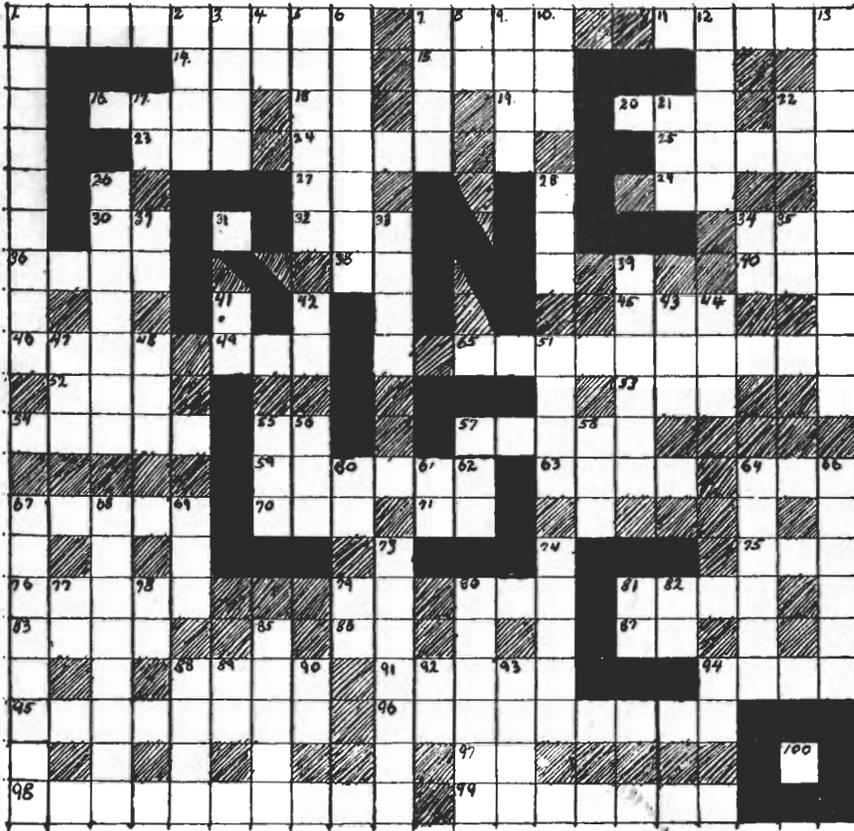


# Our Own Cross Word Puzzle—Much of It Relating to the Frisco



- 92—Personal pronoun.
- 93—Girl's name.
- 94—Take place; to exist.
- 100—The fifteenth letter of the alphabet.

**Horizontal**

- 1—The editor of this magazine.
- 2—Scottish wearing apparel.
- 11—Timepiece.
- 14—Large bird of prey.
- 15—A name for Natron found in South America.
- 16—Snatch.
- 18—Angle valves (abbrev.); symbol used by New York Air Brake Company.
- 19—In the direction of.
- 20—Beak.
- 22—Part of the verb, "to be."
- 23—What all babies do at times.
- 24—Appearance.
- 25—General storekeeper.
- 27—Thus.
- 29—Exist.
- 30—A South American quadruped.
- 32—Male descendant.
- 34—Inland body of water.
- 36—What iron does when exposed to moisture.
- 38—Not any.
- 40—Weary.
- 45—Lubricant.
- 46—Ardor.
- 49—Drunk (slang).
- 52—Old.
- 53—Spread to the air for drying.
- 54—Vapor from boiling water.
- 55—On time (abbrev.).
- 57—Car department official.
- 59—Superintendent of motive power.
- 63—Light weight.
- 64—Haunch.
- 65—A device for oiling an engine.
- 67—Prefix meaning sacred.
- 70—A man's name.
- 71—Not any (same as No. 38 Horizontal).
- 75—Prefix meaning not.
- 76—Velocity.
- 79—Denoting surprise.
- 80—Yield.
- 81—Burden.
- 83—Contract.
- 86—Musical scale.
- 87—Same as No. 79 Horizontal.
- 88—A prince.
- 91—Look gay.
- 94—A ringing instrument.
- 95—Apparatus for starting a locomotive.
- 96—Instrument for talking.
- 97—Last two letters of No. 24 Horizontal.
- 98—Railway engine.
- 99—Common carrier.

**Vertical**

- 1—The home town of the Texas Coyote.
- 2—Beloved.
- 3—The picture page of this magazine we all like to see.
- 4—Egg without the last letter.
- 5—Animal of South America.
- 6—Brand of ink used by the Frisco.
- 7—The president of this company.
- 8—Prefix meaning not.
- 9—Thin strip of wood used in plastering.
- 10—Likewise.
- 12—Pace in a peculiar manner.
- 13—Page in this magazine for women.
- 17—Reconsigned (abbrev.).
- 21—Decline.
- 22—Same as No. 22 Horizontal.
- 26—Received free by Frisco employees.
- 28—Pronoun.
- 31—Ninth letter of the alphabet.
- 33—Midday.
- 34—Note of musical scale.
- 35—Last two letters of No. 39 Vertical.
- 37—Pronoun.
- 39—Don't do this on the job.
- 41—Initials of the superintendent of motive power.
- 42—Preposition.
- 43—What we like to have in the water cooler.
- 44—Small boy.
- 47—Consume.
- 48—Beverage.
- 51—The use of a blotter.
- 55—Night bird.
- 56—Part of the foot.
- 58—Rodent.
- 60—Prefix noting repetition.
- 61—Indefinite article.
- 62—Same as No. 71 Horizontal.
- 64—Part of a hammer.
- 66—Instrument for writing.
- 67—Building for the sick and injured Frisco employees.
- 68—Magnetic.
- 69—Ancient.
- 73—Instrument for making a noise.
- 74—What the porter does to the office.
- 77—Father.
- 78—Short for Ethel.
- 79—A word, sacred to the Brahmins.
- 80—A vessel in which steam is generated.
- 81—Behold.
- 82—Denoting surprise (same as No. 79 Horizontal).
- 85—Guide.
- 88—Very small, hardly visible.
- 89—Mountain (abbrev.).
- 90—Same as No. 60 Vertical.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## SIMPLE HOSPITALITY

### Entertain at Home

"Those days are gone forever." Trite and slangy, albeit only too true of many of our worth-while practices and customs, among them the art of entertaining in the home.

Of necessity, simplified existence has become the order of the day for most of us. Large homes have given way to small ones. Even those who can afford to pay well, find the servant problem a handicap. The custom of taking our friends out to dine is furthered by the almost general use of the automobile.

The latter practice has its drawbacks. To begin with, a deep and well-filled purse is essential to much entertaining of the kind. Furthermore, the smoky, jazz-laden atmosphere of the present-day cafe does not contribute to intimate association with our friends. But perhaps the fact that every normal woman craves to have her friends about her in her own home, occasionally, at least, will prove the greatest factor in warding off the death knell for the good old custom of extending hospitality in the home.

The chief reason for so much aversion to the roll of hostess is that so many women almost wreck themselves in elaborate preparation for their guests. We owe a great debt to our New England ancestors, but some of us at this season of the year particularly are inclined to sense something a trifle gross in their idea that every gala day should be an occasion for an orgy of eating.

There is no reason why a gathering of ones friends should necessitate days of drudgery, utter exhaustion of energy and the complete depletion of the purse. Many a woman's preparation for a dozen well-fed guests suggests that she was anticipating a regiment of soldiers who had not even seen food for a week.

More entertaining would be done at home if women would only realize that an ideal hostess never overburdens her guests with hospitality. She sends them away relaxed, cheerful and in a happy frame of mind and not worn out from too much entertaining to a night of repentance, disturbed digestion and an aftermath of lowered vitality. Above all, the true hostess makes no foolish pretense. She does things daintily and cleverly, but aims always at simplicity. She knows

that her real friends are not concerned with what she has, but with what she is and for the others she has no care.

## FOR VARYING THE MENU

### Chicken Broiled in Double Roaster

Cut a five-pound chicken, carefully cleaned, in halves, cutting through the breast and back. Set, skin side down, on a rack in a double roaster; sprinkle with salt. Over the parts of the chicken uppermost spread four tablespoonfuls of creamed butter. Use no water. Cover, set in a hot oven fifteen minutes, reduce heat and let cook slowly one hour and a half. Serve with riced potatoes, cranberry jelly and celery tips.

—American Cookery.

### Oysters With Celery Sauce

In a saucepan melt two tablespoonfuls of butter; add one teaspoonful of salt, one-eighth a teaspoonful of paprika, one-half a teaspoonful of prepared mustard and one tablespoonful of flour; when blended and bubbling, add one cup of uncooked celery, chopped very fine; stir and cook five minutes; add two cups of rich milk or cream; stir constantly until boiling begins. Add one pint of large oysters, reduce heat and let simmer until edges of oysters are curled. Serve on toast.—American Cookery.

## Arranging the Silver

In regard to arranging the silver for meals, the following rules are usually observed:

Silver should be placed in the simplest and most convenient way. The spoons and knives are put at the right of the plate, the forks at the left, in the order in which they are to be used. Starting from the extreme right counting in toward the plate, we have this order of silver: fruit spoon, soup spoon, bread and butter knife, and meat knife. Nothing could be simpler. Sometimes the spreader is placed on the bread and butter plate.

The same is true about the fork side of the plate. At the extreme left is the meat fork, usually the first used, and the salad fork next in toward the plate. There is one excep-

tion, however, in the usual placement of forks, which is in fashion just now. The oyster fork is usually placed at the extreme right of the silver, or else, as most hotels do, it is served on the oyster plate itself.

Sometimes one hesitates about using a fork or spoon for a certain course. When in doubt, watch your hostess who should always make the first move in beginning a new course.

The only test of good manners is the daintiness with which you eat. This is a useful fact to remember for it helps tremendously if you are ever in doubt as to what is correct.—Ex.

## February—A Month for Parties

February is the month of months for the hostess. The gay season is still in full swing and there are so many special days and occasions that make possible novel decorations and unique plans for entertainment. If you have any social obligations to discharge, select February for doing so.

In addition to good old St. Valentine's Day and Washington's and Lincoln's birthdays, the second month of the year brings round Candlemas, February 2nd; Dickens' birthday, February 7th, and Longfellow's birthday, February 27th. The latter two afford excellent opportunities for women's clubs and individuals with literary inclinations.

Although Candlemas has not been celebrated to any great extent in America, it is rather generally observed in Europe. The superstitious make the day an occasion for indulging in all those practices with candles that are supposedly prophetic of the future. The true Parisian observes the day by eating pancakes. The story goes that when Madam Bernhardt was at one time touring this country in February and the chef on her private car proved unfamiliar with the intricacies of the pancake, rather than not live up to the traditions of Candlemas, the immortal Sarah made her own supply.

## Dainty Handkerchiefs

Subscribing to the vogue for black and white, white crepe de chine handkerchiefs have a black footing edge embroidered in white dots. Exceptionally unique are the 'kerchiefs made of delicately tinted crepe de chine with gold lace borders.

## The Laundry Problem

It may be a surprise to some of our readers to learn that the subject is considered of such importance that courses in the art of laundering are now being given in some of the leading colleges. The School of Practical Arts, Teachers' College, Columbia University, New York, includes a very excellent one in the curriculum. A few helpful suggestions follow:

### TO STARCH SUCCESSFULLY

1. Be sure to skim or strain the starch before using.
2. Use starch cooked until transparent—10 to 15 minutes.
3. Use the starch hot.
4. Rub the starch well into the material.
5. Starch on the wrong side unless a surface gloss is desired.
6. Make a thick starch if there are garments requiring it, since the moisture from them gradually thins it out.

### STARCHING AIDS, WHY USED

1. A pinch of borax is added to starch before cooking to give a gloss, to whiten and stiffen the clothes. Sometimes salt is used in place of borax.
2. Paraffin or lard is added to give smooth finish and to keep the iron from sticking.
3. Bluing is sometimes added to replace that extracted by the hot starch.
4. A colored water, such as that colored with tea or coffee may be used in place of some of the clear water in making starch for colored articles.

### HELPS IN IRONING

1. Use clean, smooth, hot irons.
2. Iron on steady, well padded board.
3. Iron everything until thoroughly dry.
4. Follow the direction of the thread of the material in ironing.
5. Iron from right to left, drawing the material over the board toward the ironer.
6. Begin by ironing the parts that hang off the board for they are less apt to become mused or dried out.
7. In case there are trimmings or embroideries, iron those first.
8. Iron embroideries on wrong side with a pad underneath—this may be a bath towel.
9. Do not iron more folds in table linen than are absolutely necessary.
10. Fold all sheets, towels and linens according to the cupboard or drawer space allowed for them.
11. Allow all clothes to hang, air and dry thoroughly before putting away.
12. Sheets may be folded over the board and used to iron towels and handkerchiefs on; with a little pressing of the hems, they are ready to store away.

No costume for daytime or evening is complete this season without its accompanying conceit, a gay flower at the shoulder or the belt. Carnations, pansies and the ever popular gardenia are the favorites.

## The Bathtub

We are told on good authority that the first bathtub in the United States was installed in Cincinnati, Ohio, on December 20, 1842, by Adam Thompson. It was made of mahogany and lined with sheet lead. At a Christmas party he exhibited and explained it, and four guests later took a plunge. The next day the Cincinnati papers devoted many columns to the new invention and violent controversy soon arose regarding it.

Some papers designated it as an Epicurean luxury; others called it undemocratic, as it lacked simplicity in its surroundings. Medical authorities attacked it as dangerous to health.

The controversy soon reached other cities, and in more than one place medical opposition was reflected in legislation. In 1843 the Philadelphia common council considered an ordinance prohibiting bathing between November 1st and March 15th, which failed of passage by two votes.

During the same year the legislature of Virginia laid a tax of \$30 per year on every bathtub that might be set up. In Providence, Hartford, Charleston and Wilmington, Delaware, special and very heavy water rates were laid upon persons who had bathtubs. Boston in 1845 made bathing unlawful except on medical advice; but the ordinance was never enforced, and in 1863 was repealed.

When you are inclined to be "down in the dumps" remember the bathtub. It came out all right. So will you.

—Exchange.

## Orange Frosting

Cook two cups of sugar and one-half a cup of hot water till the syrup will thread, or by thermometer test to 238 degrees F.; then pour it slowly over two egg whites (one-quarter cup) which have been beaten very stiff, beating all the while, till the mixture is nearly thick enough to spread. Put this icing into a saucepan, set pan into a larger saucepan of boiling water and cook it over the hot water, stirring continually, until the mixture begins to granulate on sides and bottom of pan; remove from fire, add a few grains of salt, one-third of a teaspoonful of orange extract, and beat until icing is ready to spread. Cover the cake evenly; let cool, and spread over the top a thin layer of bitter chocolate which has been melted over hot water. It will require three ounces. A spatula will prove the most convenient utensil to use for the purpose. Before the chocolate has completely hardened, crease with a clean string into desired pieces for serving, as it is difficult to cut, otherwise, without cracking the chocolate.

## Hungarian Goulash

Cut into small pieces one-half a pound of fresh pork fat; brown in a saucepan; remove all but liquid fat; add one onion, fine chopped; when brown add two tablespoonfuls of flour, one teaspoonful of paprika, one-fourth

a teaspoonful of pepper, one tablespoonful of salt and one-half a cup of strained tomato; stir until flour is smooth; add two pounds of bottom of the round of beef cut in inch cubes; add, also, one cup of water, one bay leaf, one clove, one teaspoonful of chopped parsley and one stalk of celery, chopped fine. Pour into a casserole; cover and cook in a slow oven three hours.

## Baked Halibut, Creole Style

Choose a piece of halibut weighing about four or five pounds, and place it in a deep pan of strong salt solution—enough to float an egg—for thirty minutes. Lift out, let dry, and lay on the grate of a covered roasting pan. Brush with melted butter, and let cook in a hot oven for the first ten minutes, then reduce temperature, and bake until the fish is done, basting every ten minutes with hot water or fish stock. It will probably take from three-quarters to one hour to bake. When nearly done, sift a quart can of tomatoes, and heat them with four tablespoonfuls of butter, one teaspoonful of salt, one tablespoonful of sugar, and two sweet, green peppers, fine-chopped. Pour this over the fish, when on the platter.

## Sponge Cake

Beat, until stiff, two egg-whites; add one-third a cup of sugar, gradually, beating with the egg beater, then remove egg beater and add the yolks of two eggs which have been beaten until thick and lemon colored, with two tablespoonfuls of cold water; put into a measuring cup three-quarters of a tablespoonful of cornstarch, add bread flour to make one-half a cup, then add one-third a teaspoonful of baking powder and one-eighth of a teaspoonful of salt; sift these dry ingredients and beat well into the egg-mixture. Flavor with one-half teaspoonful of lemon extract, or vanilla, if preferred.

## Custard Filling

Scald one cup of milk in the top part of the double boiler; mix together one-half a cup of sugar, three tablespoonfuls of flour, and a few grains of salt; add this to one egg, slightly beaten and pour over this mixture the scalded milk; return to double boiler, stir constantly till thick; cover and let cook twenty minutes. Cool and flavor with one-quarter a teaspoonful of lemon extract and one-third a teaspoonful of vanilla.

## Caramel Syrup

Caramelize one-half a cup of sugar; add six tablespoonfuls of boiling water and let simmer about three or four minutes; remove from fire and let cool slightly before using.

## Almonds

Blanch and brown in oven three-quarters a cup of Jordan almonds, then chop, not too fine, and they are ready to use.

(Continued from Page 16)

is state operation it is expensive and unsatisfactory. The personnel is usually excessive. For example, in Austria there are an average of 27 employees per mile of road; in Germany, 21; in Switzerland, 19; in France, 14, as compared with 8 in the United States. In the mountainous sections of Europe, electrification is being pushed as rapidly as possible. The League of Nations has been successful in inducing railroads in most countries of Europe to get-together on standardization of track, equipment and accounting, and also through rates in order to facilitate international traffic. In India they are standardizing equipment as in this country, and have adopted accounting and statistical records copied largely after those required by our Interstate Commerce Commission.

#### GAUGES

"The gauge or width of track has been an important and vexing problem in the evolution of railroads. The narrow gauge is of course the cheapest, especially in mountainous regions, not only in cost of roadbed but also in equipment and operation. But they have no place in a busy country where there is demand for free movement of commerce in car lots. With a very few exceptions the United States got rid of them many years ago and adopted the standard gauge of 4 feet, 8½ inches, first used by William Jessop of Derby, England, in 1799. As the name indicates this gauge is now the standard in the more important countries of the world and is gradually supplanting other gauges. There are now only a few wider gauges, the most notable being the prevailing one of 5 feet, 6 inches, in India. The widest ever used was 7 feet, in vogue until 1892, on the Great Western of the British Isles. There has been quite a variety of narrow gauges, the narrowest being the present Ravenglass & Eskdale in Cumberland, England, which is 15 inches and is actively in the business of carrying freight and passengers for real money. In countries where there is considerable carload business desiring to move over railroads of different gauges it is usually customary to have facilities for readily raising cars off their trucks and temporarily substituting others of the required gauge.

#### CAPITALIZATION

"The average capitalization per mile of road in some of the principal countries, calculated on the basis of normal exchange, are: British Isles, \$275,000; France, \$216,000; Belgium, \$196,000; Austria, \$155,000; Switzerland, \$148,000; Germany, \$120,000; Japan, \$118,000, as compared with \$70,000 in the United States. Stated differently, our capitalization is only 25% of that of the British Isles and graduated upward through the list to 60% of Japan's, the lowest. For rate making purposes in the United States, capitalization is ignored. The law permits railroads to earn 5¼% on the tenta-

tive valuation made by the Interstate Commerce Commission and for all the lines in the country that valuation exceeds the net capitalization by two billions dollars.

#### STATIONS

"The busiest station in the world is the Saint Lazare in Paris, with 1,700 trains per day. The busiest in this country is South Station in Boston, with 1,000 trains per day.

#### EQUIPMENT

"Passenger cars on the earliest railways usually had small bodies of the stage coach type. The first one was named 'Experiment,' and was operated daily on the Darlington & Stockton in England in 1825. Its capacity was 6 passengers inside and 15 to 20 outside. In 1833 cars long enough to seat 60 people were introduced in the United States. Vestibules enclosing the platforms and connected by flexible diaphragms were introduced in this country in 1886. Originally all British and European coaches were divided into compartments occupying the whole width of the car with seats facing other 'fore and aft,' and accessible only through outside doors, but the modern type has a corridor on one side from which access is had to the compartments and which furnishes a passageway through the entire train. Electric lighting was first introduced in 1881 in the coaches of the London, Brighton & South Coast R. R. The battery system was first used in the United States in 1882 on the Pennsylvania. First class coaches in Germany are equal in quality to our parlor cars. In all other countries first class cars approximate our average coaches. Fourth class cars in Germany are very inferior to our poorest out-of-date equipment and third class in most countries do not have upholstered seats and some merely have wooden benches ranging lengthwise of the car.

"In this country sleepers are quite generally operated on night trains, but in foreign countries they are only operated on high grade express trains. The high cost of sleeper accommodations abroad is prohibitive to all but the richest and is largely responsible for their scarcity.

"It is usually necessary to reserve berths two or three weeks in advance. The almost universal type in foreign lands is the compartment car with corridor similar to those in this country, operated only in a few long distance trains. In marked contrast to travel in the United States customs examinations at European frontiers are a source of great inconvenience and annoyance. In traveling from London to Rome, for instance, it is necessary to undergo three or four examinations. No matter at what hour of the night the train arrives at the border the traveler must pile out with all his baggage and wait in line to have it examined, first by customs officials of the country he is leaving and then by those of the country he

is entering. Frequently the examinations are not completed when the conductor calls 'All aboard,' and then the victim jams his belongings into his bags as best he can and bolts for the train with all his fellow sufferers. American travelers hardly know the meaning of discomfort until they travel abroad.

"The first sleeper in the United States was operated between Philadelphia and Harrisburg on what is now the Pennsylvania, in 1836, but it was discontinued in 1848. These had three tiers of fixed berths on one side of the car. In 1859, George M. Pullman converted two coaches into ten-section sleepers for the Chicago & Alton, and thereby inaugurated permanent sleeper service in this country. These first cars had folding berths as are now in universal use in this country. The first sleeper in England was introduced in 1873.

"Like sleepers, diners are rather common in the United States, while in foreign lands they are only operated on the crack flyers. Table d'Hote service is the rule in other countries. One noticeable feature in Europe is the absence of ice water, or water of any kind. The natives prefer sour wine. Seats in the diners abroad are secured from the steward who passes through the train in advance and furnishes checks for seats at certain tables at certain times. There are usually three services. English diners carry out the compartment idea so prevalent in all English coaches and thus have the effect of several small dining rooms. Diners were first used in England in 1879 between London and Leeds. In the British Isles and continental Europe, separate diners for each class of passengers are operated on the principal trains. In this country lunch counter cars are being operated on a few lines.

#### FAST TRAINS

"Generally speaking, European express trains travel at a higher speed than ours. Fifty-five to sixty-one miles per hour are not uncommon averages for long distances. The fast trains performing suburban service out of London drop 'slip' coaches at various stations enroute without stopping. All suburban trains in London run into all suburban stations in the city regardless of ownership, to pick up and deliver passengers in order to better serve the public. Japan operates fast extra fare trains across Manchuria and Korea in connection with similar service on the mainland, carrying diners and sleepers. Australia enjoys many distinctions in railroads as in other things. There are trains on through runs of 1,052 miles which do not cross a single permanent stream of water. These same trains run over one stretch of 300 miles of absolutely straight track over a treeless plain similar to our 'Staked Plains' of Northwestern Texas.

#### FARES

"In Europe and other foreign countries there are first, second, third and

even fourth class fares. In the United States there is such an aversion to class distinctions that only one class is of any practical use and that first class. Except in a comparatively small territory in the Rocky Mountains our coach rate is 3.6 cents per mile. Corresponding rates in Europe average 5½ cents per mile calculated on a conservative exchange basis. In this country 150 pounds of baggage, in addition to a liberal free allowance of hand baggage, is carried free, while in Europe there is a charge of about ½-cent per mile for the same service. That makes travel in coaches in Europe about 2½ cents per mile more expensive than in this country. That is not the whole story. Sleeping car fares average a little over one cent per mile in the United States as against about 3 cents per mile in Europe.

"The railroads of the United States give the best service at the lowest rates and pay the highest wages in the world."

### A Wolf Hunt That Proved to Be a Panther Chase

Some time ago one of the residents of the community surrounding Hasse, Texas, reported a wolf working havoc with his cattle, and asked that all the wolf hunters and wolf hound owners help him run down the thief. The wolf, incidentally, was killing his stock and eating only a small portion, leaving the remainder for waste.

Among the hunters who responded was J. C. Williamson, Frisco Lines agent at Hasse.

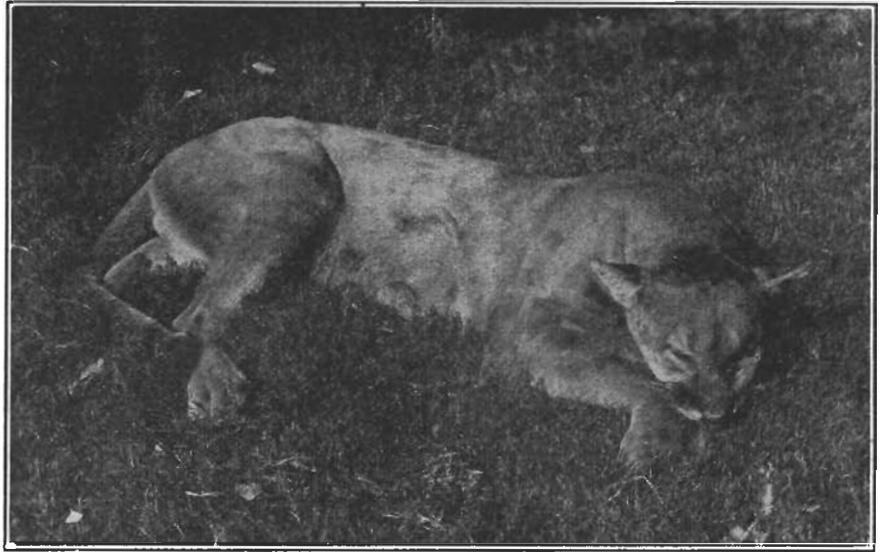
Going to the spot where the wolf had killed a steer belonging to one of the hunters, the dogs were turned loose and soon they were hitting the trail. Not much time elapsed until all of the dogs, with the exception of one old, reliable Walker dog, came plowing in on a back trail and "tucked their tails," refusing to take up the hunt again.

This made the hunters suspect that there was "something wrong in Hasse," as never before had their dogs acted in this manner. Then down the river came the barking voice of "Old John," the one who had stuck to his post.

Spurs were put to the horses, and each hunter uncovered his Winchester, in the event the dog needed help. Sure enough, he did, and badly.

As the hunters arrived at the spot, they found "Old John" barking and growling at a large panther which had leaped some six or seven feet high, and had sunk his claws in a pecan tree, where he was whining and gritting his teeth at the old dog.

Several shots rang out, and the



And This Was the Result of a "Wolf" Chase

panther fell dead. To make certain of his death, a gun barrel was run down his throat and a shot fired for safety sake.

Last month "Old John" passed over

the horizon to a dog's paradise, if there be such, and his memory was honored as only a real hunter knows how to honor the memory of a faithful dog.

### Wide-awake Cashier — Result, Another Frisco Booster

Mr. M. G. Cooper, claim agent of Sapulpa, Okla., who happened to be in the office of the local freight and passenger agent at Beggs, Okla., a few days ago, writes that a gentleman came to the ticket window and asked to buy two tickets to Forest City, Arkansas, via the Frisco to Holdenville and the Rock Island to destination.

Mr. Cooper tells interestingly of the occurrence, as follows:

"The wide-awake cashier at that point, Mr. Ira F. Brister, informed the party that it would be much better for him, owing to the fact that the Frisco maintained excellent service, to go to Memphis, Tenn., via the Frisco all the way, then take the Rock Island there into Forest City, Ark.

"This party wanted to purchase two tickets. The action of Mr. Brister in securing this service netted the Frisco \$30.14. While this is not much money, yet it shows that Mr. Brister was not only alive to the fact that he wanted to give these people better service, but he wanted to get more revenue for the Frisco.

"I was present when this transaction took place, and feel that this agent should be complimented."

### Do We Appreciate the Frisco

By Dr. W. F. Coleman  
Hickory Flat, Mississippi

Do we appreciate the Frisco as we should? I answer, "No." We, as a rule, do not appreciate a thing until we are deprived of its benefits, after we have once enjoyed its benefits.

The writer has always lived in the bounds of the Frisco Railroad, except for a period of about five years, when he lived so far from the railroad that not even a sound of a shrill whistle could be heard on a still, clear morning. We did not appreciate the Frisco until we had moved away from it, then we felt the keen loss of it. Now, since we have moved back in the bounds of it, where we can see, hear and smell the great locomotives, we feel more appreciative toward its benefits.

Our people, as a rule, do not appreciate our railroad. This is proven conclusively every week along the lines of the Frisco. For instance, when someone is injured, simply by careless methods, or perchance their stock killed by the train, by allowing them to run at large, the first thing thought of is, sue the company, and sue for a large sum, about twice the value of their property.

I recently heard an old man remark, who had been in a railroad accident with a few others, none of them being