

Immigration Notes.

In response to an inquiry with reference to the immigration conditions, THE FRISCO-MAN is in receipt of the following from Mr. S. A. Hughes, General Immigration Agent of the Frisco:

Figures for the fiscal year ending June 30, 1908, show that we handled 26,000 home-seekers' tickets from and through our various gateways into the territory traversed by our lines, which is a decrease as compared with the preceding year, brought about by the general depression throughout the industrial world.

I have covered a great deal of territory in the Eastern and Northern States during the past six months and my conversation with many people engaged in various industrial pursuits, leads me to believe that there is a gradual improvement in the general conditions. Everybody seems to have suffered alike with the exception of the farmer who was not cognizant of the fact that there was a depression in business.

I think the people as a whole take an optimistic view of the future and while no great mark of increased prosperity is apparent at the present time, I look forward to a gradual increase during the coming year. Land values have increased materially in the Southwest because of the great demand for land and I am of the opinion that there will be no cessation of these conditions.

It will doubtless be of interest to your readers to know that there is a law upon the statute books of the State of Missouri providing for a State Immigration Bureau, formed for the purpose of disseminating information broadcast regarding the various resources of the State. This bureau, however, has been inoperative for many years for lack of sufficient funds to place the same in operation.

With a view of having the State co-operate with the railroads in the development of the vast amount of unoccupied lands throughout the State, and particularly the territory lying adjacent to the Frisco, Rock Island and Gould lines, I accompanied a number of railroad representatives to Jefferson City recently, where we held a conference with Governor-elect Hadley, who pledged his co-operation with the railroads in the upbuilding of the State and has agreed to offer a recommendation asking the Legislature to make a suitable appropriation for the carrying out of the objects and purposes of this bureau.

I believe that if advertising bearing on the resources of the State with the State's endorsement could be gotten out and properly distributed, closely co-operating with all the railroads in the State, that the same would result very beneficiary to all concerned.

L'Envoi.

For those who have a leaning toward poetry we herewith publish a poem of Rudyard Kipling:

When Earth's last picture is painted, and the tubes are twisted and dried;
When the oldest colors have faded, and the youngest critic has died,
We shall rest, and faith, we shall need it—
lie down for an aeon or two,
Till the Master of All Good Workmen shall set us to work anew!

And those that were good shall be happy;
they shall sit in a golden chair;
They shall splash at a ten-league canvas with brushes of comet's hair;

They shall find real saints to draw from—
Magdalene, Peter and Paul;
They shall work for an age at a sitting and never be tired at all!

And only the Master shall praise us, and only the Master shall blame;
And no one shall work for money, and no one shall work for fame;
But each for the joy of the working, and each, in his separate star,
Shall draw the Thing as he sees it for the God of Things as They Are!

An Early Day Frisco Episode.

F. L. STREET.

"Talkin' about wrestlin' with them night mares," said the old timer as he tilted back one leg of the chair, with one foot planted in some papers on the foreman's desk. "'Member when the Frisco usta run into Halstead, Kansas? No? That's so, most of you fellers was kids then,—well along about '82 and '83 the Frisco and Santa Fe folks built what was called the Harvey County Railroad, eight miles long. It run from Sedgwick City acrost to Halstead, a town on the Santa Fe main line. Frisco trains run up from Wichita over the Santa Fe to Sedgwick, then over this cutoff to Halstead, where the principal connections east and west was made. This was a nice homelike town and they liked the Frisco folks mighty well, all of us. We run in there for 'bout three years, or till the Midland was built to Ellsworth. Comin' into Halstead, the last three miles was considerably down hill. Then you turned a short curve, run up along side the Santa Fe main line a couple o' hundred feet to the junction, which was a stub switch right at this end of the bridge over the little Arkansas River. When you was at the switch stand you could look right down thirty feet or so into the river, the bank being pretty near perpendicular down to the water. This was a mighty ugly place for a train to come to and not stop 'cepting the switch was throwed right. They was nothin' but hand brakes in them days on freight trains, and the boys was kind o' skeery comin' around there at night and every once in a while you could

hear one of 'em ask 'what about a train if it should git away goin' into Halstead,' showin' that it was on their minds more or less.

"Well, one night the local got in pretty late and the boys made shake-downs and went to bed in the caboose. Along to'ards mornin' the other boys was waked up by one of the brakies named Nic. A Santa Fe fast freight was going through the yard close by makin' a noise like a cyclone, when Nic felt the rumble. I guess one o' them night mares got to wrestlin' with him and made him think things that wasn't so, for up he jumps yellin' with all his might, 'come on boys, come on boys, she's goin' into the river,' flew out the door and out of sight on top of the train. Course all of us boys was awake by that time and went out to see what was up, and there was Nic settin' brakes to beat the band. You know Nic was one of them conchenshus fellers always thinkin' about his work, and he thought in his sleep that the train had got away comin' down into Halstead and was in danger of runnin' off the end of that stub switch and into the river.

"When the boys got onto the little episode they plagued Nic some, asked him how fast she was goin' when she turned the curve, but he just smiled and said 'It don't make no difference how fast she was goin', I stopped her and all by myself.'

"'On the road yet?' Yes, runnin' a passenger train."

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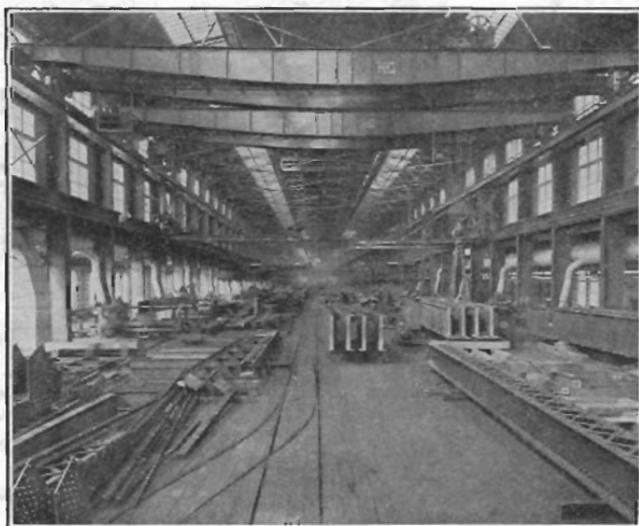
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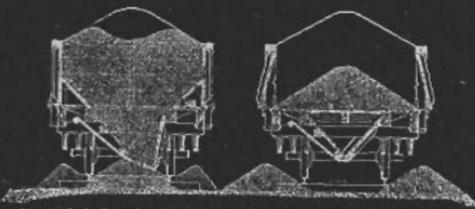
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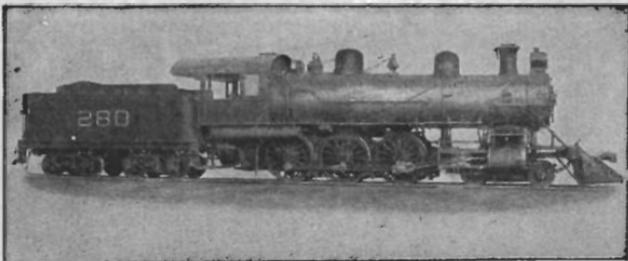
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