

VALUATION—WHAT IS IT?

MARIE A. CONE, Stenographer

years and years ago, maybe as many as ten, the L. C. C. Field Party, composed of many men, went on a little trip all over the Frisco's Line, took an Inventory of every rock and pine, every spike and nail and every grain of sand, every old steam engine and every foot of land, every bridge and culvert and every passenger car, even the shoulder ballast, and priced all of it at par. Then they told the Frisco, in accents loud and strong, we know we're right, we know it, and you can't prove us wrong. This argument once started, it seems will never end. For the Frisco produced Exhibits based on fact, on notes and trend, about the Cost of Reproduction New, the team or train haul claim, the common, loose and solid rock; the price remains the same, the land appraisers' estimates, the material yard expense, the grain elevators, rolling stock, the land sales and the rents, the Ozark Uplift unit prices, the Depreciation Cost, the Construction Program question, and how much waste is lost, the total hard pan yardage and a lot of General Stuff, the excess excavation, but this was not enough, so they figured the one and two way basis, the shoulder ballast plane, the loose rock side borrow, the side tracks and the main, the Harvey Eating Houses, the Additions and Betterments Account, the track laying and surfacing, in detail and total amount. Then when the Bureau saw these claims come pouring in, they began to squirm and wiggle as if stuck with a pin, then made a call for evidence, for offer of proof and facts, but the Frisco came right back and said this play don't have three acts, this is a Valuation Hearing and we can't prove we're right, we've made twenty thousand pages of record, most of it at night. The Bureau's final answer was in words compared to these, The humble bees went South this Spring and flew with poise and ease, which makes the hard pan softer and duplicates your claim, so our Engineers can testify; their knowledge is known to me,

A Rose by Any Other Name-----!"

A BULLETIN issued by the Bureau of Explosives at New York City entitled "Care of Explosives", contains valuable information in the care and handling of these dangerous commodities while enroute over the various railroads.

One article, "A Rose by Any Other Name" is a discourse on the dangers of handling Hydrogen Sulphide Gas.

The article reads as follows:

"The title of the tale that follows was suggested by the manner in which the case was reported, and if, after reading this little story, you will just quote the rest of the proverb, you'll see that no matter how limited may be one's knowledge of a dangerous article, said article seldom proves a stickler for the conventions of a formal introduction. If anything goes wrong, the d. a. will act according to its nature without regard to politeness or kindly feelings. There can be no doubt though, that if you are properly introduced in advance, you can go a lot further in protecting yourself against whatever tricks may be in the repertoire of the article you may be handling. A small child, meeting a wild cat, might not be afraid of the 'kitty'; but the said feline couldn't be trusted not to treat the child carelessly, to say the least!

"Well then, know all men by these presents, that a compressed gas cylinder had arrived at an express platform, and had been laid down on a bale of something else. In this position it was comfortable and fairly safe, but presently someone needed to move that bale; so he lifted off the cylinder and stood it up on end while he went ahead with his work. Now, gas cylinders have, most of them, more or less flat bottoms, wherefore they can be made to stand upright. However, such a cylinder is tall and heavy, and the base is apt to be smaller in area than a football field; consequently you won't be surprised when we say that it wasn't so very long before some bump or jar tipped the cylinder over. The protecting cap over the valve was knocked flying, the valve itself immediately gave up the ghost, and the gas began pouring out, unsavory both in odor and disposition. The two express clerks who were nearest quickly took the count, and had to be carried out of the ring. Among those

present was a considerable shipment of small livestock—guinea pigs, rabbits, and what not. The casualty list among these poor beasties makes us think of that old one about the shoe factory fire where 1,000 soles were lost.

"The case was reported promptly, the report containing the edifying information that the cylinder contained 'Liquid Hydro Sulph.' This statement was true as far as it went, which was not nearly far enough. The two clerks were taken to the hospital, where the doctors were told that the men had been overcome by 'liquid hydro sulph.' The poor medicos were stumped for awhile as to what sort of ailment they had to treat. They got around it somehow; but a lot of trouble would have been saved if somebody's passion for abbreviation hadn't thrown a veil of mystery over the simple fact that the cylinder contained liquefied Hydrogen sulphide gas.

"Now, you may or may not have heard that name before, but you have made the acquaintance of the gas, at least on a small scale, for this gas is what gives that peculiarly unfriendly 'bouquet' to an ancient, fatigued egg. It is unnecessary to be an actor to have had experience with over-ripe 'hen fruit'; such experience alone would suggest the advisability of assisting a shipment of the gas to remain securely inside the cylinder.

"Therefore and consequently, even though subsequent inspection showed that both cap and valve on the cylinder were defective, and therefore easily damaged, the disadvantages of knocking the cylinder over need no further argument. Along the same line, the cylinder couldn't have been knocked over if it hadn't been stood upright! It didn't deliberately climb up of its own accord, did it?

"One of the surest things in this world is the fact that a compressed gas cylinder is many per cent safer lying down than standing up. What if the law does require that the cap be strong enough to protect the valve in just such a case? Just because an automatic pistol is equipped with a safety catch, its an unhealthy pastime to squint down into the muzzle. A lot of white marble has been carved in proof of that!"

So they fought the battle back and forth with rebuttal and direct, And cross-examined day by day, till the lawyers were a wreck.

Now that the war is over and the Hearing is history, Did the Frisco win? We wonder. It's still a mystery.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

From Office of Fuel Agent

THE third month of the special summer fuel drive has just been completed and the results are very gratifying indeed, since during the month of August we made a decrease in freight service of 7.45 per cent in unit fuel consumption as compared with the month of August, 1928. The month of August ended with the same performance as we had in July, or 149 pounds per 1,000 gross ton miles. We had hoped to get below the July consumption but even in holding our own we did better than August compared to July last year when the performance went up 2 pounds.

All the divisions, with the exception of one, made a reduction in fuel performance in freight service during August, the decreases ranging from 2.05 per cent to 17.33 per cent, the Southwestern and Western divisions having the largest decreases of 17.33 per cent and 12.57 per cent respectively.

In passenger service there was a slight increase in the pounds per passenger car mile August this year over August last year, the increase being .3 of a pound per passenger car mile, the average cars per train decreasing from 6.95 to 6.90, the Western division making the best comparative performance, decreasing from 19.6 pounds per passenger car mile August, 1928, to 18.4 pounds per passenger car mile in August, 1929, or 6.12 per cent.

In switch service the pounds per switch locomotive mile for the system was 132 as compared to 127 pounds in August, 1928, or an increase of 3.94 per cent. This is the same ratio of increase which we had in July this year as compared to July last year. However, there were some divisions which made a very nice showing in switch service, the River division particularly with a performance of 102 pounds per switch locomotive mile this year as compared to 130 pounds August last year, a decrease of 21.5 per cent. The Southwestern division also had a nice decrease from 115 pounds August last year to 103 pounds August this year or 10.43 per cent.

Believe it is safe to say that the drive for the past few months in fuel consumption has been directed more towards securing a reduction of fuel consumption in freight service than passenger and switch, which is

certainly reflected in the showing of the three classes of service.

This is mentioned merely to show there is considerable room for further reduction, particularly in the passenger and switch services, if everyone gets in behind these two services as they have been behind the freight service, not letting up of course on the latter.

Shown below are a few of the trips on which good performances were made, all of which helped to make the good showing in August. This should not be construed as meaning that the following runs were the only good runs during the month nor in every case are they the best, but they are the best performances which have been called to our attention and whenever there is a particularly good performance made the information would be appreciated by the Fuel Agent's office in order that it can be published in the following month's issue of the *Magazine*.

EASTERN DIVISION

Rolla Sub: Engineer J. E. MORRISON, fireman W. O. DOUGHERTY, extra west, Gratiot to Stanton, August 7, engine 34, handled 112,724 gross ton miles, burned 10 tons of coal, performance 176 pounds per thousand gross ton miles.

Engineer C. E. RAY, fireman J. R. THOMAS, train No. 1, St. Louis to Newburg, August 7, engine 1516, handled 1,560 car miles, burned 1,138 gallons oil, performance .73 gallons per passenger car mile.

Engineer SIDERS, fireman TEAK, train No. 9, St. Louis to Newburg, August 19, engine 1517, handled 1,680 car miles, burned 1,002 gallons oil, performance .59 gallons per passenger car mile.

Lebanon Sub: Engineer HENDRIX, fireman DEBO, train No. 9, Newburg to Springfield, August 16, engine 1519, handled 16 cars in train, burned 1,102 gallons oil, performance .57 gallons per passenger car mile.

Engineer O. N. MORTON, fireman B. C. HOLT, train 2/33, Newburg to Lebanon, August 13, engine 48, handled 58 cars in train, 1,758 gross tons, burned 10 tons of coal handling 112,754 gross ton miles, a performance of 176 pounds per 1,000 gross ton miles. This is a very good performance for westbound movement.

Springfield Sub: Engineer H. J.

DAVIDSON, fireman ROBERT SHAW, engine 4128, extra Springfield to Monett, August 11, handled 71 cars in train, 1,100 gross ton miles, burned 5 tons of coal, performance 99 pounds per gross ton miles.

Engineer A. E. CANARY, fireman C. A. YEAGER, train No. 38, 35, Monett to Springfield, August 11, handled 3,548 tons 11 miles and 10 tons 33 miles, 77 cars in train, 11 tons coal, performance 135 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Memphis Sub: Engineer J. H. DLESTON, fireman J. H. HAYES, train 135, Jonesboro to Memphis, August 30, engine 4138, handled 250 gross ton miles, burned 6 tons of coal, performance 77 pounds per gross ton miles.

Engineer J. BUSHNELL, fireman R. SIGLER, train 136, Memphis to Jonesboro, August 29, engine 4138, handled 157,500 gross ton miles, burned 6 tons of coal, performance 76 pounds per 1,000 gross ton miles.

Engineer E. McELVANEY, fireman DAVIDSON, train 136, Memphis to Thayer, August 20, engine 4138, handled 432,000 gross ton miles, burned 18 tons of coal, performance 83 pounds per 1,000 gross ton miles.

Engineer BOX, fireman L. B. NETT, train 131, Thayer to Memphis, August 22, engine 4133, handled 279,750 gross ton miles, burned 18 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer GREEN, fireman W. RYAN, train 107, Memphis to Amory, August 2, engine 4133, handled 12 cars in train, burned 1,002 gallons oil, performance .59 gallons per passenger car mile.

Engineer K. D. DOBB, fireman WATKINS, train 135, Potts Camp to Amory, August 15, engine 4106, handled 148,050 gross ton miles, burned 7 tons of coal, performance 94 pounds per 1,000 gross ton miles.

Engineer T. SMITH, fireman HENRY, train 135, Potts Camp to Amory, August 14, engine 4120, handled 143,850 gross ton miles, burned 7 tons of coal, performance 94 pounds per 1,000 gross ton miles.

Engineer T. NOLEN, fireman LITERS, train 938, engine 4120, Amory to Potts Camp, August 11, handled 151,200 gross ton miles, burned 8 tons of coal, performance

105 pounds per 1,000 gross ton miles.
Pensacola Sub: Engineer THAMES, fireman WIMBERLY, extra south, Magnolia to Pensacola, August 18, engine 1614, handled 303,000 gross ton miles, burned 10 tons of coal, performance 66 pounds per 1,000 gross ton miles.

Engineer MARTIN, fireman LEWIS, train 939, Magnolia to Pensacola, August 19, engine 1618, handled 244,000 gross ton miles, burned 9 tons of coal, performance 73 pounds per 1,000 gross ton miles.

Engineer JACKSON, fireman ROBERTS, train 2/908, Pensacola to Magnolia, August 31, engine 1106, handled 1,064 passenger car miles, burned 6 tons of coal, performance 111 pounds per passenger car mile.

Columbus Sub: Engineer KIRCHGRABER, fireman SELLARS, train 2/908, Magnolia to Amory, September 1, engine 1106 handled 1,071 passenger car miles, burned 5 tons of coal, performance of 9.3 pounds per passenger car mile.

RIVER DIVISION

St. Louis Sub: Engineer HENRY CAMPBELL, fireman J. F. BRIGGS, train 808, Chaffee to St. Louis, August 23, engine 1019, handled 720 passenger car miles, burned 683 gallons oil, performance .94 gallons per passenger car mile, incidentally this crew made up 20 minutes lost time on the run.

Engineer J. R. JOHNSON, fireman WM. HUTCHINSON, train 802, Chaffee to St. Louis, August 13, engine 1021, handled 5 cars Chaffee to Cape Girardeau and 12 cars Cape Girardeau to St. Louis, a total of 1,637 passenger car miles, burned 1,465 gallons oil, performance .9 gallons per passenger car mile. This train was delayed 23 minutes Chaffee and Cape Girardeau, arriving St. Louis 16 minutes late.

Engineer R. S. EDWARDS, fireman GEO. S. KNOWLTON, extra north, Chaffee to St. Louis, August 5, engine 4018, handled 426,736 gross ton miles, burned 16 tons of coal, performance 75 pounds per 1,000 gross ton miles. Handled as high as 93 cars in train, was delayed two hours on road. On duty 10 hours and 25 minutes. Boiler blown out 9 minutes, grates were shaken three times and ash pan cleaned twice over the division. This same crew on July 7, handled train 838, Chaffee to St. Louis, engine 4021, handled 420,732 gross ton miles, burned 15 tons coal, performance 71 pounds per 1,000 gross ton miles.

Chaffee Sub: Engineer A. W. AUBUCHON, fireman A. H. RESER,

conductor J. S. LLOYD, engine 4029, Yale to Chaffee, July 30, handled 301,290 gross ton miles, burned 7 tons of coal, performance 46 pounds per 1,000 gross ton miles. This consumption is much better than the average and is a very commendable showing.

NORTHERN DIVISION

Kansas City Yard: Engineer B. W. CUMMINGS reports the following performance in switch service August 16, with fireman CLAUDE COFFEY, engine 3674, worked 8 hours, from 4 p. m. to 12 midnight, and used 268 scoops of coal, which is equivalent to 4,020 pounds and reflects a performance of 83 pounds per switch locomotive mile. He reports 100 per cent co-operation by switch foreman JESS WILLIAMS and switchmen BURNES and BARNEY. Engine created no black smoke and did not pop once during the time on duty.

Kansas City Sub: Engineer MILLER, fireman ROY, train 1/131, Kansas City to Ft. Scott, August 20, engine 4135, handled 207,168 gross ton miles, burned 8 tons of coal, performance 77 pounds per 1,000 gross ton miles.

Engineer McCRUM, fireman KILL, train 1/131, Kansas City to Ft. Scott, August 21, engine 4133, handled 207,548 gross ton miles, burned 8 tons of coal, performance 77 pounds per 1,000 gross ton miles.

Wichita-Burton Sub: Engineer KOEHLER, fireman MALMGREN, on trains 307 and 310, Neodesha to Wichita and return August 14, engine 1006, handled 954 passenger car miles, burned 6 tons coal, performance 12.5 pounds per passenger car mile.

Engineer MONTGOMERY, fireman BIGGENSTAFF, extra west, engine 4002, August 13, Neodesha to Wichita, handled 267,083 gross ton miles, burned 17 tons coal, performance 127 pounds per 1,000 gross ton miles.

Carthage Sub: Engineer KYLER, fireman CASEY, train 309, engine 1401, August 15, Monett to Neodesha, handled 625 passenger car miles, burned 3 tons coal, performance 9.5 pounds per passenger car mile.

Engineer HINDS, fireman ANDERSON, train 335, engine 4022, August 15, Monett to Neodesha, handled 219,465 gross ton miles, burned 12 tons coal, performance 109 pounds per 1,000 gross ton miles. Delayed at Carl Junction 30 minutes setting out and filling and 25 minutes filling at Columbus.

Ash Grove Sub: Engineer MORTON, fireman BEAL, train 106, Springfield to Ft. Scott, August 7, engine 1521, handled 936 passenger car

miles, burned 531 gallons oil, performance .56 gallons per passenger car mile.

Engineer NELSON, fireman HORNBACK, extra train, Springfield to Ft. Scott, August 21, engine 4130, handled 91,522 gross ton miles, burned 4 tons of coal, performance 87 pounds per 1,000 gross ton miles.

Engineer KELLS, fireman MUL-LANE, extra train, Springfield to Ft. Scott, August 29, engine 4136, handled 167,735 gross ton miles, burned 8 tons of coal, performance 95 pounds per gross ton miles.

Engineer PHELPS, fireman BROTHERTON, train 136, Springfield to Ft. Scott, August 30, engine 4102, handled 192,816 gross ton miles, burned 6 tons of coal, performance 62 pounds per 1,000 gross ton miles, on duty 4 hours.

Afton-Parsons Sub: Engineer DIXON, fireman FLETCHER, extra train Afton to Ft. Scott, August 30, engine 4108, handled 243,408 gross ton miles, burned 6 tons of coal, performance 49 pounds per 1,000 gross ton miles. This is an exceptionally good performance.

Engineer BAXTER, fireman NELSON, extra train, Afton to Ft. Scott, August 31, engine 4131, handled 284,416 gross ton miles, burned 10 tons of coal, performance 70 pounds per 1,000 gross ton miles.

Engineer LANE, fireman NELSON, train 1/138, Afton to Ft. Scott, August 23, engine 4120, handled 380,383 gross ton miles, burned 14 tons of coal, performance 74 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman SHARP, extra train, Afton to Ft. Scott, August 21, engine 4100, handled 372,471 gross ton miles, burned 14 tons coal, performance 75 pounds per 1,000 gross ton miles.

Engineer STOUT, fireman DAVIS, train 3/132, Afton to Ft. Scott, August 20, engine 4123, handled 269,509 gross ton miles, burned 11 tons of coal, performance 82 pounds per 1,000 gross ton miles.

Engineer CONRAD, fireman WILLIARD, extra train, engine 4019, August 28, Afton to Ft. Scott, handled 244,408 gross ton miles, burned 10 tons of coal, performance 82 pounds per 1,000 gross ton mile.

Engineer KIRKPATRICK, fireman SHARP, train 2/138, engine 4007, August 23, Afton to Ft. Scott, handled 239,892 gross ton miles, burned 10 tons of coal, performance 83 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Tulsa Terminal: Engineer J. C. BURNETT, fireman JOHN RHEN-
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FUEL RECORDS

(Continued from Page 21)

ARD, engine 3801, August 1, worked an 8-hour shift, consumed 338 gallons oil which is an average of 7 gallons per switch locomotive mile. This is a very good performance due partly to light work and close co-operation by crew.

Engineer J. ALLRED, fireman RYKER, engine 3803, August 2, worked 8 hours, burned 396 gallons oil, performance 8.2 gallons per switch locomotive mile.

Engineer T. CLAYTON, fireman LEDBETTER, engine 1213, August 2, worked 8 hours, burned 421 gallons oil, performance 8.7 gallons per switch locomotive mile.

Cherokee Sub: Engineer O. L. WOLFE, fireman E. VINSON, engine 4156, train extra west, August 12, Monett to Afton, handled 80,355 gross ton miles, burned 4 tons coal, performance 100 pounds per 1,000 gross ton miles.

Engineer D. WORTMAN, fireman R. SWIFT, train 439, engine 4122, August 13, Afton to West Tulsa, handled 174,720 gross ton miles, burned 1,109 gallons oil, performance 6.3 gallons per 1,000 gross ton miles. This is a very good performance for westbound movement.

Engineer J. L. RENO, fireman R. ROY, extra west, engine 4119, August 19, handled 319,030 gross ton miles, Monett to West Tulsa, burned 1,511 gallons oil, performance 4.7 gallons per 1,000 gross ton miles. This is remarkably good performance through train and close co-operation on part of crew.

Creek Sub: Engineer C. CONWAY, fireman W. D. WHITE, local train 541, engine 1335, August 8, Tulsa to Henryetta, handled 62,915 gross ton miles, burned 940 gallons oil, performance 15.1 gallons per 1,000 gross ton miles.

Sherman Sub: Engineer C. MATLOCK, fireman TRICE, extra south, engine 4151, August 6, Francis to Madill, handled 155,668 gross ton miles, burned 1,109 gallons oil, performance 7.1 gallons per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer J. S. HOGAN, fireman ELMER BALLEEY, extra, engine 1342, August 19, Ft. Smith to Monett, handled 181,552 gross ton miles, burned 8 tons of coal, performance 88 pounds per 1,000 gross ton miles.

Engineer C. I. WOMACK, fireman E. G. COPELAND, train 1/734, engine 1279, August 19, Ft. Smith to Monett, handled 160,623 gross ton miles.



On a warm day in September, the employes of the freight office at Tulsa posed for this photograph.

They are, reading from left to right, seated; Allen Lewis, O. S. & C. clerk; Arthur F. Miller, cashier; Elmo B. Hebert, assistant chief clerk to agent; Ralph L. Kerns, counter clerk; George Kyger, report clerk; Ralph Morris, bill clerk and Earl Brown, chief bill clerk.

Second row: Wm. H. Holmes, D. R. clerk; O. L. Young, superintendent Tulsa terminal; Mary C. Jenkins, expense clerk; W. E. Rust, chief clerk to agent; Ralph Bryant, traveling demurrage supervisor of Springfield; Clark H. Hensley, agent, Tulsa; Goldie Workman, tonnage clerk and Irene Doling, secretary to agent.

Top row: Elza Johnson, chief claim clerk; George Kerns, demurrage clerk; Herman Bolen, diversion clerk; Ford Hufford, cash book writer; Claude Johnson, claim clerk; Maynard Woodcock, record filer; Kenneth Yarbough, stenographer-clerk; W. A. Bryant, rate clerk; Vernon McDonald, office boy and George H. Jones, switching clerk

burned 10 tons of coal, performance 125 pounds per 1,000 gross ton miles.

Engineer HOGAN, fireman ELMER BALLEEY, engine 1327, July 21, Ft. Smith to Monett, handled 180,766 gross ton miles, burned 8 tons coal, performance 89 pounds per 1,000 gross ton miles.

Arthur Sub: Engineer C. G. BROCCCHUS, fireman G. C. MYRICK, extra south, engine 1400, July 12, Ft. Smith to Paris, handled 162,349 gross ton miles, burned 6 tons coal, performance 75 pounds per 1,000 gross ton miles. Same crew on August 19, train 1/735, engine 718, Ft. Smith to Hugo handled 122,602 gross ton miles, burned 8 tons coal, performance 130 pounds per 1,000 gross ton miles.

Engineer P. YAW, fireman J. W. TAYLOR, train 2/734, engine 708, August 19, Paris to Ft. Smith, handled 171,924 gross ton miles, burned 10 tons of coal, performance 116 pounds per 1,000 gross ton miles.

A&A Sub: Engineer C. D. MILLER, fireman C. H. TRENT, train 736, engine 1252, August 8, Hugo to Hope, handled 199,791 gross ton miles, burned 6 tons coal, perform-

ance 60 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer MacFARLANE, fireman L. R. HALL, engine 1329, August 23, Enid to West Tulsa, handled 262,032 gross ton miles, burned 1,655 gallons oil, performance 6.3 gallons per 1,000 gross ton miles.

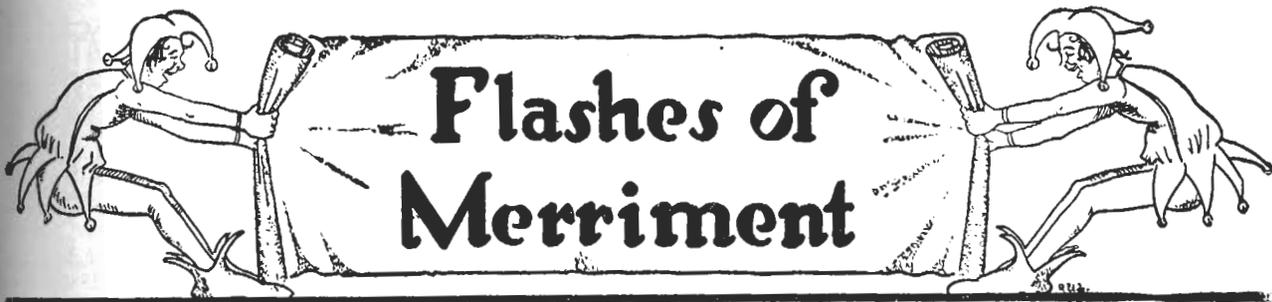
Engineer C. A. HARLEY, fireman G. W. BISHOP, engine 1325, August 22, Enid to West Tulsa, handled 252,911 gross ton miles, burned 1,644 gallons oil, performance 6.5 gallons per 1,000 gross ton miles.

Engineer I. W. SCUDDER, fireman W. W. WEBSTER, train 610, engine 1104, September 1, Enid to Tulsa, handled 850 passenger car miles, burned 782 gallons oil, performance .92 gallon per passenger car mile.

Weak on the Offense

Wife: On your way home from the office, will you call at a department store?

Husband: If I must, but I positively will not attend one of those scrimmage sales.



Fashion Note

There will be little change in the trouser pocket this year.

What To Do

"My wife says I talk in my sleep, doctor, what should I do?"
 "Nothing you shouldn't."

Be Pachunt

"Dear Sir: I got your bill what I owe you. I ain't forgot you, please wate. When some other fools pay me I pay you. If this wuz judgment day and you wuz no more prepared to meet yur maker as I am this account you sure would go to hell. Hoping you will do this, I remain your very truly."

Ain't It So

Little beams of moonshine
 Little hugs and kisses,
 Make the pretty maiden
 Change her name to Mrs.

He and She

"Then we're engaged."
 "Of course."
 "And you say I'm the first girl you ever loved?"
 "No—but I'm harder to please now than I used to be."

Knew the Commands

She was only a drill sergeant's daughter, but she knew when to call a halt.

On a Short Trip

"They say he's wandering in his mind."
 "Well, don't worry, he wont go far."

The Rest

Teacher: "Tell me, Johnny, why you put a hyphen in bird-cage?"
 Johnny: "That's for the bird to sit on."

No Kiddin'

"Where were you born?"
 "In a hospital."
 "Honest? What was the matter with you?"

Frank and Earnest

A modern young man kissed a beautiful girl.

"I'll be frank with you," he said, after the embrace was over. "You're not the first girl I've kissed by a long shot."

She lit a cigarette.
 "I'll be equally frank with you," she said. "You've got a great deal to learn, even at that!"

Triangles

The eternal triangle doesn't worry the young father half as much as the flannel one.

—Purple Parrot.

And So On—

"Why didn't you shave?"
 "I did."
 "When?"
 "Just after you said you were nearly ready."

Sometimes

"Mother I never see any pictures of angels with whiskers. Do men go to Heaven?"
 "Well, some men go to Heaven, dear, but they get there by a close shave."

If You Believe in Signs

Sign in bathroom in the corner boarding house:

PLEASE CLEAN TUB
 AFTER BATHING
 LANDLADY

Which One

"I can't make this letter out," said the business man to his secretary. "I don't know whether it is from my tailor or my lawyer, both named Smith."

The letter read—"I have begun your suit. Ready to be tried on Thursday. Smith."

Zat So?

"When I was in China I saw a woman hanging from a tree."
 "Shanghai?"
 "Oh about six feet."

Not Enthusiastic

Golfer to Caddie: "Notice any improvement since last year?"

Caddie: "Had your clubs shined up, haven't you?"

Not So Good

A chorus girl, deliciously pretty but decidedly low-brow somehow found herself at a very select party given by a famous society woman. The girl, lonely and uncomfortable, was leaning against the wall, framed against the dark oak, when the hostess took pity on her.

"My dear", she said, "You look just like an old Rembrandt."

"Well", retorted the damsel sharply, "you don't look too darned snappy yourself!"

Nobody Returned

"You're sure one bottle will cure a cold?"

"It must, sir. Nobody ever came back for a second bottle."

A New Slant

As a well-known landlady once remarked, "Go, and never darken my bathtub again."

That's Right

Student: "What happens, sir, if the parachute fails to open?"

Tough Sarge: "You come back, sonny, and I'll give you another one."

A Railroad Joke

"It's getting so a couple can't neck in public any more without being stared at."

"The boy friend and I have solved that problem. We take a suitcase and go down to the Union station."

Saloons can never come back to their place on every corner until they dislodge the gas stations therefrom.

He: You know I am going to be married tonight?

She: Well, what of it?

He: Woman, don't take it so nonchalantly. Don't you realize that if I get married tonight thirty girls go back into circulation in the morning!