfulness to detail and yet gives forcefully and entertainingly sidelights on the life in Manhattan and its environs. Of McIntyre humor throughout the book. It is a book among books.

### Your Baby's Picture Taken Free of Charge

St. Louis employes of the Frisco who may desire to have a photograph of their little ones appear in the magazine may have the "glossy proof"—all that is required for an engraving to be made—taken free of all charge at Brey's Studio, 414 North Seventh Street, opposite the Busy Bee, St. Louis. Arrangements have been made whereby this will be done at no cost. There is no obligation on the part of anyone to contract for photographs. You may do so if you wish but you will not be urged to do this. The service is free.

# ON THE SUBJECT OF FUEL ECONOMY

By W. A. REESE

Perfect co-operation between the heads of departments, will bring about efficient, safe and economical train and engine movement and as a result, successful transportation.

Heads of departments should be good schoolmasters, that is, they should be trained to find out things and tell them to those in the ranks in the most effective way.

## Do We Think Right in Regard to Our Ideas About Our Work?

How do our thoughts and ideas affect the other fellow?

Do they help promote his efficiency or do they hinder his efficiency?

Practically all of the engineer's work is based on seconds.

How many other employees do their work on a second basis?

A good way to save fuel, prevent delays, even a few seconds helps, besides, a few seconds may prevent an accident and as a result save lives or injuries to persons and destruction of property.

Do the trainmen give proper signals to the engineer's when handling long trains, and with due regard to the rules and laws that govern the serial action of the air brakes?

A few seconds saved here, there and everywhere, amounts to minutes at the end of a district or division.

When the engine is making up delays and lost time, we are discarding our ounce of prevention and using a pound of cure, and as a result taking more risk as well as wasting fuel.

Do the carmen and air brake men adjust the brakes according to the rule? We think not. Poor brakes on any train causes fuel waste and unsafe conditions.

Ideal brake adjustment can be produced on any train, by simply following the rule: "Great care must be exercised in taking up the slack in connections to have the levers and pistons pushed back to their proper place, and the slack taken up by the under-connections or dead lever."

The makers of the above rule were wise, yea, were wise beyond their generation.

**REMEMBER**, those who operate the brake valve do not and cannot by manipulation of any kind change the braking ratio between wheels in the same truck or between trucks under the same car, and furthermore, manipulation of the brake valve cannot change the braking ratio between cars in the train.

"The operation of the brake is governed by fixed laws and rules that cannot be changed," except that improper brake adjustment changes the conditions to such an extent that the brake will do just the opposite to what it was intended to do, and as a result we have poor brakes, unsafe conditions and fuel waste.

## Methods that Govern Oil Fuel Economy

The writer had the opportunity several years ago to observe the work and receive instructions from the engineer and fireman on a certain railroad in the State of Texas, and from what was observed and learned, their work was of high class efficiency and showed they understood the game.

The engineer told the fireman to point out all the important features about firing and the admission of air into the fire box. The fireman cracked the blower and lit a torch, went all over the outside of the pan, front door and smoke arch, looking for air leaks and found none. He called my attention to the method of admitting air under the burner and said. "You see, if air is admitted above or on the sides of the burner, it goes direct to the flues, chills them and escapes before it mixes with the fuel," and he added, "the opening under the burner must be a little more than we find is necessary when the engine is working hard, but it is needed when the engine is working light, because the exhaust isn't strong enough to pull the air necessary for perfect combustion, up through the pan, and it must get the air under the burner." This fact proves that super-heaters must have more air space under the burner on account of the very soft exhaust.

After the train was started and the engine working at about 10 cut off, the fireman sanded out the flues. The fireman called my attention to the sand horn and how effectively the sand was pulled through the horn, which was of special make to enable him to dip it up and down so the flues in the top and bottom corners could be sanded. The fireman then lit the torch and held it all around the fire door and frame to show that no air was being drawn in around those parts. The sand hole in the fire door was fastened down with a thumb screw when not being used. The fireman sanded out the flues about every hundred miles, using about four or five scoops of sand. This showed perfect condition and perfect work on his part.

It is evident from the foregoing that the more places air is admitted into the fire box, other than those intended for proper combustion, the less effective is the exhaust when engine is working light. And when the engine is working hard and air can get in around the flue, back end and side sheets, it soon destroys the brick walls and chills the sheets and flues, and as a result we have engine failures, delays to trains, poor steaming engines and fuel waste galore.

Whenever it becomes necessary to sand out flues oftener than every 75 or 100 miles, there's something wrong with the condition of the engine or the fireman isn't onto the job.

The soot deposited in the flues and super-heater tubes is unconsumed fuel and is caused by the above mentioned improper conditions of engine and firing. And for that matter many of the above reasons apply to coal burners. Air must be drawn up through the grates instead of being admitted along the sheets and front ends, and around the fire door and frame.

## Telegrapher at Swedeborg, Mo., Wins Commendation from Superiors

Superintendent P. H. Shaffer calls attention to a letter written by himself to Telegrapher W. P. Copening, Swedeborg, Mo., commending him for an unusual act in which rapid thinking and attention to duty played their part. The letter explains itself and is as follows:

"Am in receipt of report covering your actions in discovering broken wheel on car in Number 36, July 6. You were standing on the platform as the train passed and as the car passed you noticed the broken wheel and when the caboose passed you called attention of Conductor Poff to it. As soon as the train reached a point where Mr. Poff felt safe in pulling the air he stopped the train and found a large part of the tread of the wheel broken off. Mr. Poff notified the engineer and then rode the car to Crocker where it was set out. One of the greatest faults of an average man is that he does not observe what is going on about him. Too many employes take the position that they have no interest outside their own departments. I want to thank you for your action and to commend your ways to others. Close observation and quick action will save many an accident."

## Superintendent Baltzell Thanks Yardmaster for Work In Securing Traffic

Mr. John McMannis,  
Yardmaster,  
Oklahoma City, Okla.  
Dear Mr. McMannis:

We have secured a big Shrine Special out of Oklahoma City to Kansas City, for the big doings at Kansas City next month, and I am informed that it was very largely through your personal interest and help that this train was secured, that a good many wanted to go over the Santa Fe.

Most certainly we do appreciate your efforts to turn the business to the Frisco, and I am writing you this personal letter and sending copy to Mr. Sisson as a mark of appreciation, and at the same time placing copy in your personal record for future reference.

Yours very truly,  
C. H. BALTZELL,  
Superintendent.

Courtesy Does Pay.

## American Ways—The Wheel of Civilization

(Editorial Note—The Bank of Manhattan, New York, has recently issued a splendid booklet, or series of booklets, termed "The Manhattan Library," in which phases of American life, as applied to the transportation question, are discussed at length and in a manner so logical and lucid as to have attracted national attention. An excerpt from this series appears here-with.)

"Civilization is largely a product of co-operation, and co-operation grows out of contact—the contact of men with men and with the facts, forces, laws and resources of nature.

"When man made his first start along the winding and ever-widening pathway we call history, he was not an impressive figure. Compared with many of the beasts about him, he was a mere pigmy in size and strength. It took all his time and effort to obtain enough to eat, covering for his body and shelter for himself and his family. In one particular man was unique. He was endowed with reason and with the inventive, creative instinct. He was moved by an irresistible inner impulse to make things, to build something, to go somewhere in order to find something and bring it back with him. Like so many of his descendants today, he wanted to get ahead. Through hitching his mind and his muscle together he began to make progress. And his progress was measured by the growth of his ability to use the energies and forces of the world about him to help him in carrying his load.

"At this point there was born the science of transportation, which ever since has been a vital factor in all real progress.

"What an event it was when someone first discovered or invented a wheel! We do not know how, when or where it happened, but we know that the first time a wheel was put

under a human burden there was born our wonderful mechanical civilization. In time the wheel became a cart, the cart a coach, the coach a railway train. By glimpsing these far-away beginnings, one can better understand the meaning and value of those vast and complicated systems of transportation which today cover the world and without which our whole civilization would fall apart like a rope of sand.

"There is, and always has been, a real connection between transportation and progress. The most prosperous, progressive and civilized peoples always have the best systems of transportation, the most backward have the worst systems, or none at all.

"By means of his devising, man today can out-swim the fish, out-run the wolf and out-fly the eagle. If the transportation systems of the world were suddenly to be destroyed, trade would languish and die, nations would dissolve into clans and tribes, man would fall below most of the animal creation in the art of getting about, and end where he had begun—at the tail end of the procession.

"Beyond all others, the American people have builded their civilization upon their transportation systems. More and more they are coming to realize that their happiness and prosperity are dependent upon the prosperity, progress and adequacy of their railroads, for railroads constitute their chief means of transportation.

For nearly a hundred years along these steel highways there has rolled an ever-increasing volume of wealth. Cities and states have been created in the wilderness. The resources of the Nation have been opened to trade and commerce. Common ideas and ideals have spread over the rails among the widely separated sections of the Nation until now it is possible for all to be moved and moulded by one spirit."

### "Chester Says—"

In Which Our Friend, C. C. KRATKY, Combines Logic, Humor and Philosophy

Some say that if you win in the ninth, people will forget what you did in the other eight, which, perhaps, is true. However, it is a great deal more gratifying to win each inning as it comes up, because, as a rule, when you win in the ninth, it is due to a streak of luck or the collapse of your opponent.

Take on every added responsibility you are able to get—it will make a better man of you.

Material means money—SAVE IT!

Temper is a good thing to have—if you can control it.

A man need not wear form-fitting clothes to hold himself together.

The editor will be glad to receive your contribution to the "Chester Says" Column. Send it in.

Chester saw this one in front of a church: "The truth may be unpalatable, but it is good food for our spiritual health."

Let's get this slogan started, "I'M A FRISCO BOOSTER."



A. A. Graham

Here he is—A. A. Graham, master mechanic of The Texas Lines. A hard worker and one who gets real results. Pleasant always, but insistent upon efficient work at all times. Everyone knows him, or at least everyone should. He is a real Frisco Booster.

### As the Feller Says

M. M. SANFORD,  
Timekeeper, Ft. Scott

The feller that invents all those outlandish names for Pullman cars should be able to make a little extra money on the side inventing names for new phonographs.

—O—

When a politician starts out to "purify the party" it might be a good idea to begin on the party of the first part.

—O—

Darwin was all wrong. Man did not spring from the monkey. But give him time—he may do it yet.

—O—

A dog is a dog, pedigree or no pedigree. And a man is a man—or a dog—pedigree or no pedigree.

—O—

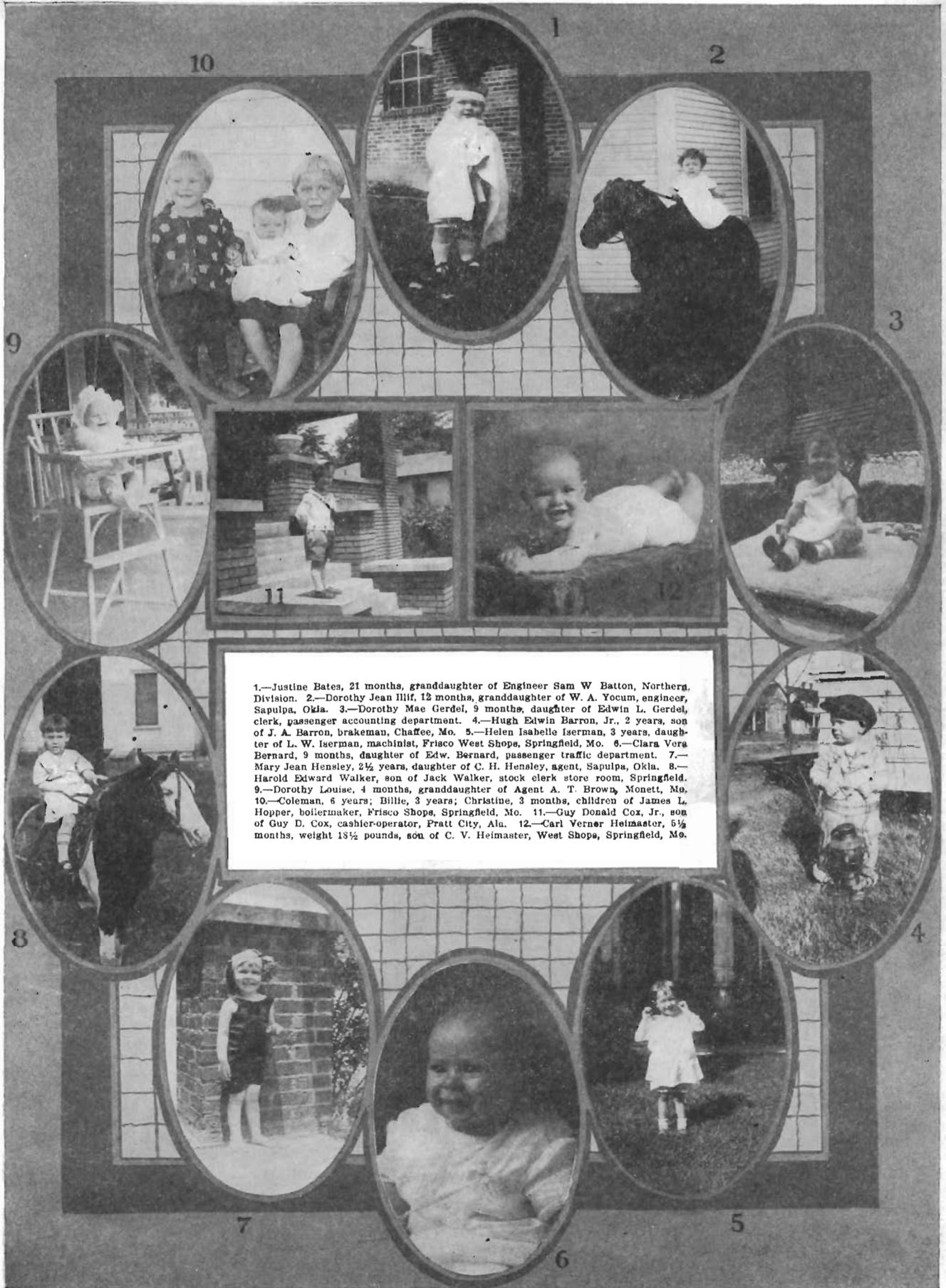
Even in Kansas — "Your Nose Knows" the "Aroma" of those "Scentible" cigarettes.

—O—

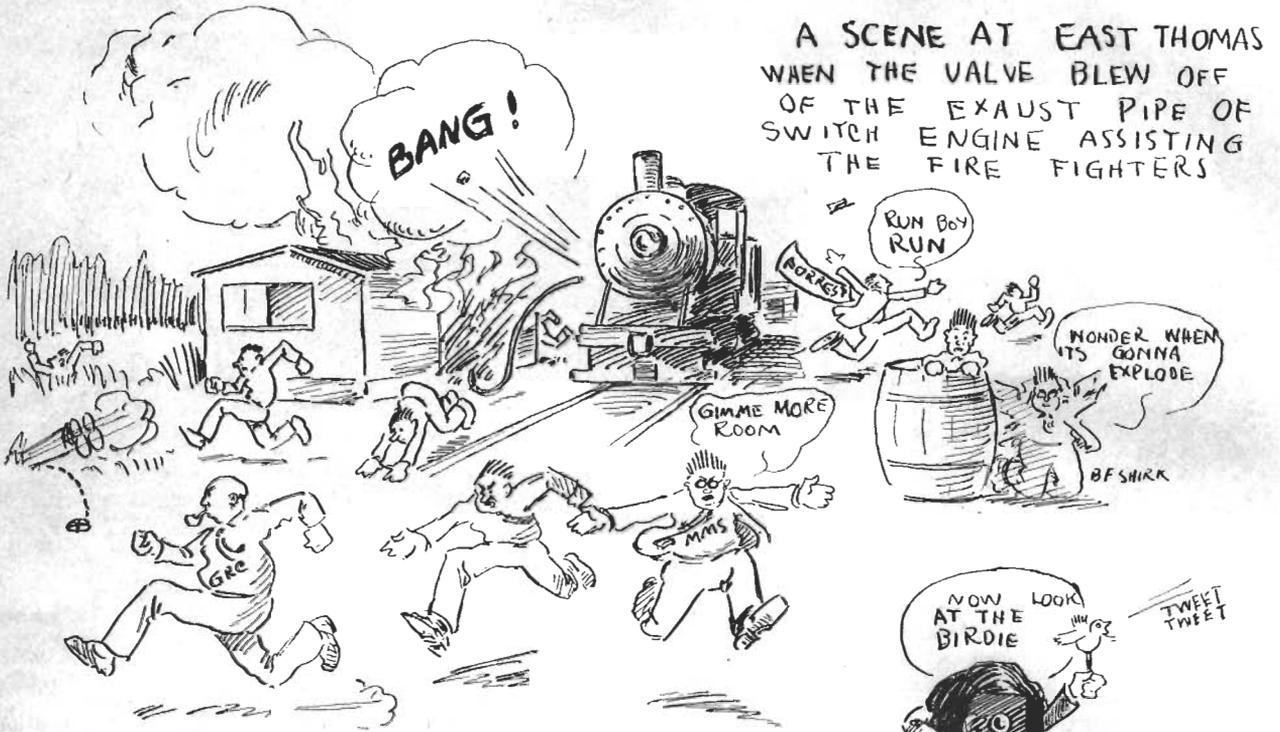
There are numerous organizations (about as numerous and useful as fleas on a dog) always working for the uplift of somebody, usually the farmer. The farmer and others, however, have found that it is expensive to be "uplifted" and sometimes it is hard to distinguish between "uplift" and just plain holdup."

—O—

"What is so rare as a day in June?" We have found the answer at last. It is the beefsteak served in a certain "grease joint."

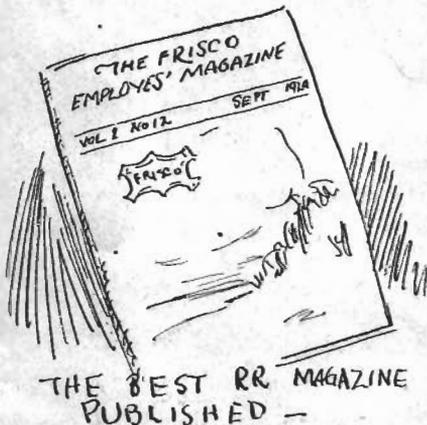


1.—Justine Bates, 21 months, granddaughter of Engineer Sam W. Batton, Northern Division. 2.—Dorothy Jean Illif, 12 months, granddaughter of W. A. Yocum, engineer, Sapulpa, Okla. 3.—Dorothy Mae Gerdel, 9 months, daughter of Edwin L. Gerdel, clerk, passenger accounting department. 4.—Hugh Edwin Barron, Jr., 2 years, son of J. A. Barron, brakeman, Chaffee, Mo. 5.—Helen Isabelle Iserman, 3 years, daughter of L. W. Iserman, machinist, Frisco West Shops, Springfield, Mo. 6.—Clara Vera Bernard, 9 months, daughter of Edw. Bernard, passenger traffic department. 7.—Mary Jean Hensley, 2½ years, daughter of C. H. Hensley, agent, Sapulpa, Okla. 8.—Harold Edward Walker, son of Jack Walker, stock clerk store room, Springfield. 9.—Dorothy Louise, 4 months, granddaughter of Agent A. T. Brown, Monett, Mo. 10.—Coleman, 6 years; Billie, 3 years; Christine, 3 months, children of James L. Hopper, boilermaker, Frisco Shops, Springfield, Mo. 11.—Guy Donald Cox, Jr., son of Guy D. Cox, cashier-operator, Pratt City, Ala. 12.—Carl Verner Heimaster, 6½ months, weight 13½ pounds, son of C. V. Heimaster, West Shops, Springfield, Mo.



THE BABIES ARE ALWAYS DELIGHTED TO HAVE A PICTURE TAKEN FOR THE MAGAZINE SO- GET BUSY ALL YOU "DA DA'S"

JOHN GODSEY  
BIRMINGHAM



"UNCLE JOHN" CONNOLLY  
TRAIN MASTER  
32 YEARS ON THE  
FRISCO

