

The Frisco- Man



[JUNE 1917]

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Mention the Frisco-Man when writing to advertisers, it will help us both.

To All Readers of The Frisco-Man:

In order that the public may be thoroughly informed upon the various activities of the Government during the present crisis, President Wilson has established a Committee on Public Information.

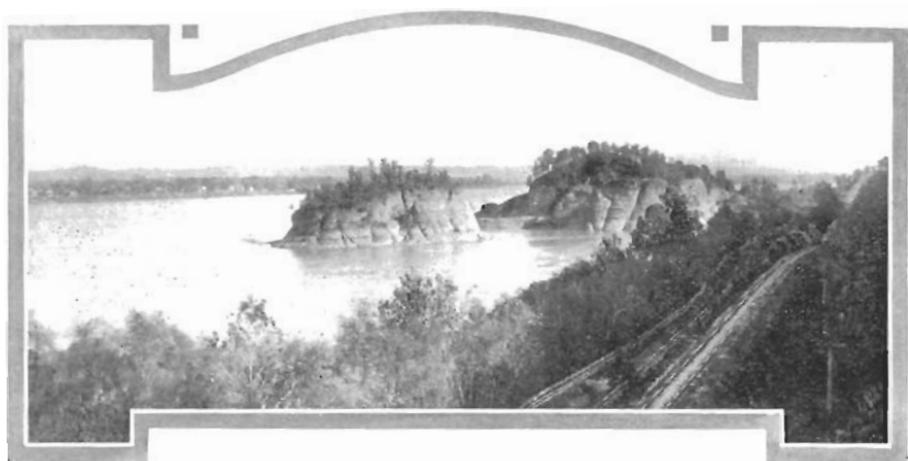
This Committee is composed of the Secretary of War, the Secretary of State, and the Secretary of the Navy, and has as its chairman, Mr. George Creel. Its services are at the call of any who may desire to be informed upon the affairs of the Government, as they relate to the present crisis.

It is peculiarly essential that those in charge of railroad affairs should be well posted upon Government problems, and this is therefore addressed to you with the hope that you will avail yourself whenever you desire the services of this Committee.

All inquiries should be addressed to L. M. Harris, 8 Jackson Place, Washington, D. C.

A handwritten signature in black ink, appearing to read "L. M. Harris". The signature is written in a cursive, flowing style with large loops and a prominent initial "L".

President.



VOL. XI.

JUNE, 1917

No. 6

THE FRISCO-MAN

Published Monthly by the St Louis-San Francisco Railway Company
742 FRISCO BLDG. ST. LOUIS, MO.

FLAG RAISINGS ON THE FRISCO

An indication of the patriotism of railway employees is disclosed in the list of flag raisings by various groups of employees of the Frisco since the outbreak of the war with Germany. There have been many such events extending over the entire system.

In addition to flags which are flying outside in yards, stations, etc., there is hardly an office on the Frisco System which does not contain at least one fair sized flag. In the General Office building in St. Louis practically every room contains this indication of the patriotism of the Frisco employees, and this applies to the offices at Springfield, Birmingham, Memphis, Kansas City and other points as well.

"Our Soldiers" list is growing also, but is not complete. All are urged to report the names of those Frisco employees enlisting in the service of Uncle Sam. Let's all watch this closely, and see the list grow.

THE PRESIDENT'S PROCLAMATION TO THE AMERICAN PEOPLE

Reprinted by the Frisco-Man in line with the President's desire that this address be given the widest publicity.

Washington, D. C., April 15, 1917.

My Fellow Countrymen:

The entrance of our own beloved country into the grim and terrible war for democracy and human rights which has shaken the world creates so many problems of national life and action which call for immediate consideration and settlement that I hope you will permit me to address to you a few words of earnest counsel and appeal with regard to them.

We are rapidly putting our navy upon an effective war footing and are about to create and equip a great army, but these are the simplest parts of the great task to which we have addressed ourselves. There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world. To do this great thing worthily and successfully we must devote ourselves to the service without regard to profit or material advantage and with an energy and intelligence that will rise to the level of the enterprise itself. We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves.

These, then, are the things we must do and do well, besides fighting—the things without which mere fighting would be fruitless.

We must supply abundant food for ourselves and for our armies and our seamen not only; but also, for a large part of the nations with whom we have now made common cause, in whose support and by whose sides we shall be fighting.

We must supply ships by the hundreds out of our shipyards to carry to the other

side of the sea, submarines or no submarines, what will every day be needed there and abundant materials out of our fields and our mines and our factories with which not only to clothe and equip our own forces on land and sea but also to clothe and support our people for whom the gallant fellows under arms can no longer work; to help clothe and equip the armies with which we are co-operating in Europe and to keep the looms and manufactories there in raw materials; coal to keep the fires going in ships at sea and in the furnaces of hundreds of factories across the sea; steel out of which to make arms and ammunition both here and there; rails for worn-out railways back of the fighting fronts; locomotives and rolling stock to take the place of those every day going to pieces; mules, horses, cattle for labor and for military service; everything with which the people of England and France and Italy and Russia have usually supplied themselves but can not now afford the men, the materials or the machinery to make.

It is evident to every thinking man that our industries, on the farms, in the shipyards, in the mines, in the factories, must be made more prolific and more efficient than ever, and that they must be more economically managed and better adapted to the particular requirements of our task than they have been; and what I want to say is that the men and the women who devote their thought and their energy to these things will be serving the country and conducting the fight for peace and freedom just as truly and just as effectively as the men on the battlefield or in the trenches.

The industrial forces of the country, men and women alike, will be a great

national, a great international service army—a notable and honored host engaged in the service of the nation and the world, the efficient friends and saviors of free men everywhere. Thousands, nay, hundreds of thousands of men otherwise liable to military service will, of right and of necessity, be excused from that service and assigned to the fundamental sustaining work of the fields and factories and mines, and they will be as much part of the great patriotic forces of the nation as the men under fire.

I take the liberty, therefore, of addressing this word to the farmers of the country and to all who work on the farms. The supreme need of our own nation and for the nations with which we are co-operating is an abundance of supplies and especially of foodstuffs.

The importance of an adequate food supply, especially for the present year, is superlative. Without abundant food, alike for the armies and the peoples now at war, the whole great enterprise upon which we have embarked will break down and fail. The world's food reserves are low. Not only during the present emergency but for some time after peace shall have come both our own people and a large proportion of the people of Europe must rely upon the harvests in America.

Upon the farmers of this country, therefore, in large measure rests the fate of the war and the fate of the nations. May the nation not count upon them to omit no step that will increase the production of their land or that will bring about the most effectual co-operation in the sale and distribution of their products?

The time is short. It is of the most imperative importance that everything possible be done and done immediately to make sure of large harvests. I call upon young men and old alike and upon the able-bodied boys of the land to accept and act upon this duty—to turn in hosts to the farms and make certain

that no pains and labor is lacking in this great matter.

I particularly appeal to the farmers of the South to plant abundant foodstuffs as well as cotton. They can show their patriotism in no better or more convincing way than by resisting the great temptation of the present price of cotton and helping, helping upon a great scale, to feed the nation and the peoples everywhere who are fighting for their liberties and for our own. The variety of their crops will be the visible measure of their comprehension of their national duty.

The Government of the United States and the Governments of the several States stand ready to co-operate. They will do everything possible to assist farmers in securing an adequate supply of seed, an adequate force of laborers when they are most needed at harvest time, and the means of expediting shipments of fertilizers and farm machinery, as well as of the crops themselves when harvested.

The course of trade shall be as unhampered as it is possible to make it and there shall be no unwarranted manipulation of the nation's food supply by those who handle it on its way to the customer. This is our opportunity to demonstrate the efficiency of a great democracy and we shall not fall short of it.

This let me say to the middlemen of every sort, whether they are handling our foodstuffs or our raw materials of manufacture or the products of our mills and factories. The eyes of the country will be especially upon you. This is your opportunity for signal service, efficient and disinterested. The country expects you, as it expects all others, to forego unusual profits, to organize and expedite shipments of supplies of every kind, but especially of food with an eye to the service you are rendering and in the spirit of those who enlist in the ranks, for their people, not for themselves. I shall confidently expect you to deserve and

win the confidence of people of every sort and station.

To the men who run the railways of the country, whether they be managers or operative employees, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that these arteries suffer no obstruction of any kind, no inefficiency or slackened power.

To the merchant let me suggest the motto: "Small profits and quick service," and to the shipbuilder the thought that the life of the war depends upon him.

The food and the war supplies must be carried across the seas no matter how many ships are sent to the bottom. The places of those that go down must be supplied and supplied at once.

To the miner let me say that he stands where the farmer does; the work of the world waits on him. If he slackens or fails, armies and statesmen are helpless. He also is enlisted in the great service army.

The manufacturer does not need to be told, I hope, that the nation looks to him to speed and perfect every process; and I want only to remind his employees that their service is absolutely indispensable and is counted on by every man who loves the country and its liberties.

Let me suggest also that every one who creates or cultivates a garden helps

and helps greatly to solve the problem of the feeding of the nations and that every housewife who practices strict economy puts herself in the ranks of those who serve the nation.

This is the time for America to correct her unpardonable fault of wastefulness and extravagance.

Let every man and every woman assume the duty of careful, provident use and expenditure as a public duty, as a dictate of patriotism which no one can now expect ever to be excused or forgiven for ignoring.

In the hope that this statement of the needs of the nation and of the world in this hour of supreme crisis may stimulate those to whom it comes and remind all who need reminder of the solemn duties of a time such as the world has never seen before, I beg that all editors and publishers everywhere will give as prominent publication and as wide circulation as possible to this appeal. I venture to suggest, also, to all advertising agencies that they would perhaps render a very substantial and timely service to the country if they would give it widespread repetition, and I hope that clergymen will not think the theme of it an unworthy or inappropriate subject of comment and homily from their pulpits.

The supreme test of the nation has come. We must all speak, act and serve together.

WOODROW WILSON.

"The successful worker is the one who can do what he ought to do when he ought to do it, whether he wants to do it, or not."

—*Paintology*.

U. S. OF GREAT BRITAIN AND AMERICA, UNITED IN AIM MIGHT AND GLORY.

Hall Caine's Word From Over the Sea.

St. Louis Republic, Sunday, April 22nd, 1917.

London, April 21.—The United States of Great Britain and America separated in government as they needed, must, and should be, but united in aim, in hope, in might and in glory.

Such was the thought with which we came out of St. Paul's Cathedral Friday after the dedicatory service in commemoration of the entrance of America into the war.

American day in London was a great and memorable event; it was another sentinel on the hilltop of time; another beacon of fire in the history of humanity.

The two nations of Great Britain and America can never be divided again. There has been a national marriage between them which only one judge can dissolve, and the name of that judge is Death.

Nature herself seemed to celebrate the nuptials. Morning broke fine with the breath of summer and the smile of spring after the prolonged snowstorms of last week. It seemed as if we were having the first sunshine of the year.

Such of us as had driven into London from the country had seen young lambs nibbling early grass and heard the mating birds caroling under a bright sky. Winter seemed to have gone at a stroke. The mysterious yearly resurrection of the earth had begun again.

* * *

Never had the city looked so bright and heartsome. The crisp air seemed to crackle under the thud and rumble of the thoroughfares. The Union Jack and the Stars and Stripes were intertwined on countless flagstuffs. Cordons of police were keeping back the crowds that lined the course of the Royal procession. The broad circle of St. Paul's was framed with

faces. Rarely if ever has our old, gray cathedral, compassed round with its tides of traffic, seen such a congregation. It was a solid mass of people from portico to altar steps.

The King and Queen were there with beloved Queen Alexandra; the American Ambassador and Ministers and Ambassadors of the Allied nations; leading statesmen, soldiers, sailors and a fair representation of the beauty and intellect of the nation, but above all there were present as a majority of the worshippers a vast multitude of the American people who are our friends and guests and who have made their homes among us.

They had gathered within the walls of the old sanctuary where so many of our bravest and best men lie in the deep repose of death, to subscribe to the high resolve and join in the sacred pledge of a hundred millions of their fellow-countrymen across the sea.

How the mighty facts of life strike us down to our knees before the altar of Him whose kingdom is eternal righteousness. In the hours of peace and prosperity our philosophies seem to eliminate the Almighty and to make prayer a presumption. But when great trials come, the great perils, the great adventures, we want a God who knows, a God who cares, a God who judges between right and wrong and is ready to listen to our cry.

Hence, at birth and at marriage and, above all, at death, we come humbly to His footstool, remembering only the fragility of our poor human life and the immutability of Him to whom a thousand years are but as yesterday when it is past and as a watch in the night. If the American people had chosen to walk in the procession through the streets of

London to the rolling of drums and the cheering of crowds it would have been a brave sight, but hardly fitting for men.

Not in pride and vanity has the American nation entered into this war, but in solemnity and steadfastness of soul, knowing how much we ourselves have suffered by it, how surely they must suffer, how cruelly our hearts are torn and how cruelly their hearts must be torn also, yet facing certain loss and inevitable death for the sake of truth and freedom.

Two lessons at least must be learned from the service of Friday in St. Paul's Cathedral. The first is that the accepted idea of the American nation as one that weighs and measures all conduct by material values in dollars and cents must henceforth be banished forever. Thrice already in its short history has it put that hoary old slander to shame and now once again has it given the lie to it.

The history of nations has perhaps no parallel to the high humanity, splendid self-sacrifice and complete disinterestedness that brought America into this war. With nothing to gain and everything to lose, it has broken forever with the triple monarchies of murder.

To live at peace with crime, was to be the accomplice of the criminal; therefore in the name of justice, of mercy, of religion, of human dignity, of all that makes a man's life worth living and distinguishes it from the life of the brute, America for all she is or ever can be has drawn the sword and thrown away the scabbard. God helping her, she could do no other.

The second of the lessons we have to learn from the services of Friday is that, having made war in defense of right, America will make peace the moment the wrong has been righted. No national bargains will weigh with her; no questions of territory; no problems of balance of power; no calculations of profit and loss; no ancient treaties; no material covenants; no pledges that are a legacy of past European conflicts.

Has justice been done? Has the safety of civilization been assured? Has reparation been made as far as reparation is possible for the outrages that have disgraced the name of man and for the sufferings that have knocked at the door of every heart in Christendom?

These will be her only questions. Let us take heart and hope from them. They bring peace nearer.

It was not for nothing that the flags of Great Britain and America hung side by side under the chancel arch on Friday morning. At one moment the sun shot through the windows of the great dome and lit them up with a heavenly radiance. Was it only the exaltation of the moment that made us think the invisible powers were giving us a sign that in the union of nations which those emblems stood for lay surest the hope of the day when men will beat their swords into ploughshares and know war no more?

The United States of Great Britain and America!

God grant that the union, celebrated in our old sanctuary, may never be dissolved until that great day has dawned.

Charm is that nameless something in men and women that draws one to the person possessing it, regardless of admirable qualities of head or heart. It is undefinable and irresistible as the power of the north for the mariner's needle.

—Henry James.

"TIP OFF" MAN AND THE METHODS OF SOLICITING LAWYERS RECEIVE A SEVERE REBUKE FROM SWITCHMEN'S UNION

In a recent issue of the Switchmen's Magazine, Mr. W. J. Trost, Secretary and Treasurer of the Chicago District Council of the Switchmen's Union of North America, issues a warning to railroad men of the methods of soliciting lawyers, and the great injustice to unfortunate railroad men who fall into their hands. The notice shows that the Chicago District Council has wonderfully accurate knowledge of the methods employed by the soliciting lawyers. The sending out of this notice constitutes a noble act upon the part of the Chicago District Council—one which might well be emulated by other railway organizations. The notice as published in the Switchmen's Magazine reads as follows:

As a result of the numerous complaints made by members of the Switchmen's Union of North America, at the office of the Chicago District Council, relative to the conduct of certain unscrupulous lawyers, in settlement of damage cases, the Council feels it incumbent upon itself to bring to the attention of our members the conditions that exist in Chicago and other parts of the country among a certain class of shyster lawyers, ambulance chasers and adjusters.

The Council, therefore, most earnestly calls the attention of our members to the fact that there are about ten firms of shyster lawyers located in Chicago whose sole business is to prey on crippled and injured railroad men, and in case of death, on the widows and children.

These firms of lawyers are operating throughout Illinois, Wisconsin, Minnesota, Michigan, Pennsylvania, Ohio, Indiana, Iowa, and possibly other states. They have formed a combination among themselves for the sole purpose of scouring the country, and especially Chicago, soliciting personal injury and death from

accidental injury cases. They have formed or established a clearing house, and when any one of the lawyers in the combination "hooks" a cripple or injured person, or in case of his death, his widow and children, the case goes into a "jack pot" and is handled by the firm of shysters selected to act as the clearing house.

These rapacious vultures pool all their cases, and the poor devil who has a clean-cut case—one where the liability is clear, and under the usual procedure would entitle him to a substantial settlement, or a large verdict, his case is thrown into the "jack pot" with the poor cases, and the "jack pot" is then split—not in proportion to the merits of the individual case, but as the clearing house directs. No matter which way it goes, the shyster gets his and the "sucker" with the clean-cut case comes up "short"; at first he is amazed—then surprised—and lastly he wonders, and then looks at the small end of the settlement which he is permitted to call his own and remarks to himself: "It's a hell of a law." It isn't the law, neither is it the courts—it is the scourge of the diabolic combination formed by these vultures to trim, trim, trim.

These vicious dissemblers will not call on you personally—no indeed. To do that would be unethical—beneath the dignity of a great lawyer. But each of them have in their employ one or more ambulance chasers, runners, solicitors, representatives, assistants, investigators or adjusters, who do the outside work for said "dignified, ethical" lawyer. To make the whole transaction appear real, this outside man is usually a member or an ex-member of your organization. In addition, they have also another man who works in the dark; no one knows this man but the shyster and their runners; this man is usually a switchman, brakeman, conduc-

tor or clerk; one of these men is located in every yard and terminal of every railroad; he is known as the "tip off" man; the work of the "tip off" man is simple. When an employe gets injured or killed, the "tip off" man immediately calls up the shyster and tips him off that John Doe was killed or injured, as the case might be, and gives such other information as he may then have. For this "valuable" service in assisting to "hook" the poor "sucker," the "tip off" man gets from \$25 to \$200.

As soon as the "tip off" man turns in the alarm, these very "dignified, ethical" shysters turn loose upon the poor, hapless, unfortunate victim their pack of runners, solicitors and ambulance chasers, etc., and before the injured man has had time to recover from the shock of his injury, or before he recovers from the benumbing effects of an anaesthetic, these wolves sweep down upon him, and many, many times he is an easy victim of their prey. In case the man is killed or dies as a result of his injuries, before the corpse is cold these vultures sweep down on the widow and children in like manner, and are often the first ones to rush in and break the terrible news to the widow and babies, and during the agonizing moments following the oily tongued scoundrel "hooks" the widow.

One will come and then another, and so on, ad infinitum. One will promise the victim so many thousands of dollars. The next will double the ante, and the next will triple it and offer to make advance payments to show his good faith, and the poor victim, out of sheer desperation, will fall for the wiles of the shark, who, pencil and paper in hand, says: "Sign your name on this little paper," and then he is "hooked" and his is another case for the "jack pot."

There is still another class of dissemblers operating as adjusters, personal injury adjusters, expert claim adjusters, etc. It is really hard at times to understand just

how they do operate, but that they do operate is a certainty. These adjusters are usually members or ex-members of some one of the railroad organizations and prey upon their victims much in the same manner as the combination of the shysters do, except they usually use their "button" as a wedge to get an interview.

Not being lawyers themselves, the adjusters are usually in league with and use the name of one of the shysters for the sole purpose of clinching the "hooks" after the victim has been "hooked." They go about soliciting personal injury cases and when they are successful in "hooking" a victim, they bulldoze him into accepting a ridiculously low settlement by telling him that he lied to them when he originally stated his case to him; that their investigation showed that he had a weak case, and that if he didn't accept what was offered he would lose all, and in support of their statement they solemnly call in the shyster, who has already been fixed, unknown to the victim, and have him give his views of the case, which always coincides with the statement of the adjuster and the victim—poor fellow—what can he do? In the clutches of such pirates he becomes docile and is fleeced of from a third to 75 per cent of the amount received in settlement of his claim.

If any of you have the sad misfortune of getting injured, losing a leg, an arm, or serious internal injuries, and you wake up in some hospital—look out for this gang of wolves, this gang of pirates, this gang of highbinders, this gang of adroit, cunning scoundrels, this gang of smooth, oily-tongued con men, who with pencil and paper in hand infest all such places and "hook" their victims by fair means or foul. Look out for their smooth, flowery talk, their apparent sympathy, their promises of a big settlement, of a big verdict, of a big judgment, of advancing you money, because their smooth, flowery talk stripped of its ornaments is a sugar coated dose of the law; their apparent

sympathy is merely a psychological effort to gain your confidence, their promise of a big settlement a scheme to flatter you, of a big verdict to encourage you, of a big judgment to bait you, but their promise to advance you money is a trap to catch you.

Insist that your wife, your children, your father, your mother, and other members of your family, read this warning, and in the event something serious happens to you they will be on their guard in the same manner that you yourself will be.

This deplorable condition exists and the switchmen, the men on the footboard, are ignorant of it; they are not in a position to know what is in store for them or their families in case he or they are "hooked" by one of this gang of pirates, and the pirates are very, very careful themselves not to let you know what is going on behind the scene. The Council's sole aim, therefore, is to put the members and their families on their guard.

The Council sincerely hopes that none of you will ever be so unfortunate as to be injured or meet with an untimely death. But past experience teaches us that a switchman's lot is indeed a hazardous one, and many of our members quite frequently do get injured and at times meet with untimely deaths, and in many such cases it requires the service of a lawyer

to force the railroad company to make a fair settlement.

There are in Chicago and other jurisdictions any number of high-class lawyers. Lawyers whose professional and business standing in the community is secure for all time. Lawyers whose honesty, integrity and fairness is well known and should you need the services of a lawyer, select one whose reputation is beyond reproach. And in selecting a lawyer always remember that no high-class lawyer worthy of the name, no decent lawyer worthy of your confidence, has at his command, or uses a pack of wolves masquerading as runners, solicitors, adjusters or ambulance chasers. No high-class lawyer goes out in the highways and byways soliciting cases.

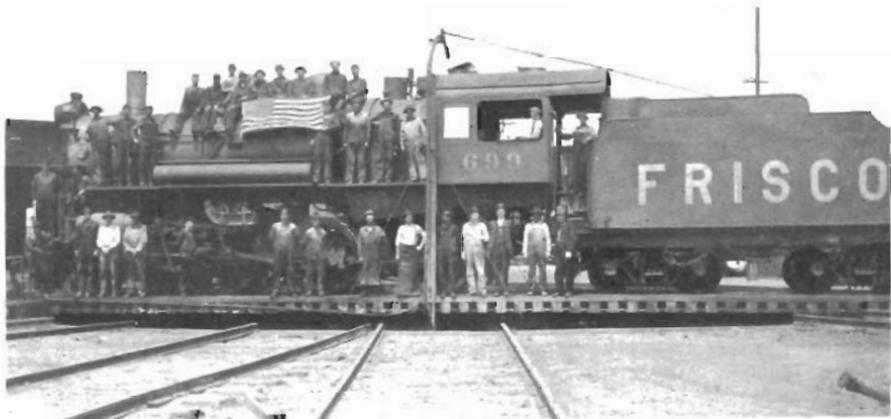
No high-class lawyer solicits cases in hospitals or like places.

No reputable lawyer "guarantees" you so many thousand dollars.

No honest lawyer "guarantees" you a fabulous settlement, or verdict, or judgment. And under the law, no lawyer is permitted, and no decent, self-respecting lawyer does advance, or offer to advance, to you sums of money in consideration of you giving him your case.

(Signed)

W. J. Trost, Secretary-Treasurer,
Chicago District Council, S. U. of N. A.



Roundhouse Force, Neodesha, Kansas. General Foreman Jas. Kiely directly under cab.



D. L. Ewing.

David L. Ewing, Assistant General Freight Agent, Frisco Lines, after 24 years of meritorious service in the traffic department, serving in various capacities, finally yielded to his patriotic impulses, and harkened to the call of Uncle Sam, committing the overt act June 1, by the severance of relations with the Frisco, to become Director of Traffic for the United States Shipping Board and United States Shipping Board Emergency Fleet Corporation, Washington, D. C.

Genial of disposition and as broad of vision as he is of physique, Dave attained a popularity with our agents, shippers and competitors alike, that attests his traits of character in full measure.

He leaves a multitude of friends who will miss the sunshine of his iridescent smile, but appreciating the motive that prompted him in accepting a place for which he is so well fitted, to "do his bit," we all rejoice in the true American Spirit he has shown, and hope at a not far distant date, he will become the supreme

traffic head of the greatest Merchant Marine the world has ever known.

Ewing was born at Muscatine, Ia., April 5, 1877. He entered the service of Kansas City, Fort Scott & Memphis at Kansas City, Mo., January 7, 1893, serving as office boy, division clerk and export clerk from January 7, 1893, to August 20, 1899; soliciting freight agent and traveling freight agent at Memphis, Tenn., from August 21, 1899 to July 8, 1903; chief clerk to assistant general freight agent, St. Louis, Mo., July 9, 1903; foreign freight agent at St. Louis, Mo., March 26, 1907; special equipment distributor, office third Vice-President, Rock Island-Frisco Line, Chicago, March 27, 1907 to Dec. 31, 1909; general agent Frisco System, Pittsburgh, Pa., January 1, 1910 to June 30, 1911; assistant general freight agent, Frisco System, St. Louis, Mo., July 1, 1911 to June 30, 1913; assistant general freight agent, Frisco System, Kansas City, Mo., July 1, 1913 to October 1, 1916; assistant general freight agent, Frisco System, St. Louis, Mo., October 1, 1916.



Apprentice School Report.

The monthly Apprentice School Report for April indicates that mighty good work is being done. The grade of work is exceptionally good, and the report shows very little loss of time by the apprentices.

At the present time about 150 apprentices are enrolled at Springfield, including young men from almost every point on the system. Some of the boys take up Boilermaking, others Tinning, Coach Carpentering, Painting, Upholstering, Machinist, Blacksmith, and Pattern Maker.

The report shows a few 100 per cents, several 99's, many 98's, and lots of 97's, while a few fall below 95, with a number down in the 80's. However, the report will average about 95 per cent, which it seems to us, is excellent, and the boys are to be congratulated, as well as Mr. Claypool, the Instructor.



Seventh Street Hoists.

The employes of the Seventh St. Station, St. Louis, held their flag raising at noon May 25. A large crowd of the employes of the station and yards were present, as well as a number of the employes from the Purina Mills, nearby, a company of soldiers, and a detachment of Marines.

The accompanying photograph shows a portion of the crowd, and Judge Thos. L. Anderson who delivered an address on "Our Nation's Flag." W. H. Danforth, president of the Purina Mills, also made an interesting talk. Agent H. M. Rudolph also made a short talk.

The employes at Seventh street were very much enthused, and had advertised the event, resulting in a large audience from the surrounding factories, shops, etc. One could look in almost any direction and see a half dozen heads out of each window.



Medical Association Meeting.

The Sixteenth Annual Meeting of the Frisco System Medical Association was held at Springfield May 28 and 29.

About 150 physicians and surgeons from points all along the entire system were present.

The first meeting was called to order at 9:30 Monday morning, May 28 by the President, Dr. W. B. Burns, who also delivered an address.

Dr. Ellsworth Smith of St. Louis, read a paper on "Bronchiectasis treated by a new surgical procedure." Dr. C. N.

Lutterloh of Jonesboro, also read a paper on "Burns treated with Daken solution and paraffine paste." Dr. M. Smith of Oklahoma City, read on the "Preparation and use of Carrel-Daken solution," and W. O. Finney of Chaffee, concluded the morning session with an article on "Medical Service in Army and Navy."

The afternoon session opened at 2 o'clock with Dr. R. A. Woolsey of St. Louis, on "Fractures of the Humerus," followed by Dr. W. N. Yates of Fayetteville, on "Gun-shot of sixth spinal vertebrae." Dr. O. O. Smith of St. Louis, on "Suggestions," Dr. W. A. Durringer of Ft. Worth, on "Duties of Railway Surgeon to employee during war-time." The afternoon session was concluded with a talk by Dr. Chas. H. Gargile of Bentonville.

The morning session of the second day was also devoted to papers by Drs. J. H. Barnes, Enid; C. F. Briegleb, St. Clair; W. A. Camp, Springfield; S. N. Mayberry, Enid; E. E. Leggett, Oswego and G. A. Warren, Black Rock.

The afternoon session of the second day was devoted to committee reports and to the election of officers for 1918. The officers elected for the coming year were: Dr. W. B. Burns, Memphis, president; Dr. J. A. Foltz, Ft. Smith, first vice-president; W. M. West, Monett, second vice-president, and R. A. Woolsey, St. Louis, secretary-treasurer.

Those on the Executive Committee are: Drs. G. W. Cale, St. Louis; M. F. Jarrett, Fort Scott; E. E. Leggett, Oswego; W. J. Robinson, Portia and J. E. Dodson, Vernon, Texas.

The 1918 meeting will be held in St. Louis.



Safety Pins vs. Safety Firsts.

The annual baseball game between the Safety Pins and Safety Firsts of the freight traffic department, which was originally scheduled for Decoration Day, but had to be called off on account of rain, was played June 2 at C. B. C. Campus.

Of course, the Safety Firsts (the single men), won by a score of 10 to 8 in six innings.

The Safety Pins started with a four run lead in the second inning, but the Safety Firsts gathered eight in the third, due to errors by Stadin, Rose and Dedert of the Safety Pins.

On account of a misunderstanding with the park watchman, who forced them to give up the grounds to a bunch of "rough necks," only six innings were played. However, Manager Berne of the Safety Pins expects to be able to get Cardinal Field for another try on either July 7 or 14.

The battery for the Safety Pins, Borgwald and Norder, and for the Safety Firsts, Pratt and Thomas.

It is hoped that the game will go through this time on schedule, and without interference.



They're Married Now.

The accompanying cut shows Mr. Parnell Quick of the passenger accounting department, St. Louis, and Miss Edna Louise James, of Harrisburg, Pa., who since June 4 is Mrs. Parnell Quick. The photo was taken while on an outing trip sometime before their marriage.

Mr. Quick, regarded as a full-fledged bachelor, crossed his friends when he announced his entrance into the bonds of

matrimony, but since we see a picture of his bride, we can't say that we blame him for forsaking the wee sma' hours and the wine glass.

Immediately after the wedding the honeymooners went honeymooning through the East, visiting New York, Buffalo, Philadelphia and Pittsburgh. For the present they are living with relatives at 5781 McPherson Avenue, but expect to fit up a home of their own soon.

The young couple have the very best wishes of the Frisco-Man and their friends, for a long, happy and successful married life.



Card of Thanks.

A. C. Scherman, asst. foreman water service, and family of Neodesha, desire to thank the Frisco employes and officers especially at Neodesha, for their kindness, and also for the beautiful floral offerings that were received from them during the illness and death of Mr. Scherman's mother, Mrs. Jos. Scherman, who died at St. Louis May 27, and who was buried at Neodesha June 1.



Alertness of Employes.

Railroad employes should practice attention and courtesy at all times when riding on trains of their own line or on the trains of other lines. Always be a close observer when on railroad property. Several weeks ago the Frisco Agent at South Webster was walking on the Missouri Pacific right-of-way and noticed a freight train moving at a great rate of speed, with a brake beam dragging. Being familiar with train signals he at once signaled the crew and a probable accident was prevented.

In another instance, a clerk in Mr. Hoxie's office at St. Louis, while riding on one of our trains, detected a noise and his seat mate, of Mr. Briggs' office at once knew that the brake beam was dragging and notified the crew and the train was stopped. This act also probably avoided

a derailment, and possibly serious injury to passengers.

These are but two instances where thoughtfulness and attention by railroad employes prevented possible wrecks, with the attendant damage and loss of life or injury. There are many ways of aiding the crews and adding to the comfort and safety of passengers. Every employe should do his bit.



Flag Raising at Sherman.

In the accompanying cut the Sherman, Tex., shop employes are seen raising Old Glory.

O. J. Kulle, Chief Q. M. U. S. N., was in charge of the ceremony, and Dr. F. F. Brown made a forceful address to the flag and the patriotism of Frisco men. J. E. Surratt, Secretary of the Chamber of Commerce and Mayor T. U. Cole also made talks.

The flag was bought by popular subscription of the Sherman employes.

Appointments and Changes.

G. H. Schleyer has been appointed General Superintendent of the First District, with headquarters at Springfield, vice T. B. Coppage, transferred. This appointment effective June 3.

T. B. Coppage has been elected Vice-President and General Manager of the St. Louis-San Francisco & Texas Railway Company, the Fort Worth & Rio Grande Railway Company and the Brownwood, North & South Railway Company, with headquarters at Fort Worth, vice G. H. Schleyer, transferred. This appointment effective June 2.

S. S. Butler has been appointed Assistant General Freight Agent, St. Louis, succeeding David L. Ewing, resigned to become Director of Traffic, United States Shipping Board, Emergency Fleet Corporation, at Washington, D. C. This effective June 1.

The appointment of C. D. Kelly as Assistant to the Passenger Accountant and M. S. Schuller as chief clerk in the passenger accountant's office, which was effective January 27, did not appear in the Frisco-Man until now, due to an oversight.



Our Soldiers.

In last months' issue we started a list of our soldiers, consisting of Frisco employes who had left their positions to enlist in the different branches of Uncle Sam's military service. The list last month was very small, but it was incomplete. However, this month there is a different story to tell, the list has grown rapidly, and shows that the Frisco employes are not hesitating in going to the assistance of our country.

There are possibly many others who have enlisted with Uncle Sam whose names do not appear in our present list, and we again urge that if you know of anyone who has joined some branch of the service, and whose names do not appear, it is your DUTY to report them.

OUR SOLDIERS

L. Holloway	St. Louis	Auditing Dept.	Navy
J. S. Schweitzer	St. Louis	Pass. Acct. Dept.	First Reg. N. G. Mo.
A. L. Bardgett	St. Louis	Frnt. Traf. Dept.	First Reg. N. G. Mo.
E. R. Field	St. Louis	Frnt. Traf. Dept.	First Reg. N. G. Mo.
J. L. Dellinger	St. Louis	Frnt. Traf. Dept.	Officers Resv. Corps
Bernard Ramey	Rolla	Timekeeper X Gang	
F. P. Strickland	Kansas City	Switch Desk	First Kans. Inf.
Roy LeFever	Denver, Colo.	Gen. Agt. Office	Marines
Chas. O. McKay	Jonesboro	Switchman	Eng. Corps
Chas. Enderle	Chaffee	Blacksmith Helper	Marines
T. L. McCullough	Springfield	Telegraph Dept.	Medical Corps
J. Alsobrook	Chaffee	B. & B. Dept.	Marines
L. Mayfield	Chaffee	B. & B. Dept.	Marines
H. W. Miller	Mammoth Springs	Cashier	Army
Geo. W. Elmore	Mammoth Springs	Freight Clerk	Army
H. W. Townsend	Mammoth Springs	Freight Clerk	Army
Chas. Hensley	Chaffee	Mechanical Dept.	Marines
Elmer E. Barber	Springfield	Steel Bridge Man	Res. Engrs.
J. R. Broderick	Springfield	Cond. & Switchman	Res. Engrs.
G. R. Clause	Springfield	Sta. Engr.	Res. Engrs.
G. D. Cox	Pratt City, Ala.	Operator	Res. Engrs.
Neal Christensen	Perry, Okla.	Bridgeman	Res. Engrs.
Murray B. Cowley	Memphis	Stenographer	Res. Engrs.
Geo. W. Cleveland	Memphis	Car Builder	Res. Engrs.
R. A. DeRosett	Memphis	Foreman Elec.	Res. Engrs.
B. F. Deahl	Memphis	Switchman	Res. Engrs.
M. E. Gisi	Memphis	Brakeman	Res. Engrs.
Oliver E. Kernick	Springfield	Pile Driver Man	Res. Engrs.
Paul Holmes	Seneca, Mo.	Pile Driver Man	Res. Engrs.
J. C. Hutchison	Springfield	Yardmaster	Res. Engrs.
Claud E. Harris	Springfield	Switchman	Res. Engrs.
Harold H. Jameson	Pittsburg, Kan.	Brakeman	Res. Engrs.
R. E. Howells	Memphis	Bridgeman	Res. Engrs.
Roy Jones	Miller, Mo.	Brakeman	Res. Engrs.
John L. Jones	Hugo, Okla.	Brakeman	Res. Engrs.
Alone Kinloch	Springfield	Pile Driver Man	Res. Engrs.
L. D. Kelso	Springfield	Crane Man	Res. Engrs.
C. L. Kiser	Sapulpa	Bridgeman	Res. Engrs.
John O. Kratli	Salem, Mo.	Yardmaster	Res. Engrs.
John Mallory	Tupelo, Miss.	Bridgeman	Res. Engrs.
Edward Merritt	Springfield	Civil Engr.	Res. Engrs.
Aaron Morgan	Sapulpa	Bugler	Res. Engrs.
B. R. McWilliams	Tyronza, Ark.	Operator	Res. Engrs.
J. A. Nelson	Springfield	Brakeman	Res. Engrs.
A. M. Olree	Luxora, Ark.	Sec. Foreman	Res. Engrs.
Frank R. Rogers	Springfield	Bridgeman	Res. Engrs.
Vernon P. Rodgers	St. Louis	Mach. Helper	Res. Engrs.

Carl Steplock	Memphis	Machinist	Res. Engrs.
Joe Sparks	Tupelo, Miss.	Bridgeman	Res. Engrs.
Marion A. South	Sapulpa	Brakeman	Res. Engrs.
Herbert S. Smith	St. Louis	Switchman	Res. Engrs.
Lucien E. Shannon	Springfield	Signal Man	Res. Engrs.
H. T. Seley	Springfield	Lineman	Res. Engrs.
Lloyd C. Smith	Memphis	Sta. Agent	Res. Engrs.
Chester D. Utley	Sapulpa	Brakeman	Res. Engrs.
Sidney L. Uhr	Springfield	Signalman	Res. Engrs.
Virgil H. Witt	Belden, Miss.	Fireman	Res. Engrs.
Claude H. Wells	Sapulpa	Brakeman	Res. Engrs.
Walter E. Weber	Springfield	Steel Bridgeman	Res. Engrs.



PREVENTION RATHER THAN RELIEF

Mrs. Homer Gunn.

Read at Winslow Picnic, May 23.

A new and great social work that has for its motto, "Prevention Rather Than Relief," has become an up-to-date business.

The working man desires safety more than any financial reward for he does not wish to be rendered physically unable to provide for himself and his loved ones, nor does he wish to become a burden to others. It has been said that the railroad was a partner in every man's business. There is a good deal of truth in this thought. We all lend a ready ear to appeals for charity and are willing to help the distressed or unfortunate, but in matters of business we are so engrossed with our own troubles as to become extremely selfish and it was only when it became clear to us that by helping others we were helping ourselves that we began to realize the advantages that would result from co-operation.

The success of every institution is built upon a combination of individual selves, no man can help make an organization or company greater, better, more successful and more efficient without making him-

self the same. This spirit of Safety as a watchword has spread through all our industries—elevators, lumber camp, canning factory, schools and all kinds of railroad work, the chief aim is conservation. In our own city we now have installed safety zones on the main streets one block apart. Here the street cars and all vehicles have to slow down while passing through this zone as a means of safety to the public.

The safe man is the careful man—carelessness is more powerful than the combined armies of the world. It finds its victims among the rich and poor alike—the young and the old—the strong and the weak. It casts its gloom over every field of labor from the turning of a grindstone to the moving of a locomotive.

The women of our country can do much toward promoting safety by teaching the young boys and girls as they grow up to be careful. A careful person will report or remove anything they may see that would be liable to cause injury to themselves or their fellow men. So let us keep in our memory the beautiful motto: "It is better to be safe than sorry."



NEWS LINES FROM ALONG THE LINE

SAPULPA — C. C. Gorsuch, employed as roadmaster's clerk at this point, transferred to West Tulsa as assistant foreman in Mr. Irvine's office, May 9.

E. C. Gyles, is now roadmaster's clerk, being transferred from the dispatcher's office, May 9.

H. G. Renfrow, clerk to asst. superintendent at Springfield was in Sapulpa, Sunday, May 13 visiting friends.

Miss Mary Jane Muchmore, stenographer was transferred from the Superintendent's office to the assistant superintendent's office May 14. Miss Ethel Davis from Sherman is now stenographer in this office, having succeeded Miss Muchmore.

Mr. Malcolm Burns, clerk at Tulsa was transferred to Sapulpa May 14 as chief clerk to Mr. Hulehan, agent.

R. I. Allgood moved his household goods to Sapulpa, May 18 and will make this his permanent home.

C. C. Peck, transportation clerk, was in Springfield, May 19 with his parents.

Mrs. R. I. Allgood, wife of chief clerk was in Drumwright, Okla., May 22 and returned to Sapulpa May 21.

Mr. and Mrs. Cleo Wilkins of Springfield were in Sapulpa, May 28 and 29.

H. R. Irvine, general foreman, moved his office from Tulsa to Sapulpa, May 31.

G. L. Gentry was transferred from secretary to superintendent to chief transportation clerk, June 1.

R. C. Bearden, formerly clerk to assistant superintendent is now secretary to Mr. Lilley, transferring June 1.

Mr. J. C. Crawford, asst. superintendent clerk at Francis was transferred to this point as clerk to asst. superintendent, June 1.

Mrs. Aaron Morgan was in Mansfield, June 1 returning June 4.

C. P. Abrahamson of the Bureau of Accounts was in Sapulpa, June 2 having spent a few days in Oklahoma City.

M. E. West, chief transportation clerk in the superintendent's office was transferred to chief clerk to dispatcher, June 1. Mr. H. N. Harrel being away on leave of absence.

G. L. Gentry, chief transportation clerk was in Enid, Okla., Saturday June 2, returning to Sapulpa June 4.

Geo. Miller, chief file clerk and Frank Bradley, asst. file clerk were in Kansas City Sunday, June 3, having stopped at Ft. Scott for a few hours.

R. Robnett, maintenance clerk and C. T. Bingemer, OS&D clerk were in Oklahoma City Sunday, June 3 with their parents.

Frank Bradley, asst. file clerk at this point, departed for Enid, Okla., June 4 as file clerk in Mr. Mac Elveny's office.

The Southwestern Division is in no way lax when it comes to enthusiasm and preparedness, as there have been 45 able bodied men to date, June 9 who sent in applications for service in France. The general feeling is "Stand by The Flag."

Engineers and their families had a picnic at Sand Springs June 6 with a large attendance, and as described by one, they had "Some Time."

R. Robnett, maintenance clerk was transferred to transportation clerk, C. C. Peck, transportation clerk has been made maintenance clerk. Transfer occurred June 7.

L. H. Oldridge, brakeman was in Indianapolis, Ind. June 1. Mr. Oldridge advises that he had a delightful trip.

We have been unable to ascertain just why a cage was built around the office force in the assistant superintendent's office. There has been added to the equipment in the office, a large cage with bars standing vertically, this necessitating some

unknown pass word before admittance can be secured. It has been rumored that some of the boys have been throwing peanuts, candy and such things through the bars to the inmates. However, the inmates have not as yet been pronounced dangerous.

NEODESHA — C. L. Price, division storekeeper, L. J. Westerman was at Neodesha, May 21 on business.

C. E. Wheatley, traveling storekeeper, was at Neodesha, May 21 and 22.

L. J. Westerman, storekeeper, was at Beaumont Junction, May 4 and 10, taking inventory.

We are glad to report that E. E. Carter, assistant superintendent, has been stationed back at Neodesha. E. E. says this old town sure looks good to him.

P. J. Bates, car foreman, attended Car Foreman's meeting at Kansas City May 21.

The store department along the entire system is taking annual inventory which is "some job."

We have had several good soaking rains during the last month, even if this is a bone dry state.

KANSAS CITY—The Frisco Shop whistle, to M. C. Whelan together with all factory and C. L. Price locomotive whistles, sounded at 10 A. M. June 2 to remind all of the necessity of buying Liberty Bonds.

The tag over our shops became soiled and worn and the young ladies volunteered to clean and repair it, and it looks fine.

Mr. Myers of the store department, as well as Joe Cashman and Henry Daleen, machinists, have taken the examination for service in the Navy.

Our timekeeper, George Sams, will be married June 5 to a young lady from Fort Scott. This date was made before any trouble with Germany. We wish you all happiness George.

George Graves, an old employe, died May 24, age 69.

Jos. Swartz, foreman machinist, has invested in a Ford. He says it is not for speed but for comfort.

Chas. Wincheck, general foreman for a number of years at Fort Scott, Joplin and other points on the Frisco, has accepted a position with the Santa Fe as instructor of apprentices.

The new air compressor has arrived and will shortly be set up.

Among the officials who visited Kansas City during the last month were Mr. Rice, Mr. Honaker and Mr. Price.

The use of company material other than new for the manufacture of parts of cars, coaches and locomotives has been followed up to good advantage since high prices prevail. This means a little more labor than when new material is used, but it pays big. All are instructed to use second hand or scrap material when possible. We have used over 14,000 pounds of scrap iron during the month of May. This reduces the cost considerable and keeps good material out of the scrap heap.

Theodore Steffins, a young man who served his apprenticeship at Kansas City shops as blacksmith, died very suddenly June 3.

Don Fellows has been transferred from Fort Scott to Kansas City as assistant chief clerk, mechanical department.

On account of the large number of young men in the locomotive, car and store departments going to the assistance of Uncle Sam, we now have seven young ladies in their places. The young ladies say while they are at present only into our collars and cuffs, they may in time be into our overalls.

The Frisco-Man

Mr. Kew, general foreman, says that would be all right even if he had to put up a paper partition.

B. H. Lamp, car foreman in the south yard, and wife, visited relatives at Springfield the latter part of May. While he had no fish stories to spin, yet he saw some very large hail stones while in the country.

Fred T. Williams, car clerk, seems to be very much worried lately. He purchased a machine on which you sit down while walking and same has not been delivered. Possibly some freight handler is trying it out.

E. Moore, car foreman at the north yards, received a letter that his father is ill and he expects making a trip east in the near future.

M. B. Stevens, piecework checker, Rosedale, and wife, visited relatives in Birmingham recently. Lawrence returned fully refreshed and has again taken hold of his work with a vim.

L. R. Myers, stock clerk in the store department, has enlisted with the Signal Corps and is expecting a call soon.

A. C. Martin, piecework checker in South Yards, has a smile from ear to ear, but it is a girl which the stork left at his home the latter part of May. Cigars are not in order on such occasions.

C. Nelson, gen. foreman car department, made a business trip over the division. It is reported that all points are in nice shape.

J. W. Watkins, chief clerk to G. F. C. D. visited Joplin, Carl Junction, Pittsburg and Fort Scott, lining up the clerical work.

Ralph Grinter, bill clerk in the Agent's office, went fishing at Lacynge. You should interview Ralph to get full details, as he and his friend had great luck.

A. E. Johnson, piecework checker at Monett for several months, was transferred to Kansas City as Car Repairer, he being called to this point account of recent death of mother.

WICHITA — Mrs. S. B. Ramsey, wife of car S. B. Ramsey foreman, was taken to the hospital recently. We all hope for a speedy recovery.

N. Colvert, switchman, went to Bixola, Miss., the first of the month to visit relatives and bring his wife home, who has been visiting there for some little time.

C. Nelson, general car foreman, Northern Division was in Wichita, June 1 on business.

P. J. Bates, car foreman from Neodesha was in Wichita, May 30 and enlisted in the army while there, and has resigned his position at Neodesha.

G. W. Wilcox, assistant master mechanic, was in Wichita, June 6 on business.

J. M. Walker, our storekeeper, spent 3 or 4 days in Kansas City the first of the month.

H. E. Wilkinson, roundhouse clerk, resigned recently and went back to Topeka. Homesick Harry.

The B. & B. department is putting a new roof on our roundhouse, same was badly needed.

We have a new turntable unloaded to put in. The class of engines we are handling now we could not turn on the old table.

John Forster, master mechanic, was in Wichita June 6.

ST. LOUIS — Mr. George F. Lehman, our Western Frt. Traf. Dept. Trunk Line representative, and

L. Meyer stationary (without motion) has had his dignity aroused, as he visits the "harem" many times each day. Recently, however, he managed to forget to give his father the change and astonished us by having our Ethiopian bootblack put the once-over on his "Royals."

A strange man visited our office recently and showed his teeth in a very threatening way, but after knocking him down we found it was only Mary Ann Kelly, who escaped from the barber's chair minus a perfectly good mustache. The barber's hand slipped and shaved it off, but Kelly said it was of no consequence as it tickled the girls too much anyway.

The ability of one of the Freight Traffic Department's most brilliant young men, Mr. Walstein, to sort junk was recognized and the result was that he was sent to the old record room at 7th street station to pass his time by sorting old files. Mr. W. has done this for about two weeks, but he informs us that his physician advises that if he continues this work he is running a chance of being infected with tuberculosis. This, his co-workers think, is a slightly exaggerated truth, for by looking at his physique it can be seen that he is trying to "put something over." Somebody had a soft heart, and Mr. W. will not have to work in that "dirty old place" any more.

L. Meyer, the eminent cartoonist and magazine writer has been appointed "Resident Correspondent" of the Frisco-Man. He requests that all news from the Freight Traffic Department be left with him.

G. F. Lehman advises that he recently made a flying "business trip" to Chicago. However, on cross-examination it was found that he got no farther than Springfield, Ill. Further questioning and "sweating" brought out that he had not been out of St. Louis. George undoubtedly had dreamed all of this just before he awoke in the morning, for we don't believe that he would intentionally commit a crime of this kind without giving us due notice.

ST. LOUIS — Robert J. Steele and H. J. Coppin Pass. Traf. are the most celebrated "farmers" of the department, as far as can be learned. These distinguished gentlemen have formed a partnership known as "Steele & Coppin" farmers, dealers in tomatoes, cabbage, potatoes, onions, and truck in general. Their farm is located at Pacific, Mo. and almost every Saturday they can be seen hitting the trail for the Union Station to go out and harden their muscles with the hoe. But they deserve credit for their work which is an evidence of true patriotism in the present national crisis. Their garden contains about one-half acre.

As a reminder, don't forget to look up the story of the marriage of one Parnell Quick on another page. Sure, he's married, and we got a picture of his bride. We didn't think it was in "Parney."

H. J. (Harry) Coppin, is hereby appointed and duly sworn as Frisco-Man correspondent of the Passenger Traffic Department. All news items for the Frisco-Man should be turned over to him.

George Braun recently suffered a fracture of the pocket-book, when he purchased two reserved seats for the Charity Ball Game between the Cardinals and Boston, and believing in the Ad Men's doctrines, he immediately advertised it throughout the building. The reason George gave for his prodigality, was that he did it for sweet Charity's sake, but, he sure squeezed those two "bucks" before Charity got a running start on him. Bergy says George must have been one of those "wild games."

FALL RIVER War is all the talk in Fall River I. C. McCord these days. Three of our boys have gone in answer to Uncle Sam's call. One was Mr. Gladwell, the pumper's boy, and the two Vanhorns, Charley and Bill.

The Frisco-Man

We had a bad cyclone in the south edge of Fall River recently. Turned over some buildings for Mr. William Greer, one of our section men, and a vast amount of damage was done east of town where it crossed the track at M. P. F.-424, tearing down 14 telegraph poles, and throwing a lot of apple trees belonging to James Fitzmorris on our right-of-way, also tearing down a house and two barns for Mr. Fitzmorris.

With all the talk of Safety First, we all thought that a good cave would have been about the best safety first device when we saw the twister coming down over the hills just south of town.



SPRINGFIELD--T. B. Coppage, general superintendent of the First District, with headquarters at Springfield, was made Vice-President and General Manager of the Ft. W. & R. G., and the St. L.-S. F. of Texas lines, effective, June 1, vice Mr. G. A. Schleyer, who will take Mr. Coppage's place at Springfield.

H. S. Spittler, a Frisco Fireman, left for Sapulpa recently to investigate the death of his brother Harry.

Mr. and Mrs. Josephus Daniels announce the engagement of their daughter Navy Fleeta to Mr. Sec Em Ecc Doubleyou of 300 Frisco Bldg., Springfield.



FORT SCOTT--Brakeman Bud Sheppey has been assigned to the Quapaw Switcher.

Fireman L. H. Hawley has been assigned to the second Arcadia Switcher.

Brakeman Bill Gaither has been assigned to the Pittsburg-Neodesha run, with lay-over at Pittsburg.

Caller Lloyd Slater, who has been very sick for several days, is reported to be able to get around the house. We hope to see him out soon.

The employes about the yards and shops were recently attacked by the Red Cross and nearly all are wearing Red Cross buttons.

The clerks of the Superintendent's office are somewhat proud of their new visible drinking fountain, which has just been installed in the office.

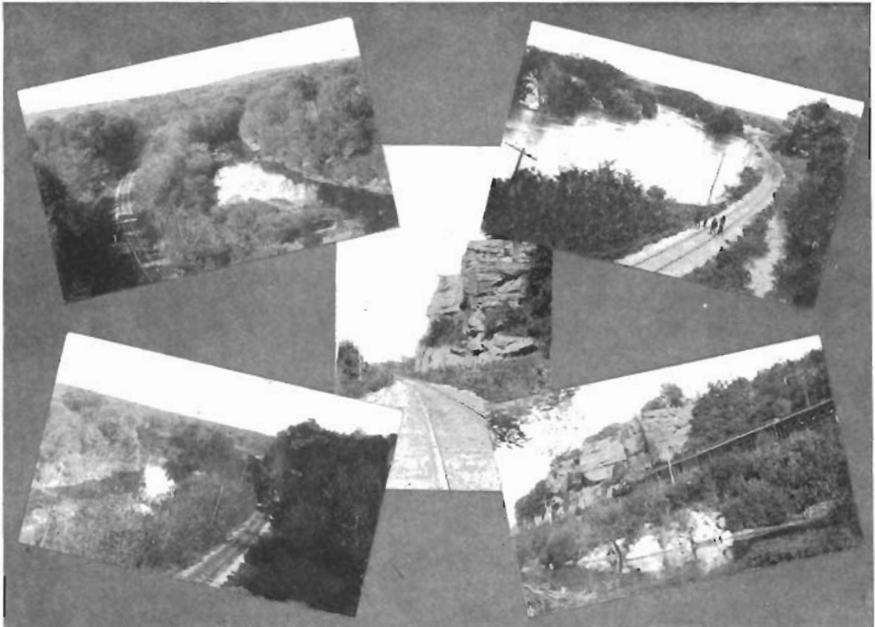


PITTSBURG--Conductor A. J. Rhodes has moved to Fort Scott and taken a place on the conductor's extra board.

Conductor Did Goodwin and his family of Monett spent Memorial Day in Pittsburg, the guests of relatives. Mr. Goodwin is one of the veteran passenger conductors on the main line of the Frisco out of Monett.

The employes of the blacksmith shop observed Memorial Day, and other departments were working under the regular Sunday hours. The car department worked the usual holiday force, while the force at the Freight House worked only a few hours during the morning.

C. V. High, second trick operator, has secured a 30 day leave of absence and with his wife is making a trip through the Pacific coast country. They will visit Omaha, Seattle, Pocatello, Portland, Vancouver and other points.



SOME BEAUTY SPOTS ALONG THE FRISCO.



Fearful Prospect.

"I prophesy that everything you plant this year is going to come up."

"Don't say that. I might have to bury my mother-in-law."—*Tuttle News*.

Special.

Tramp—"Have you a piece of cake, lady, to give a poor man who hasn't had a bite for two days?"

Lady—"Cake? Isn't bread good enough for you?"

Tramp—"Ordinarily, yes, ma'am; but this is my birthday."

Beyond His Means.

"How much are your pies, mister?" asked diminutive Tommie, peering wistfully over the top of the counter.

"Ten cents apiece, little feller."

"Oh, I didn't want a piece; I wanted a whole one, but I only got a dime," and Tommie started to turn sorrowfully away.

—*Commonwealth*.

Laying a Foundation.

"How did you lay the foundation of your fortune?"

"I didn't lay it. I organized an egg monopoly. The hens laid it."—*Daily Democrat*.

Recherche.

"After all, money is a vulgar thing."

"Not thousand dollar bills; they move in very select society."

How He Lost His Finger.

One day after the brakeman had been explaining the scenery one of the passengers whispered to the conductor:

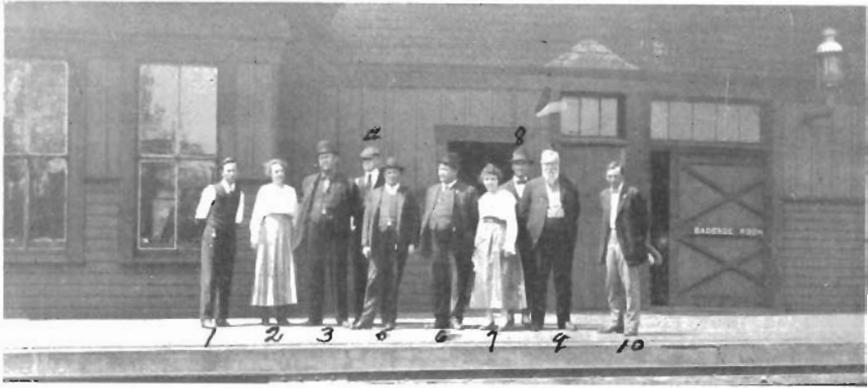
"Conductor, can you tell me how that brakeman lost his finger? He seems to be such a nice fellow."

"That's just it, ma'am. He is so obliging that he just wore his finger off pointing out the scenery along the line."—*New York Globe*.





SAFETY FIRST



Office Force, Neodesha. From left to right they are: F. A. Goodnight, cashier; Blanch Coleman, chief clerk; M. D. Gibbs, B. & B. foreman; M. Spaulding, bill clerk; J. H. Watson, special agent; R. Holland, roadmaster; Hilda Steiner, stenographer; A. C. Scherman, foreman; J. McDanials, pensioner; and J. D. Allen, caller.

Safety First Rally.

A Grand Safety First Rally was held on the evening of June 11 at the Rock Springs Turner Hall, St. Louis.

The feature of the evening was the Safety First Moving Picture "The House that Jack Built," which is now being shown at various points over the system by F. A. Wightman, Superintendent of Safety. The photo play was greatly enjoyed by the 412 present, and it is believed that it will aid greatly in the Safety First movement.

The program consisted of selections by the R. R. Y. M. C. A. Mandolin Quartet, a solo by Miss Nowakowsky, talk by F. A. Wightman, solo by Mr. J. B. Colonna, selections by the R. R. Y. M. C. A. and a solo by Miss F. Wilson.

Superintendent Terminals Conley acted as chairman of the meeting and the St. Louis Women's League acted as hostess.



Grand Picnic at Crystal City.

The St. Louis and Chaffee Women's Safety Leagues about 200 strong journeyed

to Crystal City, Mo., June 14, where they held a joint meeting and picnic.

The two Leagues arrived at Crystal City about 10 o'clock in the morning, and through the courtesy of the Pittsburg Plate Glass Co., were immediately taken through their large plant at that place. The ladies were grouped into sections and each group was furnished with a guide who explained the different processes in the manufacture of glass. As the plant at Crystal City is the largest in the world, it was truly a wonderful trip.

At noon all returned to the coaches where a "feast" was served. It mattered not whether one was eating from his own basket, for the ladies set out the good things (special emphasis on cake baked by Miss Fannie Marberry, daughter of Engineer Marberry), and all helped themselves, and if anyone went away hungry, he himself was to blame.

After lunch the ladies held their business meeting, which lasted about one hour. The special cars were then switched down to Kennett's Castle where the members enjoyed themselves looking over the grounds, through the Castle, and climbing

hills. The Castle stands on a bluff 200 feet high, overlooking the "Father of Waters." From the tower one can see great distances, looking out over the broad river on one side and the still higher bluffs on the other. It is said that this wonderful structure was built in 1850; it is built of solid stone, with inlaid hardwood floors throughout. Down in the valley near the Castle is the flower garden and large stables, which were of great interest. The Castle now belongs to Mr. E. E. Schuck, a wealthy oil operator of Oklahoma. It is used as vacation grounds for himself and relatives about twelve of whom were visiting there on the day of the picnic, and who very kindly explained everything to the party and guided them through the many quaint rooms.

At 5 o'clock the ladies were taken back to Crystal City, and their special cars were attached to the "rattler" for home, our idea of "the end of a perfect day."

That Picnic at Winslow.

The Frisco Women's Safety League of Springfield, Fort Smith, Hugo and Monett, gave a lively Safety First Picnic at Winslow, Ark., May 23. More than 100 members of the League were present. The ladies from Springfield and Monett journeyed down in a special car attached to train No. 5 and were met at the station by the ladies from Hugo and Fort Smith.

A short walk from the station soon brought the picnics to Northwind Lodge, where they were hospitably entertained by Mr. and Mrs. B. F. Harper, who are in charge of this delightful summer resort.

A long "hike" through the mountains led by Messrs. Baltzell and Harper gave the picnics a good chance to enjoy many pleasant scenes in one of the prettiest parts of the Ozarks. After returning from this appetizing "jaunt" the entire party sat down upon the grass and had a regular picnic dinner and there was close rivalry in the contest to see who could eat the

most of the good things provided by the ladies.

Mr. Baltzell led the program with one of his usual excellent good talks on Safety First, and urged the ladies to do all in their power to decrease accidents so they might win the Safety First prize pass.

During the day talks were made by A. A. Nowakowsky, W. A. Davis, engineer, James Winn, agent, Mrs. John Beckerleg, Mrs. J. T. Wilkerson, Mrs. G. N. Bear, Mr. Hodgins and Rev. Greenway.

The citizens of Winslow then proceeded with their arranged program and raised "Old Glory," while Dr. Grant of Arkansas University, made a very interesting address on our Flag.

When the trains arrived for the picnics to return home there was a unanimous vote of thanks for the many courtesies extended by the citizens of Winslow.

ST. LOUIS TERMINALS.

The St. Louis Terminals Safety Committee held their meeting May 30 in the office of superintendent terminals, Tower Grove, the meeting convening at 9 A. M.

Members present were: P. W. Conley, H. M. Robinson, J. S. McGuigan, George Kinsey and H. T. Conley.

Each member present handed in several SF-1 reports, and each matter was gone into thoroughly.

Mr. Conley urged all members to work hard to get a large crowd out to see Mr. Wightman's safety first motion picture, "The House that Jack Built." All promised to do all possible to advertise the show, and to get as many to attend as possible.

Meeting adjourned at 11:30.

FORT SMITH LEAGUE.

The Frisco Women's Safety League of Ft. Smith held their monthly meeting May 10 at the Woodmen Parlors, Mrs. C. H. Baltzell presiding.

The regular order of business was taken up, after which a very interesting program was rendered. Miss Ruby Brocchus gave a piano solo. Mrs. J. T. Wilkerson made a very interesting talk on "Co-operation in Safety First Work," followed by a duet by Miss Brocchus and Mrs. H. Gunn. Mrs. Stella Brizzalari concluded the program with an address on "Woman's Suffrage in Arkansas."

The next meeting will be held at Poteau, Okla., with Mrs. P. H. Morrison.

NORTHERN DIVISION MEETING.

The Northern Division Safety Committee held their regular meeting in the office of Superintendent at Fort Scott, May 19. Meeting called to order at 2:30 p. m., by acting chairman C. F. Hesser, with the following members present: J. J. Cummins, Tom Hall, E. E. Dix, H. W. Cooper, W. A. Johnston, J. A. Henshaw, G. L. Swearingen and C. D. Toler.

Almost every member present made recommendations for the betterment of conditions in regard to Safety. The thirty items reported by the Division Safety First Inspectors as well as the SF-1 cards were taken up by the Committee.

The meeting adjourned at 4:30 p. m.

For Better Operation.

The following is an extract from a letter dated May 10, from an "Employee" of Oklahoma City:

"The writer has been an ardent reader of the Frisco-Man since its inauguration and feels that heart to heart talks from the management to its employees and between employees, available through the columns of the Frisco-Man, are extremely beneficial towards better operation of the road.

"Our road especially has been carrying on for some time a strenuous campaign in the interest of Safety First and Freight Claims Prevention, and obviously the benefits cannot be overestimated. Satisfied shippers are results of numerous elements incident to railroading among which are foremost the prompt dispatch of freight and passengers. I realize that the abnormal conditions of the recent past have seriously handicapped our line in the performance of prompt service, however in daily analysing the performance of our passenger trains, it would seem that the delays could be materially overcome.

"My experience leads me to believe that a satisfied traveler means a loyal shipper and on-time trains are necessary in controlling passenger travel. I am inclined to believe that a campaign through the Frisco-Man for on-time passenger trains would produce vast benefits and create and control great increases in passenger travel. I am offering this suggestion merely as an earnest employee of the Frisco, who daily listens to the complaints of our patrons account of late trains."



Fulton Pump Station, Fulton, Kans., showing Pumper A. W. Johnston.

Murine Eye Remedy.

Murine Allays Irritation Caused by Smoke, Cinders, Alkali Dust, Strong Winds, Reflected Sunlight, Eye Strain and in fact should be used for all Eyes that Need Care. These suggestions most surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. adv. in this issue and write for their Book of the Eye.—*Adv.*



WITH THE AGENTS



This department is for matters of interest to Agents. All Agents are welcome to contribute.

SHIFTS.

F. Baskett installed permanent agent Kiefer, Okla., May 31.

N. W. Luna installed permanent agent Gilmore, Ark., June 1.

R. H. Watson installed permanent agent Carl Jct., Mo., June 1.

H. E. Sallee installed permanent agent Beaumont Jct., Kas., June 2.

A. H. Bauer installed permanent agent Ardmore, Okla., June 1.

J. L. Carley installed temporary agent Cold Springs, Okla., June 1.

J. E. Mabry installed permanent agent Plantersville June 9.

Effective June 1, 1917, freight agency at Grider, Ark., closed, station remaining open as ticket only agency, Mrs. Effie Baker installed ticket agent.

W. S. Barker installed permanent agent Vista, Mo., June 7.

I. L. Fuller installed permanent agent Southard, Okla., June 5.

A. E. Hughes installed permanent agent Fay, Okla., June 5.

J. V. Roberts installed temporary agent Niangua, Mo., May 23.

L. N. Martin installed temporary agent Niangua, Mo., May 28.

W. E. Barron installed temporary agent Matthews, Mo., May 31.

F. A. Ross installed temporary agent Winona, Mo., May 29.

E. L. Duren installed permanent agent Hardy, Ark., May 31.

Wm. Oliver installed permanent ticket agent Risco, Mo., May 25.

L. J. Strahan installed permanent agent Belton, Mo., May 25.

Effective May 28, 1917, Kinder, Mo. (River & Cape Division—Hoxie Sub-Division—Station No. TA-169) opened as a ticket only agency, Geo. A. McLane installed agent.

W. R. Thorpe installed temporary agent Rich Hill, Mo., May 22.

Station List in error in showing L. J. Jones as agent Jerome, Mo. Same should be W. M. Leek, effective June 5, 1916.

Station List in error in showing R. B. Lemons agent Franks, Mo. Same should be L. J. Jones, effective March 5, 1917.

Nego, Mo., shown as open ticket agency in Station List in error. Same is prepaid station. Ticket agency closed 12-23-15.

W. E. Rash installed temporary agent Ten Brook, Mo., May 16.

H. M. Bader installed permanent agent Fremsdorf, Mo., May 17.

J. W. Summers installed permanent agent Delta, Mo., May 17.

Effective May 18, Stacy, Ark., opened as a ticket only agency. J. L. Stacy installed ticket agent.

B. Cash installed temporary agent Zalma, Mo., May 15.

H. Bowman installed permanent ticket agent Bainbridge, Mo., May 19.

O. C. Kerfoot installed temporary agent Frenchman's Bayou May 16.

P. A. F. Ingle installed permanent agent Cabool, Mo., May 15.

D. Meeker installed permanent agent Birch Tree, Mo., May 15.

Miss Sadie M. Holmes installed ticket agent McBride, Okla., May 20.

S. J. Locke installed temporary agent Ocheltree, Kas., May 21.

L. V. Rodgers installed temporary agent Rush Tower, Mo., May 22.

B. R. Harris installed permanent agent Canalou, Mo., May 9.

G. W. Harwell installed permanent ticket agent Tupelo, Miss., May 10.

W. D. Magill installed permanent agent Riverton, Kas., May 9.

H. C. Forgey installed temporary agent Cliquot, Mo., May 9.

J. D. Daugherty installed temporary agent Vista, Mo., May 8.

L. B. Lindley installed permanent agent Arapaho, Okla., April 20.

C. R. Heasley installed permanent agent Bay, Ark., April 30.

H. D. Scott installed permanent agent Grider, Ark., April 30.



Help the Agent and Cashier.

The following is a suggestion from Geo. O. Wright, cashier at Birmingham.

If this company could, without any great inconvenience on its part it should discontinue issuing form G-12-Local (discharge checks) and in place thereof, issue regular pay draft form 1405 Local.

The present manner of handling makes it necessary for the agent to figure in all manner of ways to get cash on hand to pay these discharge checks.

At all the large stations, the majority of collections is by check or draft, which the agent has no authority to cash, making it necessary to deposit in his regular remittance to bank.

This I believe would eliminate the present trouble we have in explaining to a man that we are unable to pay him at present, and that it will be necessary for him to come back later on in the day, or to come back tomorrow, whereas, if we gave him a regular pay draft form 1405-Local, he could then go to the bank and have same cashed and keep the good feeling of the agent and company.



A Satisfactory Water Treatment

must convert the water supplies on the division into **good steam water**—that is, —must correct their tendencies to corrosion and foaming—and prevent the incrusting salts from depositing as scale. This must be done without developing any detrimental by-products; scale must be prevented without creating a foaming condition; all corrosive salts must be counteracted.

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USE YOUR PASS NOW

Whole Wheat Bread.

With the continued scarcity and high price of wheat, it is necessary therefore for us to learn the best methods for conserving the supply, and at the same time get full food value from it. At the request of the Frisco-Man, Miss Bab Bell, of the Home Economics Department of the University of Missouri, has prepared the following article upon the advantages of whole wheat bread. This article should prove interesting to all.

For years authorities on foods have written and talked of the advantages of whole wheat bread, sanitariums and hospitals have used it in the feeding of the sick and a few families have bought it, generally for the sake of variety. It has remained for the scarcity of wheat and the consequent high price to awake the people at large to a realization of the fact that by using the whole wheat flour they are not only doing a service to the country in lessening the waste of the wheat supply, but they are doing a very vital service to their own bodies in supplying them with a most necessary food which is omitted entirely from the white flour.

In the modern process of milling, 75% of the wheat grain is used for white "patent" flour, the remaining 25% being sold as "bran" and "shorts" for feeding stock. In some ways the stock have the advantage in this method of division. In making whole wheat flour, practically 100% of the grain is used. By using whole wheat flour therefore, we are saving for human food 1/4 of the wheat grain and making the wheat crop feed 25% more people than white flour alone could do. This is well worth consideration at a time when every pound of food is important.

A second point in favor of whole wheat bread is that it actually furnishes a better food than white bread, one which makes strong, robust men and women. White flour is made almost entirely from the inner material of the wheat grain. It

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contains, beside the starch, protein, fat and water less than three-tenths of one per cent mineral matter, which means that seven-eighths of the phosphorus and eleven-fourteenths of the potash and lime are lost. These minerals are found principally in the outer wrapping of the wheat grain as is also a chemical substance called vitamine. Both must appear in the food if the body is to live and grow properly. On making whole wheat flour, both mineral matter and vitamines are retained. This is a very important fact since mineral matter and vitamines are sadly lacking in the average diet, particularly of the families who cannot have fresh fruits and vegetables all the year round. Both mineral matter and vitamines are especially necessary to children during the period when they are making such rapid growth. A lack of these substances will cause poor bones and teeth, anaemia and other of our so-called "deficiency" diseases. In many families bread is the chief article of food and if this is white bread, so lacking in mineral matter and vitamines, no wonder so many families show signs of wrong feeding and so many children are under-nourished. Their food may be sufficient in quantity, but the quality is not there.

Bran bread is used by many people of sedentary habits to correct constipation. When bran alone is used, its continued use may cause irritation of the alimentary cause. This is less liable to happen when the bran is combined with flour, as it is in the whole wheat product. As an article for continual use, therefore whole wheat bread is preferable to bran bread.

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