a large earthen reservoir at a high point on the edge of his farm, installed an electric pump (current furnished by our city plant) on the bank of the Brazos River, which throws an eight-inch stream of water into the reservoir day and night, furnishing plenty of water to keep two men busy during the day irrigating fifteen acres of honey ball, other melons and vegetables. He didn't have sufficient acreage this year and the melons didn't ripen in quantities sufficient for car load shipment, but other farmers living near the river and other running streams have become interested and no doubt we will have melons of all kinds to ship next year.

Our night operator, T. B. Craddock, wife and two boys, returned recently from a three-weeks' trip to New Orleans, the Ozarks and Oklahoma points. Tom sold his farm shortly before he left and he didn't say "New Orleans" when he got back, either.

CAPE GIRARDEAU ADVERTISERS

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Meal Tickets at Special Rates
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Our freight business, inbound, is picking up every day. Our local merchants are realizing that the Frisco furnishes the only real and reliable merchandise service, and are gradually coming back to us.

## ROADMASTER'S OFFICE BROWNWOOD, TEX.

R. R. KINGTON, Reporter

Haven't much to say from Brownwood this month. Have sick folks at home and just won't have time to do any better.

O. T. Gatlin, section foreman, turned in a snapshot of himself and his prize-winning chickens, and brags that they "raise" something down his way besides "low joints". Sorry the picture was too hazy to print.

Miss Pearl Saulter, a nurse from Temple, Texas, is visiting the family of W. D. Reece, section foreman at Dalzell.

Understand Ben Rogers of Brookesmith is leaving the Frisco. Good luck, old scout.

Mrs. Dennis, wife of Jim Dennis, section laborer at Dalzell, has been real sick, but is now up and about again.

C. L. Elliott, roadmaster, and family went to Fort Worth one Sunday recently to watch the Champion Cats claw the Dallas Steers.

Operator J. F. Wyatt is relieving C. A. Woodford as agent at Rochelle, account of Woodford being sick.

## DALLAS, TEX., FREIGHT OFFICE

R. B. CRAWFORD, Reporter

R. E. Wesenberg of the auditor's office, Ft. Worth, paid us a visit this week.

Lester B. Buchanan, chief delivery clerk, has returned from a visit to relatives and friends in Alabama and Mississippi. We had an idea that our congenial "Buck" would return with a bride, but, alas, we were again disappointed.

Mrs. Bertha Cooper, assistant accountant, and Mrs. Marie Drake, expense bill clerk, have returned from a trip to California and report an enjoyable trip.

Miss Clara Lyons, expense bill clerk, is on an extended vacation, visiting relatives and friends in the Panhandle, recuperating after an illness.

Earlibustus McCord has returned from a vacation through the Northwest and up into Canada, and from reports he gives out, the climate is fine and the eats are better.

C. O. Genske, chief revising bureau, has returned from a brief visit to Galveston. We advise the force to refrain from asking "Ick" the schedule of Santa Fe train No. 6, arriving in Dallas.

We all congratulate the Frisco on the nice and nifty magazine, and we all enjoy reading its contents.

## FT. WORTH GENERAL OFFICES

R. E. EVANS, Reporter

Mrs. Cochran and Kathryn, wife and daughter of R. B. Cochran, assistant to the vice-president and general superintendent, returned recently from a very pleasant trip to points in the East.

C. B. Winney, dispatcher, is spending his vacation with relatives and friends in Wisconsin. I sure envy him—his being up there where the pike, muskies and many other game fish abound.

Mrs. J. E. Duran, sons and daughters returned recently from a nice trip to Missouri where they visited relatives and friends. Maybe that is one reason Joe went to Canada—taking advantage of their absence.

J. C. Tewmey, general clerk in the traffic department, had a little romance August 15th, by eloping with Miss Mary Helen Gough. That is, they started to elope—going to Dallas, but something got wrong with the flivver they were in and it was necessary that the solemn oath be taken at Handley. Seems they had quite a time getting things lined up at Handley, getting a preacher, etc. "J. C." said he had such an exciting time of it, he didn't know what was happening until he heard the minister say: "I now pronounce you man and wife". He may not have realized what was going on at that time, but we anticipate he will know from now on. It is a great life if you don't weaken, "J. C.", and we all offer our congratulations.

C. C. Mills, safety supervisor from Oklahoma City, was a visitor to our safety first meeting, September 9, and flattered us with the remark that it was the most rousing meeting he had had the pleasure of attending, making mention of the fact that our men in all departments were very much interested.

Clara Mae, daughter of W. C. McFrancis, chief clerk, passenger traffic department, is at home enjoying a nice rest after having spent the summer in Chicago University. Miss McFrancis will return soon to the university for the fall term.

L. C. Wilds, secretary and treasurer, left on the second for points east, where he will visit relatives and friends and enjoy himself at Lake Champlain.

Leda Belle Durrett, secretary to the superintendent of F. L. & D. claims, is spending her vacation at home. If she is situated like some of the rest of us, that is all she has to spend.

C. O. Jackson, assistant general freight and passenger agent, and Mrs. Jackson are attending the convention of the American Association of Traveling Passenger Agents, which is being held in Montreal. From the looks of the program, they will certainly have and exceedinly pleasant trip, as well as an educational one. Strange, though, why there are so many conventions held in Canadian cities.

W. C. Preston, traffic manager, has just returned from a week's vacation.

Mrs. Young, wife of J. D. Young, operator in "FS" office, is visiting in Ohio and Missouri, and evidently is having a good time. John says he is tired of "batching" 'and ready for her to come home.

C. F. Deike, diversion clerk in the freight traffic department, has sold his home in Everman. Guess he's tired of living in the country. He is building a new bungalow out on the south side. Welcome to our city, Carl!

Wanted: a sweetie. Kathryn Matthews, Mr. Cochran's secretary, says her beau has left the city and is not coming back. Sure is hard luck, after the way he has been rushing her for the last several months.

In understand we have in the general offices certain members who are displaying new fashions in men's hose. Seems that stripes, checks, etc., are prevailing.

Jas. Grace, trainmaster, says if he can corral all his kids at once, he is going to take their picture. There's only eight of 'em. Says if he gets it he is going to give me one for publication.

I think I started something I can't finish. Mr. Rudd says there's nothing doing on his side of that picture. Might be I'll have to call on G. W. Koontz, our division engineer.

If you want to hear a new story, I would suggest you get in touch with either A. S. (Blondie) Metzger at Memphis, or G. W. Koontz at Fort Worth. They seem to be well posted.

While I was in the office of G. E. Littlefair, our general agent, a few days ago, I heard a rumor—far be it from me to mention names, though.

What do you say, we start a contest to see which division or office has the smallest persons employed on the whole system? I'll bet we have both the smallest man (not boy) and girl on the railroad. Course there won't be any prizes offered.

Who do you suppose blew in today? Our old friend, E. M. Fitzgerald, in the same old breezy way. Talk about your gloom chasers, he is it. If we had a few more like him, some of the doctors would have to go out of business. It is the first visit we have had for some time and was quite a treat for both old and new acquaintances. No, he didn't have on the Prince Albert. I forgot to mention him in the list of story-tellers, but anyway, he is in a class by himself.

## ACCOUNTING DEPT., FT. WORTH

HENRY KELLER, Reporter

Miss Lena Arterbury, sister of our chief comptometer operator, died September 7. The entire office force offer their sympathy.

We have been having a study in alligatorology or whatever you call it. L. L. Burton, M. of W. timekeeper, received one through the mail. It seemed to be asleep, but there were few who would bother it. He tried to assure us it was perfectly harmless, but we have seen too many pictures of the man-eating type to become very friendly. (P. S.—I am just advised that after reaching home, it was really more harmless than he imagined, it was dead). Oh, what a shame; guess it will go to the dead-letter office now.

A. W. Fagan, who has been connected with the Frisco for a long time, resigned recently. It will sorta be lonesome without old Art and his friendly arguments. Dick Groves will miss him more than anyone, I guess, as it will be election time again, one of these days.

**Extra! Extra!**

L. P. Barton, traveling auditor, innocently drops in for his pay check. ('Twould be a long railway that kept Bart out of Fort Worth on those memorable days.)

As stated in the last issue, Miss Lillian James was in California taking the well-known rest cure. The other day a mighty swish of wind was heard approaching the door and in breezed "Jimmie". She sure wears a broad smile and her eyes have a rather peculiar twinkle. I have not had a personal interview with Miss James, but I have heard that there is someone or something out there that caused a stir in the heretofore dormant heart of her that will eventually lead her back to the land of knickers and motor cars. My motto has been and always will remain: "Where there's a spark of life, there's a flame of hope". Stay in there, gal—it may be yore **chance.**

For the benefit of those who are not familiar with the territory surrounding Fort Worth, I will state, there is a hamlet about 32 miles east that has been endeavoring for the past six years to develop a ball team. I have found out from Walter B. Simpson, out head rate man (formerly of Dallas), that as soon as they can get another coupla dozen recruits, they are going to show Fort Worth a good time. Well, it's nice to have **someone** in the world believe in you, isn't it? I cannot say, but I believe Simp will be **that one** who likes the Dallas ball team. Can't tell, though, Simp may switch to Ft. Worth. Better, if he can't stand to lose.

W. M. Walker stuck his foot into a five-gallon bottle of water the other day and got his feet and socks wet. In the process of drying, three pairs of socks that he had given up for lost began to curl up and peel off. Say, if Collins had laid off the sand caves and tried something like that, he might be in a better shape today.

Nelms L. Owings, chief clerk of the accounting department, recently spent a week's vacation in Kansas City with relatives and friends. He reports a very enjoyable visit; however, after spending thirty years in an office, one does not enjoy being away long at a time, his entire interests are centered upon his home here and the office.

I cannot say whether the girls in this office are a few out of several million or whether they are plain dumb, but I have asked each and every one for a bit of news and they all, of one accord, answered, "We don't know anything". Well, honesty is one thing that I admire, being entirely that way myself and realizing the handicap it is, sometimes.

Edwin Young, Monroe calculating machine operator, recently gave the weaker sex a thrill, all dressed up in his soldier's uniform for the American Legion parade. We saw the parade, Ed, sure did strut his stuff, too.

Joe A. Tomlinson, who has recently become famous in the pugilistic world, is wearing a plaster over the left eye. How come, Joe, that's no business. What? A boil? Old Stuff, Jo Jo, come again.

## YARDMASTER'S OFFICE FT. WORTH, TEXAS

O. L. ROBINSON, Reporter

General Yardmaster W. H. Thompson is spending his vacation at home on Hurley Avenue. Switchman Ellis Cosatt is acting yardmaster while Mr. Thompson is off.

Former B. and B. Clerk S. G. Snodgrass was a recent visitor at the yard office.

Conductor G. T. Stubbs and family are spending a vacation in Detroit. (Which reminds the D-Ed. that he heard another conductor bawl Stubbs out before he left, for taking so many vacations. Said his wife told him every year: "Now just look, the Stubbs' are taking another nice trip this year, and you never will take me!" Which Stubbs indignantly denied, saying he hasn't had but two vacations in ten years, and he broke three ribs to get one of those!)

General Yardmaster to Call Boy: "Percy, go down there and tell that 'Hog-head' I want him to turn that 'Jack' in before the 'Hog-law' catches him, and tell that 'Snake' to put the 'Krummy' on that 'South Man'; also tell that 'Car Toad' he can couple up the air while the 'Mud Hop' gets the 'Numbers'."

New Call Boy (groggy): "Say, I didn't sign up to work for no Chinese railroad I'm a 100 per cent Ku Klux American, I am!"

## MECHANICAL DEPARTMENT SHERMAN, TEXAS

C. C. JORDAN, Reporter

Busy place around Sherman Shops these days—squaring valves is our second name. River Division better look out.

Big "Safety First" meeting at Fort Worth, September 9—big subject, big crowd and lots of interest. We missed our old friend, Claypool, but we were glad to have Mr. Mills with us. Mr. Mills is the latest addition to Mr. Hudgen's force, and we wish him well.

E. G. Hughett is in the Sherman hospital, convalescing from an appendicitis operation. Last accounts are that he is doing fine. We miss him.

W. A. Morgan, general car foreman, and L. C. Fuller, general foreman, are away on vacation. Hope they get a good rest.

M. B. Case, for many years stationary engineer at the Sherman Shops, attained the age of 70 years on August 30, and was retired on a pension.

"Gene" Inglehart, machinist, has been away for some time with his father, who has been very ill.

John George has been off for several days due to sickness.

Lee Ford, formerly stenographer in this office, now with Superintendent Butler, Southern Division, reports that he is a busy man these days. We hope the scenery along the lines will not affect his workmanship, nor make him forget those he left behind.

Ben Hur, division accountant, was in to see us yesterday. Usual line—busy.

Several of the shop boys who were laid off in the reduction in June are now working on the car side, rebuilding stock cars. Thurston says they are go-getters.

Had the pleasure of showing our plant to our esteemed division editor the other day. Said he did not know we had a shop at Sherman. Remarkable how news gathering will educate a man. The old saying that "Half the world does not know the other half", is true—bring it down to our own railroad: if each of us would try to appreciate what the other fellow has to contend with, there would be less misunderstandings. (D-Ed.'s note:—That goes both ways, old timer. Us hard-working editors are not appreciated near enough by the majority of **vox populi.** Yeah, I discovered the Sherman Shops. Glad I did. Found out that engines wear asbestos underwear—saw a "Nut Buster"—stared goggle-eyed at a machine that shaves the rims of locomotive wheels an inch deep, reminding me of those Sherman barbers—and peeped into a big blacksmith shop that resembled a vision of Vulcan's fiery workshop—heard the gattling-gun staccato of a hammer which I inadvertently nicknamed a "steam" hammer (and got laughed at)—and met the finest bunch of clean-cut, clear-eyed he-men in the State of Texas. But I haven't figured out yet why there wasn't some "hosses" in that blacksmith shop.)


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# FRISCO MECHANIC FAMILY NEWS

## STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Hobert Glascock had the misfortune to lose his Ford in a fire recently. As this is the second car he has lost in a fire, some are growing suspicious, but I guess this will be the last one, as he says his next buy will be a bicycle with a side attachment for his wife.

Jimmie Honaker and family, Carl Alexander, of the mechanical department, and wife, made an overland trip to Paris and Cooper, Texas, Sunday, August 23. They report an excellent trip.

Mrs. A. T. Todd and sons, Jack and Jerry, of Fort Worth, are visiting relatives and friends here. Mr. Todd spent the week end here, September 12.

Mrs. W. H. Binmerman and daughter, Vanna Marie, wife and daughter of Section Stockman W. H. Binmerman, returned recently from a visit in Akron, Ohio. They attended the wedding of Harry Binmerman while away. Harry was at one time employed as a clerk in this office.

The stork visited the home of Mr. and Mrs. K. P. Guin, September 12, and left them a ten-pound girl. Another picture for the baby page soon.

Mr. and Mrs. Jimmie Honaker and daughter, Jimmie Lee spent, Sunday, August 30, in Dallas.

Everyone in this department spent Labor Day in the city, either going to the ball game or the movies. No out-of-town visits were made.

C. V. Montgomery and Loyal McMillan are still here, but they did not do anything to get their names on the roll this month. In fact, news is very scarce around this joint.

## LOCAL FREIGHT OFFICE FT. WORTH, TEXAS

REX F. COOKE, Reporter

Cashier Joe Moorman, wife and little son, Warren, returned on the 31st after two weeks' vacation spent in Hot Springs, Ark. They report a very enjoyable time. Joe says he found a good fishing dog—every time the cork sinks, the dog barks.

But his story isn't the best one. Our check clerk, Nugent Law, who has returned from a fishing trip in South Texas, has a dog that saves him hooks and bait, both. The dog has a very sensitive nose and when he smells fish, he dives right in and gets it.

This reporter spent Labor Day in East Texas (D-Ed.'s note: My gawd! East Texas!), hunting and fishing, but I'm going to tell the truth—I didn't kill a bird or catch a fish.

Garnet Parrett, collector, returned the twelfth, from a two weeks' visit in Canada, and reports a mighty good time.

A party from this office, composed of G. E. Littlefair, general agent, Mr. and Mrs. Chesier and family, Mr. and Mrs. H. A. Granger, Miss Ruby Long, Miss Mabel Dozier, Miss Annette Granger, Miss Myrene Melton, Guy Walters, Eugene Trantham, N. L. Law, and little Mary Francis Granger, enjoyed a fine outing on Labor Day at Camp The Grange on Lake Worth. There were plenty of eats and lemonade by the barrel, games and dancing. G. E. Littlefair won the horseshoe pitching contest and Miss Ruby Long was crowned champion eater.

FORMERLY FRISCO MAN
**FRANK W. DAVIS**
LIFE, ACCIDENT
The Travelers Insurance Co.
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## TELEGRAPH GANG COLD SPRINGS, OKLA.

B. R. DAVIDSON, Reporter

Talk about warm weather. You don't have to tell us about it.

Two of our "grunts" have been transferred. Joe Stomate being transferred to Foreman J. F. Pharris, and Bennie Pierce to Foreman A. Oliver.

L. Langley is spending a short time at home this week.

C. Garnes is taking a short vacation.

Lineman Holt and wife are spending a vacation at their home in Paris, Tex.

Lineman B. R. Davidson took a fifteen day vacation in southeast Missouri and came back with a smile. What did she say, chief, yes or no? He hasn't bought the cigars yet—so don't suppose he had very good luck.

Billie Capitand, O. N. Eslick and Elzie Wilson take a little air these warm evenings in Cotton's car.

Foreman E. S. Rip Harris has a new traveling bag, and we wonder if he will use it when he takes his vacation.

Thos. E. Floyed, our straw boss, is to spend his vacation some time soon.

We sure have been going some lately—winding through the Kiawa mountains from Roosevelt. We will be in them until we reach Snyder, Okla.

Would like to see the other gangs start writing for the magazine—make it grow with news.

What we practice is the safety first sign, by using the A. B. C. sign. Always Being Careful and avoid all accidents.

Let's hear from the other gangs—speak up, gangs, let's see what you have to say.

## SPRINGFIELD, MO. SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Not contented with merely being the largest in membership of any local of the association, Local No. 1 has launched a new drive for members which is expected to bring the shops pretty nearly up to the 100 per cent mark.

The campaign is being worked out along new lines, taking each of the three shops separately because of the large number of men employed and by handling each department individually it is the opinion that better results will be obtained and, too, avoid much confusion as has been the experience heretofore.

The meeting of August 28 was the most successful meeting held during the past summer. There were 26 new members given the obligation and presented with membership cards.

G. W. Moore, assistant superintendent motive power; J. K. Gibson, assistant to superintendent motive power, were present and the local was more than glad to be honored with the presence of two of our officials. Mr. Moore rendered a splendid talk to the 150 present and was very highly commendable. We hope Mr. Moore and Mr. Gibson will visit with us again soon. W. M. Underwood, general chairman F. A. M. C. & C. D. E., pleased the audience with one of his very nice heart-to-heart talks, which was greatly appreciated.

The officers and all members appreciate the very fine co-operation shown by the officials and their supervisors in helping to make the drive for new members a success, as the fine spirit manifested by each one in the three shops is very gratifying.

We hope to hold similar meetings this fall and winter, as it is getting cooler, boys—so let's each one try to come out to the regular Friday night meetings and bring some other co-worker with you. The local is expecting to arrange for an entertainment, or social of some kind once each month and it is hoped that much good and pleasure will be derived from these monthly social affairs.

The local hopes that the enthusiasm and interest as displayed in this meeting will continue to grow and that we may have a regular attendance each and every Friday night.

L. J. Leysaht, superintendent of south shops, and James Miscampbell, night supervisor of roundhouse, are on the job again after their vacations, which were spent in the best place in the world to spend a vacation—in southeast Missouri and northwest Arkansas—where at this time of the year watermelons, peaches, apples, fried chicken and everything else good to eat is plentiful, with fishing and swimming at its best. It's small wonder that they are steppin' round, full-o-pep.

James Rutledge, blacksmith, is visiting his brother, John, whom he had not seen for twenty years.

We are sorry to report that Vernon, the young son of Harry Brown, chief clerk to Mr. Leysaht, is still critically ill after more than two months' suffering with typhoid fever and nervous trouble. The little fellow is at present confined in a local hospital. A speedy recovery is the wish of everyone.

Mr. Delo, yard foreman, and Uncle Jim Bence, boss of the angle bar bunch, have left for a two weeks rest; in fact everyone who can get away is doing so. We don't blame them, as it is pretty warm.

V. V. Chapman, machinist, has been appointed roundhouse committeeman in place of Virgil Johnson, who has transferred to the reclamation plant.

Our boiler force is not claiming any new records, but we do claim that three members of the force were going some when they recently removed thirty-two defective radial stays and replaced them with new ones on a 1500 class engine. The whole job was done in thirteen hours. The three men who made this record were, George Hubbard, boiler-welder; Alvin McVey and "Rabbit" Siler, boilermaker and helper respectively.

Mr. and Mrs. H. E. Wilson and Mr. and Mrs. C. H. Bearden spent a very enjoyable Sunday afternoon recently picnicing at and exploring Crystal Cave. Plenty of good eats, which "Clyde" enjoyed for he is always hungry.

Blacksmith Edward Davis has left for Washington to visit an uncle. Have a good time, Ed.

Ernest Jones, machinist, roundhouse, had the misfortune of losing his car, a Hudson super six, by being burned

## CLASSIFIED ADS

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**FRISCO WATCH INSPECTORS**

G. W. HALTOM, R. R. Watch Inspector, Fort Worth, Texas.

FARMER-CANNON JEWELRY CO. Watch Inspectors. Birmingham, Ala.

up several days ago. Sparks from a nearby trash fire ignited the garage. Both garage and car were a total loss, only partly covered by insurance.

John Antrikin, roundhouse, is back on the job again after some time off on account of sickness.

The first gun of the hunting season has been fired. In this case though the gun was "rocks". Jess Land, of the coach shop has returned from a hunting trip to Idaho, where he says prairie chickens are so thick that all one needs to kill them is rocks. Jess also says that fishing is so common as to hardly be mentioned; that they are so thick in the streams that they rub the scales off of each other and in many places they cause the rivers to overflow the banks.

Chas. Wolfe, also of the coach shops, was so stirred up over this hunting story that he has gone to try his hand. We are anxiously awaiting Wolfe's return before we believe all of this, for we know that Charley tells the truth, ALWAYS.

We have been wondering why H. E. Wilson, of the blacksmith shop, seems so lonesome lately, but have just found out that Mrs. Wilson and daughter Margaret Jane are away visiting relatives and friends at Ozark, Mo. Mrs. Wilson was formerly Anna Hays, of Ozark.

Much favorable comment is being heard around the south shops in regard to our group insurance, especially since we are receiving our dividend checks, which shows that we are securing excellent protection at a most reasonable rate. At present several of our new members are enrolling and we have high hopes of attaining our goal, which is 100 per cent.

Ralph Eastman, coach carpenter, is back on the job again, after some time off on account of sickness.

## NORTH ROUNDHOUSE SPRINGFIELD

RAY A. SALSMAN, Reporter

O. L. Pence, sheet metal worker, nights, is spending a few days on his farm looking over the crops and state highways. He reports corn, wheat and everything doing fine, and commented on the good roads, however, he did say crops needed rain.

Chief Andrews, stoker man nights, is the snake charmer at North Springfield, and at this writing he is somewhere in Kansas looking for snakes. How many did you catch, "Chief", how come?

Virgil West, night inspector, has been off a few days sick. The boys wish for his speedy recovery and that he will be back on the job soon—good luck, Virgil.

H. P. Bromley, night foreman, reports that someone or ones' sure did enjoy themselves eating watermelon in his Chevrolet car, as the party left the remains for his disposition as he saw fit. You should never mind a minor joke like that, H. P.

Roy O. Salsman, air man, reports someone made a great effort in splicing and cutting wires, trying to make his "Hup" function, but they failed to cut the riffle.

G. W. Rader, machinist, is still on the sick list. Last report was that Brother Rader was improving very nicely. We hope that it will not be long until Brother Rader can be with us again as of old.

S. S. ————, machinist 3rd class, presented the boys with a good cigar—best wishes, Mr. and Mrs.

"Cotton" Whitenworth, boilermaker third class, will soon be struting around in a new 1926 model Ford. Say, "Cotton", what did you do with the old one?

Mr. McBride, boilermaker second class, has ordered a new model Ford—come and take us for a ride Mc. and we will go to a ball game—I'll buy the gas and oil.

E. H. Day, air man, has a new model Chevrolet touring car.

Mr. and Mrs. O. Gray have a big boy, weight 5½ pounds, mother and son doing nicely. Congratulations from the boys here in the roundhouse.

We will have a picture of the famous north side Frisco ball club for next month, also some reports of games. The north side club will play the Frisco White Sox if they get up nerve to match us again.

The picture of W. J. Foley, master mechanic western division, Enid, sure looks good. Mr. Foley has many friends over the system that know his smile as well as I do. Good luck, Mr. Foley, have you found your passes and pocketbook lost in California last year?

J. D. Knox, night foreman, asks the following information: "Has anyone found a nice, good—no good yellow brown white dog. If found, wash and return and receive a reward."

## TELEGRAPH LINE GANG CAMP No. 83—RITCHEY, MO.

J. E. NUSSBAUM, Reporter

Hello, on-line gangs, how do you like this for hot weather? I hope the thermometer does not break. It is so hot here in Southwest Missouri, that some of the boys are afraid the insulators are going to melt off the cross arms.

Lineman Lynn McKinney left September 1 on a thirty-day leave of absence to make a trip to Miami, Fla. Hope Lynn does not get too close to the water.

Lineman J. H. Thompson left for a week at his home in Pierce City, Mo. Mr. Thompson is having hard luck at his home. He reports that his daughter has typhoid fever, however, she is doing as well as could be expected.

Russell Reed reported back for work September 14, after being on the sick list for about ten days at his home in Richland, Mo. He came back smiling and just as full of funny jokes as ever.

This is the busy section down here on the southwestern division from Pierce City to Ritchey. Besides the line gang there is a bridge gang and a concrete gang working along the main line. The Frisco is certainly making big improvements and repairs to the line.

This is the DUSTLESS WAY, as the Frisco began oiling the roadbed down here on September sixteenth.

## TAKE CARE OF ME!

You had better take good care of me. Perhaps you don't think much of me at times, but if you were to wake up some morning and realize you did not have me, you would start that day with an uneasy feeling.

From me you get food, clothing, shelter and such luxuries as you enjoy.

If you want me to, I'll get you an eight-cylinder automobile and a beautiful home.

But I am exacting. I am a jealous mistress. Sometimes you appear hardly to appreciate me at all—you make slighting remarks about me and neglect me.

Considering the fact that you need me not only for the material things of life, but spiritually as well, I wonder that you slight me as you do at times.

What if I should get away from you? Your happiness would flee, for a time at least, and your friends would wonder what sort of fellow you were, and your wife would worry and your bank account would dwindle.

So, after all, I am pretty important to you. Cherish me—take good care of me and I will take good care of you.

You ask who I am? I am your job.

—Union Pacific Magazine.

## HOW ABOUT YOU?

When Abraham Lincoln was a young man he ran for the legislature of Illinois and was badly swamped. He next entered business—failed—and spent seventeen years of his life paying up the debts of a worthless partner.

He was in love with a beautiful woman to whom he became engaged—and then she died.

Entering politics again he ran for Congress and was badly defeated. He then tried for an appointment in the United States Land Office, but failed. After this he became a candidate for the United States Senate and was defeated.

In 1856 he became a candidate for the vice-presidency, but lost the race. In 1858 he was once more defeated, this time by Douglas. In the face of all this, he eventually became one of the country's greatest men, if not the greatest.

How would you stand in face of such setbacks? Think it over.

—West Virginia Utilities.


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# Transportation Problem 4300 Years Ago

BACK in the days when Abraham was living in the land of the Canaanites, some time before he left the City of Ur (recently become better known because of its frequent appearance in cross word puzzles), there was a king of Babylonia who caused the laws of his country to be gathered together and published so that his people might know what was required of them.

### *Too Many Laws Even Then*

Even at that early time there were an amazing lot of laws, which were the outgrowth of long established custom, for Babylonia was already old. The laws covered the most minute detail of the daily life of the Babylonians and since they were great traders and since trade and transportation have gone hand in hand since the beginning of time it is not altogether surprising to find that the Code of Khammurabi contained pretty complete laws regulating the caravans and ships which carried on Babylonia's commerce with the rest of the world.

### *Early Bills of Lading and Receipts*

Bills of lading were issued by the carriers when they received a consignment of goods. Receipts were demanded when the goods were delivered. The carrier took all responsibility for the value of the shipment and usually demanded payment in advance. In all probability there were fixed charges for carrying certain kinds of goods to specified points. When goods were stored, especially in the case of grain, one sixtieth was paid to the warehouseman, who assumed all risk, paid double for all shortage but was not responsible unless he had given a properly witnessed receipt.

### *Wages and Rates*

The wages to be paid to the crews of ships, and the hire of the ships themselves, were fixed by law, as was also the price of building ships. The builder was required to guarantee the seaworthiness of his ships for one year. When goods were shipped by water the captain was responsible both for his ship and freight. If he lost one or both he had to pay the full value. If, after being wrecked, he refloated his vessel, he had to pay its full value for having sunk it.

### *Strict Enforcement*

In short the Code of Khammurabi regulated the carriers of that day with all the vigor and power exercised by our present Interstate Commerce Commission, Federal Labor Board and Public Service Commissions of the various States. It is pretty safe to say, too, that the carriers complied with the law as strictly then as now for there was plenty of precedent in the law for lopping off an offender's hand or ear, making him a slave or hanging him at the first convenient tree.

### *Private Property*

While there were demagogues even at that time, happily for the Babylonian carriers, the modern vote-swapping, wire-pulling politician had not been invented, and the law was based upon custom and experience. Likewise the carriers were privately owned and there was a high regard for property rights. The necessity for good transportation to carry on the extensive commerce and trade of the country was recognized and the merchants and other business men were owners of ships and caravans.

### *Nothing New Under the Sun*

All of this, remember, was some 4300 years or more ago and the customs, as written into the law, were already ages old. So after all there's nothing new under the sun about regulation of common carriers. *Most progressive railroad men agree that some form of railroad regulation is as necessary for the protection of the railroads as for the protection of the public. They know, however, that such regulation must be based upon well established economic facts* and not upon the untried and radical theories of politicians who know nothing of trade or transportation.

The Code of Khammurabi provided that if an unskilled physician caused loss of life or limb his own hands should be cut off. No doubt there would have been fewer attempts on the part of some of our present day legislative physicians to cure the railroads of imaginary ills in the past few years if they had been subjected to such a law.

**Ed. Adv.**