

dent, responded and expressed the appreciation of the veterans for the many courtesies extended to them while visitors in Pensacola.

Col. A. L. Fuller, of the Coast Artillery Guard, U. S. A., told of the important part military life occupied in the building and colonization of Pensacola. He outlined the history of Pensacola, whose government has been changed 17 times, and over which has flown the flags of five nations. He told of the accomplishments and duties of the Coast Artillery Guard, using many interesting facts and figures in his address. Junior Lieutenant R. H. Meade, of the Civil Engineers Corps, U. S. N., spoke of the training given the boys in teaching them to fly the seaplanes, drop torpedoes, etc. He called Pensacola the Annapolis of the Air.

Perry Reid, secretary of the Chamber of Commerce, also greeted the veterans and told them that his father had had 51 years' service with the Pennsylvania and nine of his brothers had at one time worked for a railroad. He welcomed the veterans to Pensacola and urged them to return.

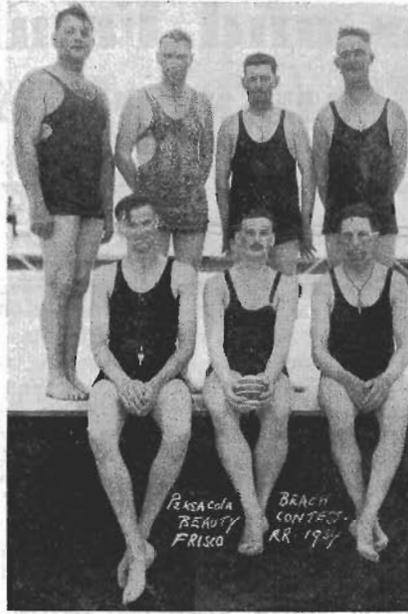
E. P. Mann, of Frisco Lines, attorney at Springfield, made a splendid address, advising the veterans that it was the only place the organization had visited where the Army and Navy were called out to greet them! Mr. Mann praised the work of the vast army of railroad employes, praising particularly the women as home builders.

The banquet was a delightful affair and the guests were dismissed at 10:00 p. m.

They arose May 16 for a day of pleasure of their own choosing. Most of them visited the Casino again to enjoy fishing from the pier. Many of them lounged around the hotel lobby, talking of past and present modes of railroading and still others enjoyed sightseeing trips.

They boarded the train for the return trip at 5:00 p. m., after three most pleasant days, and the group arrived in Memphis the following morning, the Springfield, Kansas City, Ft. Worth, etc., veterans going through Springfield on their return trip, and the St. Louis and River division employes leaving on train 808.

Lloyd Worthington, Pullman conductor, greatly aided the veterans by making Pullman reservations for them, boarding



A. H. Knelle, of St. Louis (top left), won the bathing beauty contest for men. Others in the picture are: Earl and Carl Anderson, Kansas City, Mo.; Wm. Hengist, St. Louis, Mo. (winner of the second prize); Gordon Norris, Memphis, Tenn.; M. C. Craig, Cape Girardeau; S. J. Lawler, St. Louis, Mo.

the train at Springfield. He was accompanied by Mrs. Worthington. J. K. Oliver, of Memphis, Tenn., assisted in making arrangements for meals at Memphis, and J. L. McCormack, the busiest man at the reunion, took care of the planning of every detail. W. H. Crow, general agent at Pensacola, as well as Mrs. Crow, were busy for days making arrangements in their city for the veteran guests, and the success of the trip to Pensacola was due to the fact that they left no detail out of their plans. Jim Abbott, of the Pensacola Coach Corporation, saw that the vet-



"Wash out on the line"! Mrs. Etta Reynolds got her towel on the line first. She resides in Ft. Scott.

erans had ample transportation to all points. The San Carlos management gave the veterans unusual service and the hotel proved delightful headquarters for the affair.

Wherever the veterans may go next year for their reunion, the memory of their two trips to Pensacola will remain with them always, and they are continually advertising Pensacola as a perfect resort.

## SIDELIGHTS

J. Reese, pensioned engineer, of Memphis, Tenn., was the oldest veteran, in point of age, at the Veterans' Reunion. He is 80 years of age, and his service totals 33 years and 9 months. He thoroughly enjoyed the trip and the visit with his old friends.

That boxing championship between A. F. Prugger, of Springfield, and W. L. Lane, of Eldorado, Okla., was a real one. Neither man gave an inch, and the blows were flying thick and fast, and "socks" on the jaw and face could easily be heard. No hard feelings, just a friendly little bout, but each man was out to win the prize!

The folks who went for a boat trip got a real thrill. The water was rough and the waves sprayed back over the crowd, but nobody was seasick.

If there was anyone who enjoyed every event of the reunion more than Helen Thompson, daughter of W. B. Thompson, of Chaffee, Mo., we have failed to locate them. Despite the fact that Miss Thompson must needs use a wheeled chair, she went on the boat, attended every banquet, got a thrill in sitting on the beach in her bathing suit, and otherwise enjoyed herself. She wrote her appreciation of the trip to the editor, upon her return home.

For once—all the fish they could eat! Fish banquets, fish for breakfast—and many of the veterans brought home a barrel of fish packed in ice, which they had caught from the pier.

Mr. and Mrs. W. H. Crow did not feel that their part of the reunion was over until the train had pulled out of the station on the return trip. They assisted in every way in first making arrangements and then seeing that they were carried out. It wouldn't have been a success without them.

## Frisco Veterans Reunion, 1934

By R. B. STREETER, Conductor,  
Oklahoma City, Okla.

Far away in Pensacola, where the  
sweet magnolia grows,  
In the land of song and romance,  
where the Swanee River flows;  
Where the white-capped breakers,  
rolling, beat upon the silver strand,  
There we met in our reunion, old time  
vets of Frisco Land.

Far away, down south in Dixie, where  
the Frisco meets the sea,  
With their wives, they came from  
Texas, Arkansas and Tennessee.  
From the fertile fields of Kansas,  
from the hills of "Old Missou",  
Mississippi, Alabama, and from Ok-  
lahoma, too.

For their troubles and their worries,  
all their cares they left behind.  
And again in joyful greetings, met  
the friends of "Auld Lang Syne".  
With their hair a little whiter than  
when they had met before,  
But their hearts as young and happy  
as they were in days of yore.

Meeting at the Springfield Station,  
and they were a happy band,  
Boarding there the second section of  
the Frisco "Sunnyland".  
Where a special train of coaches with  
the 1514 stood.

Then we're off for Pensacola, through  
the Ozark hills and wood.

Listening to the wheels make music,  
not a jolt or jar we feel,  
Everything to Frisco standard, dust-  
less ballast and heavy steel.  
Fifteen-fourteen making sixty, with  
no effort or no fuss,

Wife asked one I couldn't answer,  
"Why do some folks ride a bus?"

Let me pause here for a moment,  
just a moment to acclaim  
That to Mr. Kurn we're grateful for  
the Frisco Special Train.  
For myself and all the others, lest  
he think we have forgot.

Let me write in box car letters.  
THANKS, Mr. Kurn, and THANKS  
a LOT.

At Memphis, where we met the bunch  
from up St. Louis way,  
We transferred to the Pullman train,  
and were soon in Pullman hay.  
And it certainly was pleasant to  
pound our ear all night.  
Whoever planned the trip for us, did  
the whole thing up just right.

Just before the business meeting,  
with our heads bowed, one and all,  
Brother Heath implored the blessings  
of Him who marks the sparrow's  
fall;

That the Hand Divine might guide  
us, through the treacherous shoals  
and bars,

Till we join the great reunion out  
beyond the shining stars.

There are others I would mention,  
ere I lay my pencil down,  
Mr. Morrill, our old pilot, he of  
"Safety First" renown.

Then the new one, Mr. Forsythe, he  
will lead us without fear.

It is he who holds the throttle for the  
vets the coming year.

Another hale old veteran, and I'm  
sure you all could tell,  
How the meet would be a fizzle, with-  
out Uncle Charlie Baltzell.

To another one, McCormack, is due  
unstinted praise

For faithful service to the vets, in  
many, many ways.

Then Harris, the noise from Rose-  
dale, with his little ten-cent horn,  
Awoke the echoes noon and night,  
and he woke 'em in the morn.

There were one or two things hap-  
pened, just to mar my joy supreme.  
My nose stuck out so far. I got a sun  
blister on my bean.

Just one more, a little lady,—should  
have mentioned her before—

Our Magazine's fair editor, I salute  
Miss Martha Moore.

She might throw this out the window,  
if she don't, it may be seen

Smiling at you from the pages of the  
Frisco Magazine.

Happy days in Pensacola, where the  
sunny southern breeze

Sang to us the songs of Dixie,  
through the tops of tall pine trees.  
With the ever pounding billows, in  
eternal, ceaseless moan,

Then we turned our faces northward  
to the land of Home Sweet Home.

There's a little touch of sadness, al-  
ways wells up in the heart,

As we turn our faces homeward,  
when the time has come to part.

Perhaps, before we meet again, when  
another year rolls 'round.

Some of these old timers will have  
laid their burdens down.

With a tear for all old veterans, who  
have answered Father Time,

With a greeting to the living, all  
along the Frisco Line,

If it should be the will of God, that  
we are all alive,

Let us meet again in Springfield in  
Nineteen Thirty-five.

## EMPLOYEES PLAN DRIVE

Frisco employes, and those men  
and women on the retired list, have  
entered into a most worth-while cam-  
paign this year to increase passen-  
ger travel via Frisco Lines, through  
the St. Louis gateway to the Chi-  
cago World's Fair.

The veteran employes at their an-  
nual reunion at Pensacola, Fla., in  
May, pledged themselves to secure  
at least one passenger or more, and  
in some cases these veteran employes  
are getting up parties of from 5 to  
10 in their various towns.

Members of the Frisco Employes'  
Clubs, especially in Oklahoma, Mis-  
souri and Arkansas, are arranging  
definite programs of solicitation of  
this business for Frisco Lines and  
a number of the clubs have been vis-  
ited by Martha Moore, of St. Louis,  
who took to the clubs, pictures of  
the 1934 Fair and outlined in detail  
the various features of interest to be  
found this year.

It is to be hoped that the showing  
of the employes in this solicitation  
program, as well as those men and  
women on the retired list, will be a  
creditable one.

Miss Rose Resnick, passenger rep-  
resentative has been devoting her  
time to the solicitation of passengers  
to the World's Fair from the various  
organizations in Oklahoma, and has  
also secured some splendid business  
for Frisco Lines through the St. Louis  
gateway to Washington and points  
east.

Rates on through fares, also all-  
expense tours may be secured through  
the club president in each city, who  
will handle all questions with the  
agent.

Each club president, employe and  
retired employe is requested to keep  
an accurate check of all business se-  
cured, and forward the result of their  
solicitation efforts to Martha Moore,  
835 Frisco Bldg., St. Louis, Mo.

## VISITORS PRAISE FAIR

"Don't fail to see the Chicago  
World's Fair," is the comment made  
by patrons of Frisco Lines who have  
just returned from a visit to Chicago.

It is a dreamland come true—  
gorgeous lights, marvelous settings,  
new places to explore and new things  
to see. The Fair, so the recently re-  
turned visitors say, is such an im-  
provement over the Fair of 1933 in  
every sense of the word.

One is almost speechless with the  
beauty of the place at night, with its  
brilliant lights turning night into day.  
There are more and better restaur-  
ants, more places to rest during the  
long trip over the grounds and many  
more places to visit.

# New Lounge Cars Add Beauty and Comfort to The Meteor

THE Frisco Meteor, crack train between St. Louis and Oklahoma City, pulled into the St. Louis Union Station on June 11 with the addition to its air-cooled equipment of one of the most beautiful, all-steel, air-conditioned lounge cars carried in railway equipment today. The lounge car is in addition to an air-cooled diner and air-cooled chair car, also carried in this train. The car which arrived in St. Louis that morning is named "Tulsa", honoring the City of Tulsa through which it travels, and in the companion train, a second car has been named "Oklahoma City", after the city at the end of its run, 542 miles from St. Louis.

These two lounge cars, "Tulsa" and "Oklahoma City", represent the latest in the car builder's art. They were constructed in the Frisco's shops at Springfield, Mo., and each detail, from the walnut trim over the windows to the tables, chairs, etc., in the car has been studied and carried out with the greatest care in color scheme and design.

The cars are all-steel construction, 72 feet in length and 10 feet 3 inches in width. The trucks are heavy, six-wheel type, rubber cushioned and fitted with extra length springs to promote ease in riding qualities.

The interior is one large compartment, divided by small side wing panels or grilles, into three sections or rooms. Starting at one end of the car, one passes through a short passageway and enters the card room. Next to the card room, and in the center of the car, is the smoking room. An aluminum grille at the end of the smoking room forms an entrance into the lounge room. Every effort has been made in the color scheme to depart from the conventional old style railway car

and to provide an interior pleasing to the eye.

The ceiling, which consists of broad, flat panels, is a cream tan in color. The walls of the card room are a shade of Nile green, as are the walls of the lounge room. The walls of the middle compartment or smoking room are buff color, which provides a pleasing contrast to the walls of the other compartments. The window drapes in the green rooms are gold in color with green linings, while the drapes in the buff colored compartment are green in color with gold backing or linings.

The window frames and other wood trimmings are of dark walnut, and the metal trimmings are of silver or satin aluminum finish.

The carpet blends in with the general color scheme and is of maple leaf pattern, brown and russet in color. It has a sponge rubber pad, which adds a touch of luxurious comfort in walking.

All of the furniture in the car was especially designed and built in the Frisco's own shops at Springfield. The chairs and sofas are upholstered in various shades of green, rust and bronze. They are the last word in comfort and do a great deal to provide the comforts of home to the

## "Tulsa" and "Oklahoma City" Completely Built in Frisco's Own Shops

Frisco patrons of the Meteor. The chairs and sofas provide a seating capacity for 40 passengers.

The lighting system includes six large ceiling lights, consisting of polished metal frames, holding translucent glass hemispheres close against the ceiling. The lights between the seats on the walls are of the semi-indirect type, mounted between window frames. There are six table lamps and two large floor lamps, in addition to the ones mentioned above.

Last, but not least, the car is equipped with an air-conditioning plant that will provide ideal weather conditions to the interior of the car throughout the year. It will cool the air in the summer months, and warm it during the winter months. Proper humidity and temperature will be automatically maintained through all seasons of the year.

The car has been completely insulated against heat, cold and noise, and should provide maximum comfort at all seasons.

The Frisco Railroad is one of the few railroads in the country to provide air-cooled chair cars, and this lounge, one of the finest operated in any train, as well as the air-cooled diner on the Meteor, makes this train the finest into the Southwest.

The comments made by patrons of Frisco Lines, who ride the new lounge cars, fully repays Frisco officials for the effort that was made to build and place these cars in service, for their appreciation is most sincere.



The above shows the interior of the "Tulsa", photo taken just before leaving St. Louis on its initial run.

# What "Ship and Travel by Rail" Means to My Community

LET us look back into the past about forty-five years. Monett, known as Plymouth Junction at that time, was just a—not even a dot on the map, one would say. Today Monett and Forest Park, combined, have a total population of about five thousand. Monett is proud of her schools, beautiful park, golf links, residential section and prosperous business section.

Now the question arises. What has caused Monett to grow and prosper as it has?

The answer is very simple. For the same reason that it ever came into being—the railroad.

By the presentation of the following facts I will prove my above statement.

Railroads pay big taxes. Monett receives quite a sum each year from that source. A large part of this goes for the support of the schools. Monett is looking ahead. She knows that in a few years the school children of today will be governing this land of ours. She realizes that it is a wise thing to educate these future governors in the best way that can be secured, so that, when their turn comes, they will be strong and able to handle the situation, whatever it may be at that time.

Good roads are one sign of a prosperous "up and coming" community. A part of this tax money is used for that purpose.

Did you ever stop to think how many families in Monett are directly dependent upon the railroad for their income, and how many are indirectly dependent upon it? Monett gets a payroll of about \$50,000 each month from the Frisco. Does that mean anything to Monett? Why, if it wasn't for the railroad men and their families, the merchants would go bankrupt. The employes depend upon it for their very subsistence. The grocery stores, dry goods stores, etc., then look to the employes for their income. Take the railroad out of the picture, and watch Monett do the "fade away" act.

The busses, without any competition, would then raise their rates as they pleased. There must be competition to keep prices down.

Ship by rail and get bigger prices for your goods. Ship your stock to larger markets, where prices are higher. Get what you deserve. Due to the conveniences and facilities for

handling stock and produce, they get to market in much better condition than if shipped by truck.

Ship perishable fruits and vegetables by rail if you expect them to get to their destination in good con-

*The Frisco Employes' Club of Monett, Mo., has just awarded a prize of \$5.00 to Mae Prevo, 1934 graduate of the Monett High School, daughter of Glenn Prevo, farmer, for having written the best essay on the subject, "What 'Ship and Travel by Rail' Means to My Community". The contest was open to High School students of Barry and Lawrence County, and Miss Prevo's essay was judged the best of a great number submitted. It appears below in its entirety.*

dition. Special refrigeration cars take care of that for you. They are kept at an even temperature all the time. There are stations all along the way where the ice supply can be replenished. Another favorable condition is the absence of jolting, such as occurs when shipping by truck over rough roads.

Travel by rail is much safer than any other means of transportation. All trains are run on schedule. An almost perfect system of signals is being used. There are automatic signal stops if another train is ahead. Busses are more dangerous because of the traffic they are constantly meeting. Slippery roads and dense fogs are dangerous, too.

A safety record was set in the year 1932 when the railroads carried 469,048,529 passengers 16,931,346,109 miles and only one of these passengers was killed. The record is due to the constant education of the employes in the principles of safety measures and the introduction of safety devices.

Passenger rates have been reduced as low as possible without causing the railroads a loss.

A free pick-up and delivery service has been extended by the Frisco from the former limit of 300 miles to a limit of 500 miles. It has also extended the free time allowance on freight held in its warehouse to four days. These are two important

By MAE PREVO

changes which will benefit their patrons.

They have modernized equipment. Dining and club cars are air cooled. There are special sleeping cars, dining cars, coaches and club cars. All these are to add to your comfort and convenience.

Now, I hope that through this effort, small as it may seem, that I have convinced you of the need of the railroad here, and what it means to Monett.

If you are a loyal citizen, if you are for higher education, and the upbuilding of Monett, "Ship and Travel By Rail".

## QUICK HANDLING

J. H. Doggrell, superintendent of transportation, reports 59 foreign cars handled at various stations on Frisco Lines, between the dates of May 5 and June 8, without the payment of any per diem.

Employes are making every effort to handle these foreign cars promptly, and the publicity given these cases in the Magazine has created a great deal of interest.

The cars handled without payment of per diem were reported from the following stations: Saxman, Kan., 1 car; St. Louis, Mo., 12 cars; Okeene, Okla., 3 cars; Hobart, Okla., 1 car; Okmulgee, Okla., 2 cars; Brooksmith, Tex., 10 cars; Ada, Okla., 2 cars; Ste. Genevieve, Mo., 2 cars; Hayti, Mo., 1 car; Mercury, Tex., 14 cars; Dublin, Tex., 1 car; Wittenberg, Mo., 1 car; West Tulsa, Okla., 2 cars; Pochontas, Ark., 2 cars; Potts Camp, Miss., 1 car, and Antlers, Okla., 4 cars.

Appreciation has been extended to those responsible for the fine showing made.

## Y. M. C. A. SECRETARIES MEET

The International Summer Institute, Transportation Department of the Young Men's Christian Association, will be held at Lake Couchiching, Ont., July 21-28.

Railroad Y. M. C. A. secretaries from western territory, and many from points along Frisco Lines plan to attend. Wednesday, July 25, is being set aside as Railroad Executives' Day.

## EMPLOYEES HONOR C. A. DAILY

More than three hundred persons, including members of Local No. 2, of the Frisco Association of Metal Craft and Car Department Employees and their families, assembled at the Pythian Castle Hall, on the evening of May 16, to pay honor to Charles A. Daily, veteran painter, recently retired upon reaching the age limit.

Mr. Daily, past president of Local No. 2, was retired April 1, having become 70 years old on March 10. He started out as a painter, served considerable time as a brakeman, then resumed painting again.

Special guests present included A. C. Reeves, superintendent of the West Shops, supervisors and their families.

The entertainment program, which was announced by Ed. H. DeClew, president of Local No. 2, and followed by refreshments and a dance, consisted of the following numbers: Mr. and Mrs. Jesse E. Smith and Mr. Walter Matthis, music; Georgia McMichael and Joyce Stephenson, ukulele duet; Helen May Hiser and Helen Prugger, violin solos; a one-act comedy by Lynn Gibbs and company; harmonica and guitar music by Kampas Kids, Glenn Robb and Lowell Peters, KWTO radio artists; Mrs. Esco Byer Newton's expression pupils; Ted Trapp's quartet, accompanied by Charles Godfrey on the guitar, and the Kline brothers in Hawaiian music. Mr. Daily thanked those who had arranged the delightful program. The dance music was provided by Professor Gibbs and his orchestra.

Arrangements for the affair were made by Wm. J. Scott and A. E. Godfrey, entertainment committee.

## WORK IN HARMONY

A successful executive once said, "One of the most valuable things that I ever learned, was to work in harmony with men whose personality and views I do not like. Too many people carry their private likes and dislikes into the business world".

On many of the old French cathedrals a visitor will notice all sorts of hideous animals carved in stone. These are always on the exterior of the buildings. The mediaeval builders intended them to represent man's personal dislikes and prejudices, to be left outside if he would worship inside in peace.

For the sake of a common cause, a well disciplined man leaves his animosities outside the office and learns to pull together with men who may have personal views with which he does not agree.

## IN APPRECIATION

To J. S. McMillan, superintendent, from M. E. Leming, Jr., vice-president, M. E. Leming Lumber Co.:

"I just want to take this opportunity to express my appreciation for the extraordinary service that was rendered by Mr. Moeder and your other representatives here in Cape Girardeau on a car that one of our very best customers was in a hurry for.

"We finished loading this car Monday afternoon, and when it was pulled, some trouble developed in the train line. We had just finished loading the car in time to get it out before your northbound train went through, and Mr. Moeder and another of your employees jumped in and fixed this train line and got it out on the train that was waiting for it. By doing this, the car was delivered to our customer in Chicago at 4:00 a. m., Wednesday, in line with what we had promised him. I received a very gratifying letter from him, thanking us for our service, and we are glad to advise him that it would have been impossible except for the splendid cooperation that was given by the Frisco Railway."

To J. A. Moran, superintendent, Ft. Scott, Kan., from R. W. Preikachat, of the Midgley & Borrowdale, Co., Chicago, Ill.:

"Recently, while in Fort Scott, April 18, I was going from Springfield, Mo., to Kansas City, where I was to catch a Santa Fe train at the same time your train arrived—a close and almost impossible connection—one that would save me 2½ hours. This leads to my point—had it not been for the usual kindness and thought of your conductors, especially the one on my train, your Mr. P. T. Conley, I would have missed my train. It is a fine example of what real railroading is, and I could not help writing you of what I think of your conductor, who made the suggestion to me, and I appreciate it very much. Also your air-cooled diner was a real treat. The public should know more about the real services you have."

To J. L. McCormack, superintendent, F. L. & D. Claims, Springfield, Mo., from J. S. Cummins, Southwestern Petroleum Company of Ft. Worth, Texas:

"This letter is being addressed to you in your supervisory official capacity as Superintendent of F. L. & D. Claims of the Frisco Railway, to point out to you the splendid service and cooperation recently rendered by your

good agent, Mr. W. S. Wight, at Viant, Okla.

"We recently had on hand at the depot at that point a shipment of oils and greases, which were refused by the consignee, who claimed some misunderstanding with our salesman.

"Mr. Wight, in a very efficient manner assisted in effecting delivery, and we feel that his efforts in our behalf completely effected a reconciliation between shipper and consignee. This service on the part of your loyal agent, is deeply appreciated by our house and tends to place us in a more favorable attitude toward routing a more substantial volume of business over your good lines whenever the occasion presents itself.

"We will appreciate it, if you, in behalf of the railway company, will write Mr. Wight a letter expressing thanks from his superior officer for his loyal and untiring service."

To J. A. Moran, superintendent; E. P. Olson, assistant superintendent; C. S. Underwood, DF&PA, and E. N. Walker, engineer, from Homer T. Harden, recorder, Midian Temple, Wichita, Kan.:

"This is to express the appreciation of Midian Temple to you, and through you, to many others of the Frisco organization who helped to make our Special Train to Pittsburg and return a pleasant and satisfactory trip.

"The equipment furnished was first-class in every respect and provided more than ample accommodations for all of our party. Careful and complete plans had evidently been made in advance, so that the entire trip was handled in a very satisfactory manner.

"We wish that we might thank, individually, each of the many members of the Frisco organization who helped to make this a very enjoyable pilgrimage.

"We know, from long experience, that satisfactory results are not obtained without careful planning and complete cooperation.

"It was quite evident to all the members of our party that everything possible was done on this occasion."

To J. K. Oliver, D. P. A., Frisco Lines, Memphis, Tenn., from P. J. Massey, branch manager, Goodyear Tire & Rubber Co., Memphis, Tenn.:

"May I take this opportunity of sincerely thanking you for the splendid cooperation and courteous treatment accorded our conference group enroute to and from Kansas City, Tuesday and Wednesday of this week.

"I can assure you that when, and as the occasion again arises, our organization will look with pleasure to having the opportunity of patronizing the 'Old Reliable Frisco'."

A three-hundred-pound man stood gazing longingly at the enticing display in a haberdasher's window. A friend stopped to inquire if he was thinking of buying the marked-down lavender silk shirt.

"Gosh, no," replied the fat man, wistfully. "The only thing that fits me ready-made is a handkerchief."

A famous doctor went to an insane asylum to see a patient, and before leaving tried to telephone to his office. Not getting as quick service as he thought he should, he said to the operator, "I guess you don't know who I am."

"No," replied the operator, "But I know where you are."