

Frisco Florist Gives Advice on Gardens

WITH April approaching, and the sun climbing higher in the sky and sending down warm rays to warm the earth for the spring planting, many eyes wander to the flower shop windows displaying a variety of literature and suggestions for the summer flower garden.

Don. B. Fellows, an employe of the Springfield west shops, has a hobby which is proving pleasant and profitable. He has purchased a little place on the edge of the city and when his day's work is over at the office, he spends the evening and the early part of the next morning in his acres of flowers of every kind.

"I'd like to have every Frisco station on the system just literally covered with flowers this summer, and feeling that there are many agents, section foremen and others who have charge of the grounds around Frisco property, who might be interested in flowers, I am going to give them the benefit of my experiences through the *Magazine* columns," he said.

"In this first article I want to deal with three distinct subjects, the condition of the soil, the different kinds of flowers to plant and the location of flowers in the beds.

"As you perhaps all know, the best time to prepare your seed bed is in the fall, but where it was impossible to do so last fall, it can be done this spring, as soon as the ground is in condition to be worked. If you are certain that you do not have acid soil, it will not be necessary to make a test for same. If you do desire to make such a test, one of the cheapest way is to purchase some blue litmus paper at the drug store and make this test:

"Place a piece of the paper in a dampened ball of soil and if the paper changes color, say a reddish brown, your land needs lime. Lime may be supplied in either hydrated lime or crushed limestone. This should be scattered at least a month before spading time. If available, ground limestone is preferable, as it helps in aerating the soil, as well as to correct the condition of acid soil, and there is not as much danger of applying too much. Two tons per acre is recommended of ground limestone. If well rotted manure can be broadcast before spading, this is very beneficial," he said.

As to the different kind of flowers to plant, Mr. Fellows advises that each individual planting flowers, will have to be governed largely by the kind of flowers that thrive best in his locality.

"A few varieties which I have found do remarkably well in this section of the country are first, annuals. In planting annuals, many can be started in the house or in hot beds in March, while others can be planted in the open as soon as the danger of frost is over. Asters, verbene, lantana, balsams, begonias, stocks, marigolds (both the dwarf French and the

tall varieties) canna and dahlia seed, alyssum, forget-me-nots, four o'clocks, kochia, cockscomb, sweet peas, petunia, snapdragon, gypsophila or baby's breath, scarlet sage, scabiosa, helichrysum or straw flowers, bachelor buttons, zinnias (both dwarf and tall varieties) etc., are all good.

"Space should be given I think, in each garden to bulbous flowers, such as gladiolas, cannas, tube-roses, dahlias, caladium or elephant ears, etc. In planning for gladiolas, a selection should be made of early, medium and late blooming varieties and then plant at intervals if you wish to prolong having them in your garden from early summer until late in the fall.

"The second varieties which I would suggest are perennials. The economical way to start them is to buy seed and plant in the spring. If proper care is given, they will bloom the same year they are planted, while the following spring you will reap your harvest of flowers. However, you can purchase dormant plants which will bloom this year from many dealers. Some of these are Aquilegia, or Rocky Mountain columbine, double English daisy, gypsophila or baby's breath, paniculata, campanula or bell flowers delphinium or hardy larkspur, digitalis or foxglove, gallardia or blanket flowers, double and single hollyhocks, carnations. Hibiscus or Mallow marvels, sweet William, phlox, lupines, dianthus or hardy pinks, chrysanthemums, tritomas or red hot poker plants, lily of the valley, lathyrus or perennial peas, bleeding hearts, etc.

"If contemplating a perennial bed do not overlook your penonias, iris, lillies, many flowering shrubs and vines, such as buddleia (or butterfly bush) barberry, flowering almond, shrub clematis, weigela, roses, wisteria, clematis, honeysuckle (red or white) and ornamental grasses; such as fountain and pampus grass. The last named is very desirable for cutting the bloom spikes in the late fall for winter bouquets.

"Now as to the location of flowers in each bed or garden, if it is the intention to have only one bed I think it advisable to measure same, draw a diagram and plan for color combinations in order that your colors do not clash. For example: devote part of your space to the lighter shades, such as pink, white, orange, yellows and combinations of same and then your darker shades such as reds, purple and lavenders. Many florist houses have color charts which amply repay for their use when your flowers bloom. Some attention should be given to the height of your plants to get the best results.

"As an example of a bed I would suggest starting same with pansies, verbenas or alyssum—next planting dwarf zinnias, snap dragon, asters, begonias, lantana, geraniums, petunias or scabiosa. Then follow with zinnias, cannas, lady fingers, spider in the

J. L. McCORMACK IS HONORED

Significant as a tribute to the splendid work of Frisco Lines in reducing freight loss and damage on its rails in recent years, is the appointment of Mr. J. L. McCormack, superintendent of freight loss and damage claims for the Frisco, as a member of the



J. L. McCORMACK

Freight Claim Prevention Committee of Section 7, American Railway Association. Mr. McCormack's eight associates on the committee are officers of transportation and freight claim departments of other American railroads.

garden, and last dahlias, tall cannas, hollyhocks or fancy castor beans.

"Here are the names of several varieties which could be used for a lovely light bed: sweet alyssum, verbenas (sea foam pure white), dwarf salmon rose zinnia, Cottage Maid or Philadelphia pink snap dragons, double white or rose scabiosa, City of Portland and Eureka cannas; then the following light dahlias—Maude Adams (white tinted pink), LaVauna (small show pink) pink cactus, Delice (decorative white tinted pink) George Walters (yellowish orange cactus), Ayshia (extra large yellow, show) and Dreers white (show).

"It is almost past planting time for sweet peas, but if you intend having a row, plant them at once as the earlier they are planted the better the blooms will be."

In a second article, Mr. Fellows will take up the subject of "Planting the Home Garden."

If there is anyone interested in where to secure the flowers which he mentions in his article, or if any further information is desired, Mr. Fellows will be glad to give this information and he may be addressed in care of the West Shop, Springfield, Mo.

AGENCY CHANGES FOR FEBRUARY

C. E. Hall installed permanent agent, Fountain, Alabama, February 1.

Lou Richards installed permanent agent, Black Oak, Arkansas, February 1.

A. C. Davis installed permanent agent, Breckenridge, Oklahoma, February 1.

W. C. Moore installed permanent agent, Jones, Oklahoma, February 1. Effective February 1, Hickory, Oklahoma, agency closed.

F. R. Newman installed permanent ticket agent vice F. E. Clark, effective February 1.

J. H. Douglas installed permanent freight agent vice M. J. Conley, effective February 1.

S. L. Martin installed permanent agent, Pierce City, Missouri, February 1.

J. A. O'Hara installed permanent agent, McMullin, Missouri, February 1.

F. E. Clark installed permanent ticket agent, Springfield, Missouri, effective February 1.

A. C. Fitzgerald installed temporary agent, Peckham, Oklahoma, February 2.

S. S. Grabner installed permanent ticket agent, Brush Creek, February 3.

L. Greer installed permanent agent, Burdette, Arkansas, February 3.

E. D. Smith installed permanent ticket agent, (Mr. Smith also freight agent) Ardmore, Oklahoma, February 4.

A. W. Wasson installed permanent agent, Gilmore, Arkansas, February 7.

L. E. Mobley installed permanent agent, Black Oak, Arkansas, February 8.

J. R. Harrison installed permanent agent, Kellyville, Oklahoma, February 8.

L. F. Mandrell installed permanent agent, Neelys, Missouri, February 11.

C. J. Elkins installed temporary agent, Perryville Junction, Missouri, February 12.

R. O. Grant installed temporary agent, Grant, Oklahoma, February 14.

L. S. Melton installed permanent agent, Garvin, Oklahoma, February 15.

W. E. Head installed permanent agent, Biggers, Arkansas, February 16.

D. H. Baskett installed permanent agent, Racine, Missouri, February 17.

W. J. Commer installed permanent agent, Arbyrd, Missouri, February 18.

J. E. Johnson installed permanent agent, Bono, Arkansas, February 21.

R. L. Wade installed temporary agent, Pollard, Kansas, February 21.

Went: "Got my golf socks on today."

Worth: "How's that?"

Went: "Eighteen holes."

A FRISCO BEAUTY



LILLIAN CONLEY

Miss Lillian Conley, beautiful daughter of J. C. Conley, traveling inspector from the office of superintendent of motive power at Springfield, Mo., has been chosen as one of the entries to the Ozarko Queenship contest.

The "Ozarko" is the yearbook published by the State Teachers' College of that city, and the girls entering the contest for Queen, were chosen by popular vote as being the prettiest of their classes.

Miss Conley represents the senior class. The photographs of the various contestants have been sent to James Montgomery Flagg, famous artist, for judging.

INSURANCE PAYMENTS \$25,500

Frisko employes have received prompt payments in full from their policies with the Metropolitan Life Insurance Company, and G. L. Ball, superintendent of insurance of the Frisko Lines, advises that payments made to insured officers and employes during the month of January totaled \$25,527.36, while the total for December, 1926, was \$18,068.77.

The total amount for January was divided as follows: Death claims, \$20,000; total and permanent disability, \$2,363.04; health and accident (weekly benefits), \$3,164.32.

The total of \$18,068.77 for December was divided: Death claims, \$11,707.66; total and permanent disability, \$2,654.00; health and accident, \$3,707.11.

A great deal of talent is lost to the world for the want of a little courage.—Sidney Smith.

GEO. S. BURNEY DIES

Veteran Telegrapher Succumbs While Performing Duties at Mansfield, Mo.

GEORGE S. BURNEY, sixty-eight years old, and one of the three oldest telegraphers on the Frisco system, as featured in the September, 1926, issue of the *Frisko Magazine*, died while in the performance of his duties at his station, Mansfield, Missouri, on January 22.

Mr. Burney was apparently in the best of health but took sick on the station platform after running down the track to mail a card on train 103. He became ill suddenly and sat down on some mail sacks. The express agent saw that he was ill, took him to the station and called a car to take him home, but he died before reaching there.

Mr. Burney had had forty-four years service with the Frisco. His first service was at Cedar Gap and he rode to his first job on the first train that ever went on the time card to that point.

At the time of his death, he was preparing to bump in at Cedar Gap on the position as operator, as his position at Mansfield had been abolished.

He is survived by his widow, Mrs. Emma Burney, to whom he was married in February, 1925, four daughters, Mrs. O. D. Morris, of Springfield, Mo., Mrs. H. E. Newton, of Holden, Mo., Mrs. Frank Beach of St. Louis, Mo., Mrs. D. M. Pickel, of Springfield, Mo.; one grandson, Burney Morris, three grand-daughters, Dorthy June and Carol Beach and Barbara Sue Pickel.

Funeral services were held at his home in Mansfield Sunday afternoon, January 23, after which the remains were brought to Springfield and taken to the home of his daughter, Mrs. O. D. Morris, where brief services were held Tuesday morning and burial made in Hazelwood Cemetery by the side of his first wife, Susie Burney, who died April 14, 1922.

The death of Mr. Burney breaks the trio of the three oldest telegraphers. Knoal Kinney, of Rolla, and J. A. French, of St. James, are the other two. The three learned telegraphy at the same time and had been life long friends.

"So Casey pleaded not guilty to a charge of fightin'?"

"He did not!" retorted Mrs. Casey proudly. "He pleaded not present."
—The American Legion Weekly.

"Hubby, do you love me?"

"Yes."

"How much do you love me?"

"How much do you need?"

—Louisville Courier-Journal.

Too many people think opportunity means a chance to get money without earning it.—Milwaukee Leader.

URGE MORE DEVELOPMENT

Farm Meetings Held in Frisco Missouri Territory

OZARK land along the Frisco Lines can all be turned to profit for the owner if the farmer is well versed in just what to plant in each section.

Not long ago an inspection and survey of the territory between Springfield and Kansas City on the High Line revealed that that section of the country had not commercialized its products, and was not making as good a showing as other sections in and around both cities, to the east and south. Accordingly, a committee composed of W. L. English, agricultural supervisor for the Frisco Lines, Geo. W. Catts, agricultural commissioner for the Kansas City Chamber of Commerce, who was interested in the development of this section from the standpoint of the Kansas City trade territory, and J. F. Nicholson of the Missouri College of Agriculture Extension Service, together with a representative from the State Board of Agriculture at Jefferson City, Mo., made an inspection trip over that territory.

This committee met the business men of the leading towns along Frisco Lines and discussed with them the local situations, and secured suggestions for bringing about some further agricultural and industrial development in the territory.

As a means of starting the activity, meetings were called at Walnut Grove, Bolivar, Fair Play, Humansville and Osceola, Missouri, covering a period of from January 31 to February 4, inclusive.

The response was both encouraging and stimulating. Between 250 and 300 farmers and business men of these towns were present. Their interest in the meetings was genuine, and the topics discussed were largely of ways and means of expanding and making more profitable, through improved methods, the fruit, dairy and poultry business. Every angle of importance was brought up and discussed.

"In many respects the natural conditions of the farms in this territory are even better than in the territory where fruit, dairy and poultry production has reached a tremendous magnitude," said Mr. English in reviewing the new venture. "The only idea is to get the people aroused—show them records made by men in the same activity, and when they finally become convinced that by proper knowledge and advice, and by late improved methods they can produce greater results with their farm products, then they will put forth every effort to increase their production."

The plan is to follow up this work with meetings in the country school houses and other convenient places, where details of improved dairy and

Frisco at Women's National Exposition in St. Louis



THE Frisco Lines booth at the Woman's National Exposition held in the New Coliseum, St. Louis, Missouri, January 29 to February 9, was proclaimed one of the most popular there, in every respect.

The booth was in charge of Mrs. Elizabeth Temple, Home Economics Supervisor of the Frisco Lines and displayed the various farm products found along Frisco Lines.

The booth was laid out in a model farm scene. The miniature bungalow, built by J. Marcel, of the Frisco Shops, Springfield, was greatly admired. Beside the barn was a silo and grouped nearby was an apple orchard in full bloom, and a grape arbor. Chickens, cows and other animals were placed around the barnyard, and at other points in the booth were displayed the different products from such an Ozark farm as was depicted.

Home-made cheese was on display in huge cakes; grape juice, grape jelly, canned tomatoes, apple sauce and butter. Barrels of apples made a splendid showing and two crates of graded eggs, one of brown and the other of white, furnished by Baldwin-Pope Marketing Company of St. Louis,

caused much comment.

There were two distinct displays in the Frisco booth, a second one being entirely of apples. In the booth with Mrs. Temple was Mrs. Arthur Cardwell of Bentonville, Arkansas, one of the foremost women orchard owners and producers in Arkansas.

During the entire period Mrs. Cardwell explained to interested parties the care and management of an orchard, and she spoke on two different occasions over the radio at the Coliseum.

Her experiences were of particular interest to women, for her success has been acclaimed throughout the state, and the "Cardwell Orchards" are famous.

In 1912 her husband purchased 160 acres of orchard land. Mrs. Cardwell had charge of the packing and other details incidental to the shipping, but since Mr. Cardwell's death, she has successfully operated the orchard herself, and the orchards are known as the best kept in that district.

Thousands of pamphlets on Ozark summer resorts, poultry and dairy products and fruit booklets were eagerly sought and given out daily.

poultry practices may be discussed with the farmers who are just getting into the business on a commercial scale.

Oooh!

"Don't make any more of those biscuits, dear!"

"Why not?"

"You're too light for such heavy work!"

"Where's the funny paper?"

"Funny paper? This isn't Sunday—it's Washington's birthday. I told you not to take that bath last night."

"I see it costs \$25.00 a minute to talk to London."

"Well it would be worth that, to tell my wife what I think of her,—with the ocean between us."

GEO. D. EDDY NAMED

Chicago Man Is Appointed as
Valuation Engineer of the
Frisco Lines

MR. GEO. D. EDDY, of Chicago, was appointed valuation engineer of Frisco Lines on January 17, succeeding Mr. C. B. Spencer, who resigned after twenty-five years with the company.

Mr. Eddy came to his present position from the Presidents' Conference Committee in Chicago. He began railroad work as a rodman on the



GEO. D. EDDY

New York and Ottawa Railway Company in 1897, and in 1898 became assistant engineer of the Muscatine, North and South Railway Company. Subsequently, he served with the Northern Pacific as rodman and inspector; with the Great Northern as assistant engineer on maintenance and dock construction, and later in charge of construction, and in 1914 he was made assistant valuation engineer of that system. Further promotion was given him in 1919 when he was made valuation engineer of the Great Northern. He joined the Presidents' Conference Committee at Chicago on November 1, 1925.

Mr. Eddy was born at Hemmingford, Quebec, Canada, and was educated at Malone Academy, Malone, New York.

Wife: "Dear, in decorating the room, you've covered up mother's picture."

Hubby: "Well, didn't you say you wanted the room to look bright and cheerful?"

W. G. Oldham, of Enid, Recalls Days of '03

W. G. OLDHAM, first trick dispatcher at Enid, Oklahoma, recalled vividly the day of February 9, twenty-four years ago, when the first train dispatcher's office was stationed at that point.

He not only recalled the day, but feeling rather reminiscent, he traced the early history of the Frisco Line and compared the old methods and power with present day manner of railroading to a reporter.

"Things were much different in those days," he said. "Enid was then a town of only 8,000 or 10,000 people, but I remember distinctly there were 33 saloons, each one equipped with gambling devices of all kinds. The streets around the square looked like a sea of mud after a rain, and what is now our beautiful Square Park was outlined with the usual hitching racks of a small country town.

"The Frisco had been operating the old Blackwell, Enid & Southwestern (B. E. S. Line) as far south as Okeene, and took over the operation of the line from Okeene, Oklahoma, to Vernon, Texas, on February 9, 1903. A number of engines and crews from other divisions had been sent to the south end and on February 8th the Frisco's engines and crews were moved to the different terminals and divisions points to be in readiness to fill the schedules effective on the Frisco time table, Monday morning, February 9.

"The B. E. S. Construction Line had its headquarters at Cordell, where they maintained a dispatching force of one man, who worked as long as he could and then tied up for rest!

"A number of railroad men (including myself) from the Kansas division, arrived in Enid about eleven o'clock Sunday morning, February 8th. At eight o'clock the next morning I took the transfer by wire from the B. E. S. Line dispatcher at Cordell, F. N. Luse, and he arrived in Enid on No. 602 that evening about six o'clock. He insisted he was so tired and worn out that he could not work that night, so I was compelled to work through the twenty-four hours until eight o'clock the next morning. For the remainder of February Mr. Luse and I worked twelve-hour shifts. Then A. D. Leonard, dispatcher, arrived and shortly afterward a fourth man came, thus completing the force, with Mr. Luse as chief dispatcher.

"Our office was established at first in the freight room of the passenger station, which was at that time about half as large as the present building which is used exclusively as a pas-

senger station. About the middle of March we moved into our new office, which had been constructed at the west end of the yards near the boulevard crossing. During the month of February, it was bitter cold and we were treated to a life-size snow blockade.

"Our roundhouse at that time was three or four acres of open prairie and consisted of two spurs running out onto this prairie. Imagine how comfortable it was working on an open prairie and keeping engines from freezing with the thermometer at zero! Bill Hutton, now located at Beaumont, Kansas, was the roundhouse foreman.

"Our engines were of the 300 and 400 class, and we were glad to get even those. It seems to me now that we never could get enough. You can imagine the growth of this part of the road by comparing these engines (17 and 18 tonnage class) with the 1300 and 1600 class engines (49 and 51 tonnage class) which we are using now. But at that time we had something we have not had for a number of years: double daily passenger service between Beaumont, Kansas and Vernon, Texas. And people rode on those trains too—they did not travel in busses and Fords!

"The new line was attached to the Kansas division, of which J. A. Quinn was superintendent. The line from Tulsa to Enid (A. V. & W.) was not built into Enid until December, 1903. Then both lines were operated as a part of the Kansas division until April 1, 1907, when a full division organization was established at Enid, with A. J. Sams, as superintendent.

"A number of old timers, both train and engine men who were here on February 9, 1903, to begin service on the new line, or who came a few days later, are still here. Among them are Conductors J. R. Dunworth, W. C. Jackman, W. P. Leslie, B. L. Cosner, W. W. Wayne, C. W. Kennedy, W. W. Harris, Harry Fox, G. W. Bowers, J. J. Bernard, R. J. Hotaling, Ben F. Cooper, Engineers P. J. and T. M. Beasley, J. A. Harley, Sr., W. H. Kennedy, Charlie Miller, A. W. Bell, I. W. Scudder, G. H. Gabriel, W. H. Keiller, H. W. Stone, A. L. Doremus and W. F. Boone. Harley, Kennedy and Bell have since been retired.

"Yes, things are quite different now. Look at the volume of business, power, number of men employed, track conditions, weight of trains hauled, as compared to the good old days of 1903!"

Well?

A lady walked into a department store and said: "I want something in oil for the dining room."

Salesman: "What will it be? A landscape or a can of sardines?"

—Boys' Life.

A professor was deep in his work when his wife called.

"Harry, baby has swallowed the ink. Whatever shall I do?"

"Write with a pencil," was the dreamy reply.

—Illustrated Leicester Chronicle.

PASSING THOUGHTS OF A RAILROAD EMPLOYEE.

By O. F. NOWLIN,
Agent-Yardmaster, Madill, Okla.

IN all lines of business, whether it be mercantile, manufacturing, banking public utility or railroading, there are various departments reporting to, and receiving instructions from the executive head of such concerns. To insure the successful operation of the business or corporation, it is necessary to have an executive or operating head of each department who has direct charge of same, and who is held directly responsible for its successful operation. He is to report to superior officials, until the chief executive is reached, and final accounting made of the handling of such department. All departments must properly function in order to insure success of the system as a whole.

This system is especially true of a railroad. Men must be placed in charge of the various departments who are capable and efficient, honest and reliable, and who can be depended upon to successfully manage that department, whether it be large or small. They should be selected for their personality and ability to handle men. By personality, I mean they should have a way about them that will leave a good impression with employes and others with whom they come in contact. Employes, as a rule, are anxious to do their work properly and in a manner that will reflect credit upon themselves, when they understand just what they are expected to do.

Agents, yardmasters, foremen and others who are directly in charge of a number of employes should see that they are furnished the proper tools with which to work, and that they are given proper instructions in the handling of their work, following up these instructions to see that they are properly carried out.

The principal business of the railroad employe is to sell transportation. The officials give the instructions and the employe can faithfully perform the duties required in dealing with the public, by courteous solicitation to secure routings of freight and passenger business via Frisco Lines. The employe can also, with a little care, assist in the campaign to prevent loss and damage to freight shipments and see that cars are kept moving, both loaded and empty, to and from producing points.

There must be co-operation between the various departments and divisions, and between the officials and employes. The Frisco has gone a long way toward building up this co-operative spirit. We should be courteous to one another and to the public, and by doing so we will make friends for the railroad, as well as for ourself.

"Frisco To Florida" For St. Louis Browns



Photo courtesy St. Louis Star

The first delegation of the St. Louis American League Club left St. Louis, Mo., on Saturday, February 19, on the Frisco's Sunnyland for Tarpon Springs, Florida, where they will begin spring training. From left to right they are: Bill Friel, business manager; Milton Gaston, pitcher; Wallie Beck, pitcher; Mrs. Ed. Wray, wife of sports editor, St. Louis Post-Dispatch; James M. Gould, sports editor, St. Louis Star; Willis Johnson, secretary of the club; Ray Cahill, scout; Leo Dixon, catcher, and Tom Bramell, trainer. The remaining members of the club departed via the Frisco's Sunnyland to join this group, February 26.

FRISCOANS ATTEND BIBLE CLASS

Sunday, February 6, was "Frisco Day" at the world's largest Business Men's Bible Class of the First Baptist Church, Kansas City, Mo., and 185 Frisco men from many points were the guests of W. H. Churchill, pensioned Frisco conductor, who has been a member of the class for many years and now holds the office of vice-president of its division No. 6.

A special program had been arranged. Old-fashioned songs were the feature of the opening exercises, and when the great class was assembled, the Frisco men were introduced.

Dr. D. J. Evans, teacher of this class, gave a sermon of tremendous force, using as his text, "When a Feller Needs a Friend".

Some of the Frisco's out-of-town guests were: H. F. Sanborn, assistant to the vice-president and W. L. Heath, service agent from St. Louis, Mo.; M. M. Sisson, assistant to general manager and D. L. Forsythe, general road foreman of equipment from Springfield, Mo.; J. W. Morrill, accident prevention agent from Pacific, Mo.; C. C. Mills, accident prevention agent from Oklahoma City, Okla.; F. R. Newman, division passenger agent, Joplin, Mo.; C. L. Churchill, general yardmaster from Memphis, Tenn.; W. H. Bevans, superintendent, Ft. Scott, Kans.

Those who attended from the Kansas City offices included W. B. Berry, master mechanic; J. M. Flannigan, superintendent of terminals; John For-

A FROZEN FREAK

Although Commander Perry is credited with discovering the real North Pole, D. Witcher, agent for the Frisco Lines at Boicourt, Kansas, discovered a very good substitute on the morning of January 14.



This Kansas "North Pole" stood eighteen feet high, directly under the water tank. There was a small leak in the tank and the water dripped down and froze from the ground up. The pole was about five feet around the base and sides and was of almost perfect formation.

Mr. Witcher writes that he had never seen anything just like it before, nor had any of the people who viewed it, and it was so unique that he secured this small photograph as proof.

ster, mechanical supervisor; E. G. Baker, assistant general passenger agent and G. F. Macgregor, executive general agent.

When a locomotive whistles for a grade crossing, it is best to believe all you hear.—Uncle Philander.