"AMONG Ourselves"

"THE CLERKS"

"THE WIND BLOWS ON A WINDY DAY"

"I'M ONLY A CLERK AND HAVE NO CHANCE"

"THE BLUES HITS NOW AND THEN"

"ON THE JOB"

"HERE IS THAT RICH BANK PRESIDENT FROM OMAHA - HE COMES HERE EVERY SUMMER AND NEVER SPENDS A DIME"

"TRANSFORMATION OF A CLERK - WHEN HE CAME TO WORK HE LOOKED LIKE THIS"

"AND TWO YEARS LATER"

"CLERK PUTTING ON 'AIRS' AT A SWELL SUMMER RESORT"

"DEAH ME"
A story of interest to all Frisco employees appeared in the Muskogee (Okla.) Daily Phoenix of April 28, in which was recounted the banding together of employees of the Frisco, Katy, Midland Valley and K. & O. railroads and the American Railway Express Company, for the purpose of fighting the truck traffic which is damaging the traffic of their respective roads.

The story appeared under a streamer head of five columns, which stated: "Rail Workers Band to Fight Bus Lines." A subhead read: "New Com- petition Threatening Their Jobs, Employees Voluntarily Organize Here."

Below, the Magazine reproduces the story verbatim:

Advoeate a load maximum, higher license taxes and additional highway taxes by operators of bus or truck lines in this state, employees of the Frisco, Katy, Midland Valley and K. O. & G. railroads and of the American Railway Express Company met last night at the Knights of Pythias Hall and established a permanent organization to accomplish these ends.

The story was recounted by a member of the organizing committee.

Mr. Van Horn resides at Springfield, Mo., and has been an engineer for forty years.
The Frisco employes are indeed fortunate in having for their use, one of the best equipped hospitals affiliated with any railroad. There is no doubt that the efficient staff of doctors that can be obtained, and within its walls the very latest and most modern of equipment. The Frisco Employes' Hospital of St. Louis is located at 4960 Laclede Avenue. Maintained by a smallmousemove from each employe, it is truly an employes' hospital. Here the employe receives the best of treatment and care of skilled physicians—but most of all, he is associated with Frisco friends, when he is forced to be confined therein.

The arrangement of the different floors of the hospital is very efficient. The first floor contains the waiting room and dispensary, where a first examination is given. The second floor, a large airy room is used as a convalescent ward, and the nurses' quarters. The third floor is the operating room. Occupying three large rooms near the front, is the floor & Dr. H. A. Woolsey's private office, together with that of his secretary and staff. Thence, there is the small developing room for the X-ray pictures, the only really dark spot in the entire hospital.

Visitors to a hospital at meal time are always tempted by the delicious trays. On the third floor is found one of these famous diet kitchens, and the doctors' quarters. The rooms are large and airy with plenty of sunshine and light.

The fourth floor has a library and quarters for the nurses, dining room and kitchen and perhaps most important of all, the operating room. This hospital is designed perhaps a little differently from some, in that the large kitchen is on the top floor, this way the odors do not penetrate through the entire building.

Each of the floors is reached by an elevator service when required. The hospital is equipped with very modern heating systems, its tiers of linen is also located on each floor. Everything is spotlessly clean, and there is an atmosphere of cheerfulness about.

But when one reviews the hospital, it is only half the story. The other half should be given to the review of the remarkable staff of doctors and assistants who treat each case so successfully. The names of some of St. Louis' most famous specialists appear on the roster.

Dr. R. A. Woolsey, who for many years has been connected with the Frisco hospital as chief surgeon, is known by all.

Working with him daily are, Robert V. Baird, surgeon in charge; C. E. Klinefelter, ortho- paedist, Dr. W. M. Vogt, gynecologist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist. Dr. J. C. Peden, orthopaedist, Dr. Fred Bailey acts as consulting surgeon, Dr. M. L. Klinefelter, orthopaedist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Harris, pathologist, Dr. W. H. Ohy, ophthalmologist.
E. T. Miller Appointed General Solicitor to Succeed Judge Evans

Former General Attorney For Sixteen Years Appointed to New Position May 15

Long and valiant service with the Frisco was rewarded in the appoint-
ment of Mr. E. T. Miller, for sixteen years general attorney for the Frisco,
to the position of general solicitor, succeeding the late Judge W. F. Evans.

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to the position of general solicitor, succeeding the late Judge W. F. Evans.

Mr. Miller is widely known among railroad attorneys of the Middle West.
He entered the legal department of the Frisco in February of 1898 as an at-
torney and was made general attorney a year later, in January of 1909.

He was born in Keytesville, Mo., in 1871, and was educated in the common
schools of that city, later attending Westminster Military Academy at Lex-
ington, Mo. He attended Westminster College at Paton, Mo., from 1877 to
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National Railways of Mexico Are Returned to Private Operation

Passing of Government Operation in Mexico Follows Similar Experiences on 100,000 Miles of Government-Owned Railroads Since 1920

American were amazed at the possibility of government operation of railroads in 1917 when the United States government temporarily took over the operation of railroad trains, and otherwise conduct an enormous industry with the thousands of ramifications contained in railroad. Some of the reader maybe most of them, have not been flattering to the efforts of the government. However that may be in this country, nations throughout the world have struggled with the problem of government ownership and operation, also.

The accompanying articles, dealing primarily with the return of the National Railways of Mexico to private operation on July 1, also contains a brief resume of the experiences of nine other countries in the world in governmental control of the roads. The government of Mexico returned the National Railways of Mexico to private operation on July 1.

This article more chapter to the admission that direct operation of railroads by governments is a very fraught with financial and social disadvantages. Prior to this return, the Mexican government reallocated the assets of railroad employees, reduced the railroad employees, improved freight and passenger rates, paid the debt, replaced the road-bed and its general upkeep to place the railroad in as good condition as it was when taken over by the government in August, 1914.

The Mexican government owns all the railroad, and is in a position to manage them as nearly as possible in the form of a private railroad corporation. The Mexican government owns approximately half of the stock of the railroad company in the form of a private railroad corporation. The balance of the stock and practically all of the bonds and equipment trust notes are owned in this country and abroad. The return of the railroads to private management is a step to an agreement negotiated with the government of Mexico in 1922.

The German State Railways have been taken out of the hands of government, and as a private company are now being operated for the benefit of those other countries to which Germany owes reparation payments. In Austria, the State Railways after the war constituted more than half of the legal government debt. Since 1923 they have been taken out of the hands of the political government and organized as a semi-public corporation following the form of a private railroad corporation. Following this reorganization, expenses have declined and earnings have increased.

The Italian government has attempted to place on a basis of private operation since 1922. The Ministry of Commerce of Czecho-Slovakia retains that it took two years to effect this change, and states that "a timely pruning of it into effect would not only have enormous financial advantage to the establishment of Central Europe generally, "would have been an enormous advantage to the country as a whole." In Italy, the Mussolini ministry has removed almost 6,000 railroad employees on the State railways and has made an earnest effort to operate them at a profit. While the situation has been improved, they will represent a substantial deficit and effort is still being made to get rid of this burden by turning them over to private operation.

The Swedish State Railways will be put in the form of a private railroad corporation if a bill now pending before the Danish Parliament be passed. This bill was introduced in response to the demand that these State railways show some return for the capital invested in them.

In Poland, the present Ministry has insisted on the establishment of the railway budget from the budget of the political state. The politics of sale and the introduction of economies in order to compel state railroad operation to stand or fall on its own feet. In Australia, discontent with the State Railways led to the appointment of a Royal Commission, which in 1924, reported that unless railway finance was taken out of the hands of the political government, the Australian State Railways might become insuffi- cient as an agency of development as well as a serious burden to the state. In India, the State Railways are being reorganized so as to stimulate a private railroad corporation so far as possible. The chief commissioner of Indian Railways is to be solely responsible for decisions on all technical matters and act to be subject to being over- ruled by the political colleagues on his board.

Since the war, in every important country— as in the United States— there has been a contest in the one hand between recognizing that railroad problems are economic, and the attempt on the other hand to apply political solutions. In all countries where politics still dictates railroad policy—as on the State Railroad in France and on the State Railways of Yugo-Slavia—they are still operating at great deficits and making no substantial improvements. On the other hand, the countries which have attempted so far as possible, to re- form State railroad operation on the lines of well-ordered railroad corporations, have invariably registered substantial progress.

The mileage of state owned railroad in the United States has been attempted to be based on a basis of private operation as follows:

<table>
<thead>
<tr>
<th>Country</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mexico</td>
<td>8,440</td>
</tr>
<tr>
<td>Germany</td>
<td>32,311</td>
</tr>
<tr>
<td>Czecho - Slovakia</td>
<td>7,056</td>
</tr>
<tr>
<td>Denmark</td>
<td>2,968</td>
</tr>
<tr>
<td>Poland</td>
<td>1,383</td>
</tr>
<tr>
<td>India</td>
<td>27,978</td>
</tr>
<tr>
<td>Total</td>
<td>100,597</td>
</tr>
</tbody>
</table>

Alfred Ball, of Springfield, Appointed Secretary to Vice- President Hutchinson

Raymond Hagan, Former Secretary, Transferred to Northwest Division as Chief Clerk

Alfred Ball, former secretary to Vice-President Hutchinson, was appointed secretary of transportation, with offices at Springfield, Ill. Mr. Hagan has been appointed sec- retary to J. B. Hutchinson, vice-president of the Illinois Central.

Raymond Hagan, former secretary to Mr. Hutchinson, will become the chief clerk to C. H. Ballston, superin- tendent of the Southeastern Division.

Mr. Ball was also a correspondent of the Springfield office.

Mr. Ball and Mr. Hagan have many friends on the Piscataway line who wish every success for them in their new work.