

or little, say to himself and his neighbors is that he would consider it a disgrace to come out of this war any richer than he would be at the end of the same interval of time under normal conditions. But all of them won't say it.

Here and there throughout the country there is a dealer in or maker of some sort of food commodity who would be less moderate than Croesus or Carnegie if left to his own devices.

That has been shown already, and the practical hardheaded idealists in the Hoover outfit who are working out the various problems of feeding the world take note of sordid facts and allow for them and combat them as an essential part of the task of bringing about a situation in which excess profits will be sacrificed in America as automatically as lives will be sacrificed in France. They know that present prices of some are due, only in part, to unavoidable economic conditions of war, and that, in part, they are to be charged against greed and extortion and exploiting. They know that mass meeting promises and resolutions have got to be transmuted into concrete acts that are fair by means of strict regulation, that the dealer on the platform sitting with other dealers under the Stars and Stripes and the flags of the Allies, and listening to the band playing the national anthem, is inclined to be a much more reasonable patriot than when he is alone behind his counter, selling a loaf of bread or a dozen eggs or a pound of calf's liver, with nobody looking or listening except the customer.

Hence the putting into effect of the licensing provision for the big fellows next Thursday, Nov. 1, and the determination to ask for similar legislation from Congress for the little fellows in the business, if more law is found necessary to control them. Even as the law is now, the retailer, no matter how small his business, can be prosecuted for hoarding

or for wasteful practices in the handling of his stock in trade.

Previous acts of the Food Administration have been, in the main, directly for the benefit of the peoples of the allied countries, and indirectly for the benefit of the people of the United States. In other words, stripped of all their legal technical phrases and the formalities of the proclamations and promulgations of President Wilson and Mr. Hoover, the efforts of the United States have been to be generous to millions of people whose needs were greater and more pressing than our own.

Even that generosity, however, has had a background of intelligent selfishness, based on the axiom of the war that if France and England go to pieces because of lack of food, the United States will have to go on fighting this war alone.

This is becoming better and better understood by a constantly increasing body of Americans who may be described as having international minds. It is only necessary to tell them that our normal export of wheat of 77,000,000 bushels must be increased to more than 200,000,000 of bushels to keep our allies from starving. Tell them that, and they will take to eating cornbread, eating fish instead of meat, and doing other necessary things as a matter of course, not as a fad or pleasant wartime diversion for a week, but so long as the need shall last. But it is not claimed that such people are a majority of the population.

On the contrary, the apparent looking out for the feeding of other countries first has caused resentment and bitter questioning from various groups in all parts of this country. These people think, or pretend to think, that the only answer, at least the first and chief answer, to the food question should be more food for America at lower prices. Statistics of wheat exports are meaningless figures to them.

There are many others, not so selfish,

who resent the ceaseless reiteration of propaganda to save and to eat less than they needed, both in peace and in war. They are asking now, not for poster epigrams on the merits of saving, but for prices that will enable them to live more nearly in accordance with that vague thing called the American standard. The Hoover administration sympathizes with these people as keenly as the head of that board sympathized with the people of Belgium and Northern France at the outset of the war. It is going to help them by the licensing system about to be undertaken. The campaign to save is for the education of those whose habit it has been to waste.

It has to be persistent and dramatic, even spectacular, because there are so many wasters.

As already intimated, however, the work of licensing to begin this week is much more directly for the benefit of the people in this country than any of the previous moves of the Administration has been. It is intended to straighten the line between producer and consumer, which has been a very crooked line, and to get rid of many of the wasteful and price-increasing defects of the present methods of distribution.

It does not directly fix prices of food, to answer a question that comes into everybody's head the minute the Food Administration is mentioned. Unlike the fuel law, the Food Act of Congress does not permit the fixing of prices. It was not intended that it should, for neither the President nor the Food Administrator wanted that power, because the actual fixing of food prices had failed in Germany and wherever else it had attempted.

There is a widely held but mistaken notion that the Government has fixed the price of wheat for this year at \$2.20 a bushel. The Government has merely said that it considered that a fair price, that it would pay \$2.20, neither more nor less, through its own grain corporation; and

the millers, co-operating with the Government, have agreed to pay the same price. The growers may sell at that or not, as they see fit. They can sell for less if they want to, for more if they can get it. The only absolute price fixing that has been done has been by the action of Congress in declaring that next year wheat shall be \$2 a bushel. It is a fact, not very relevant to the matter of licensing food men but interesting, that many farmers are now holding back their wheat and the millers are not getting it as rapidly as they should. Car shortage is one cause of this. Hope on the part of growers that the Government will revise upward its opinion of what a fair price is and their certainty that at least \$2.20 will hold until next year is another cause for there need be no hurry to get to market to obtain the price. Undoubtedly another cause for the holding back of wheat is to be found in the efforts of the German agents in certain grain-growing sections of the West to persuade the growers that they will do better to hang on.

But that is digression. The licensing device, while it does not provide for fixing the selling price of any given item of merchandise, does provide that no person in the food business shall charge more for any article than will give him a reasonable percentage of profit over what he actually paid for it. This percentage, in every case, is to be based on what the seller actually paid for the thing sold, regardless of any increase in its cost subsequent to his purchase of it. That is, if John Smith buys something for \$5, his percentage of reasonable profit on selling must be based on that \$5, even if the cost of the thing goes up to \$10 before he sells.

Another provision is against resale of contracts for delivery of goods a long time in the future. This strikes at one of the chief causes of the unnecessary increase in the price of goods to the consumer, regardless of the original cost of

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Thanksgiving.

President Wilson in his Thanksgiving Proclamation makes no attempt to recount the specific things for which the Nation at this time has cause to be grateful. Had he particularized doubtless he would have given the result of the Second Liberty Loan a prominent place among those things for which the Nation should be thankful.

For the great result of the Second Liberty Loan campaign, with nearly 10,000,000 Americans rallying to the financial support of the Nation and subscribing over four and a half billion dollars for the purchase of Liberty Loan Bonds, is a cause for deep thanksgiving in the heart of every loyal American.

President Wilson says the Nation should be thankful that we have been given the opportunity to serve mankind as we once served ourselves in the great day of our Declaration of Independence by taking up arms against the tyranny that threatened to master and debase men everywhere.

So, too, can all subscribers to the Liberty Loan be thankful that they have been given an opportunity to aid in this great mission of America and have done their part toward giving to the world liberty and justice and security from the tyranny that threatens to master and debase all nations and all men.

Every purchaser of a Liberty Loan Bond has struck a blow for human liberty and for civilization and humanity. Let them remember this on Thursday, the 29th day of November, and be thankful.



Mail Xmas Packages Early.

The Postoffice Department and the railroads are co-operating in plans for the prompt handling of an enormous increase in Christmas parcels sent by mail, in addition to those sent by express.

The railroads and the Postoffice Department are anxious to handle this great volume of Christmas mail so as to avoid disappointment to senders and receivers

of packages; but "a rabbit must be caught before it can be cooked", and Christmas packages must be mailed before they can be forwarded.

It is, therefore, the patriotic duty of all railroad people not only to send their own packages early, but to do everything possible to induce the public to "Ship Christmas Parcels Early, Pack Securely and Address Properly."

Let's all get behind this movement, each doing his bit, and we will lessen the strain on our Government, our railroads, and ourselves.



This good looking young lady is Eula Mae, one year old daughter of W. E. Richardson, Chief Clerk in Agent's Office, Sapulpa.



Success comes to those who take advantage of experience and seize opportunities, building upon a solid foundation of service.

Reminiscences of an Old Timer.

G. R. Carsons, Asst. Supt.

I wonder how many men now on the Frisco were working here 35 years ago. November 6, 1882, I commenced to work for the KCFtS&GRR at Kansas City, and see very few men here now that were working at that time. Jersey Hendershot, Passenger Agent at Kansas City, told me a short time ago that the first man he had any remembrance of was ADAM, and I was the next man. My first Superintendent was P. F. Clinton, E. J. Perry was Train Master, H. C. Bell was GYM at Kansas City, J. S. McCrum was Master Mechanic, Ed Davis, Tom Toohey, George Hobson, "Cranky Smith," were engineers pulling passenger trains, Ben McCrum came a little later, Bill Miller, Sid Hibbard, Roundtree, and Bill Ware, were passenger conductors.

Forgot to include Anse Clark as a passenger engineer, who spent his last days in the "Soldiers' Home" near Leavenworth, dying about two years ago.

I helped make up the first train of meats, whiskey and other necessary commodities that went through to Memphis after the road was built south of Springfield. We took the train out near where

the KC Belt now is and had it photographed all cars being not over 30,000 capacity, some of them only 24,000 cap.

Could write a very amusing article on my first experience on a passenger train if any body wants to read it, how a news boy on the first train I rode on got my last cent for bananas, oranges, etc.



Doing Their Bit.

One of the features of the sales campaign of the Second Liberty Loan Bonds by Frisco employes, was the enthusiasm displayed by the men of the Car Department at Hugo.

Not satisfied with subscribing heavily themselves, they contributed to the cause by placing a large advertisement in The Husonian of that city, appealing to others to subscribe for bonds.

The wording of the ad was as follows: "Would You Allow a Man to Thrash You? Insult your wife, ruin your business, ill-treat your children? Germany threatens to do these things. What are you going to do about it, stand idly by, or buy a Liberty Bond."

Death of a Veteran Pumper.

David W. Johnson, a veteran Frisco employe, died suddenly October 21, at his home near Fulton, Kansas, at the age of 73 years.

Mr. Johnson was born in Idaho July 9, 1844, and entered the employ of the Frisco in 1873, working continuously for 33 years, and without missing a day, except in case of sickness.

For 15 years prior to September 15, 1914, when he was pensioned, he was employed as pumper at Cherokee and Fulton, Kansas.



At the age of 70 he was pensioned by the Company, and retired to his farm, one mile north of Fulton, where he lived until his death.

He is survived by a widow and five children, one of whom, A. W. Johnson, is at present employed by the Frisco, as pumper at Fulton.

Mr. Johnson had many friends among Frisco employes who join the Frisco

Man in extending sympathies to the family.

Veteran Employe Passes Away.

Albert Wagner, who since 1780 has been in the employ of the Frisco, died November 5 at the Frisco Hospital, St. Louis, at the age of 81 years.

Mr. Wagner was born in Bavaria, Germany, October 31, 1836, and when nine years of age, came to America with his parents. They settled in Wisconsin where Mr. Wagner obtained work as water boy for the Milwaukee & La Crosse Railroad, and where he later homesteaded 160 acres of land.



engineer, serving in this capacity until 1900. From 1900 to 1907 he held various positions as foreman for the company, and in 1907 entered the employ of the Frisco Employes' Hospital Association at St. Louis, as engineer, residing at 4932 Finkman Ave. In 1913 he adopted Miss Frances Goebel, who was then assistant chef at the Hospital.

Mr. Wagner was a member of the B. of L. E., the badge on the lapel of his

coat, in the picture being a 40 year

membership badge.

In 1870 he came to the Frisco as



A Boost for Frisco Service.

In looking through some old files a few days ago, G. E. Whitelam, Inspector Transportation & Maintenance of Way, discovered a letter from a patron at Fayetteville, dated April 24, 1916, which expressed appreciation of Frisco service. The letter says in part: "Did you ever go into a place with a hesitating air and be knocked over with surprise? Well, at any rate, I did. I had some books that I did not need in school here and decided to send them home. Sent them to the depot, there I asked the gentleman (kindly notice that word) in charge of freight (not the Agent, a workman) if he would be so kind as to tell me where I could get a few nails to finish the job and for a tag.

"If you will wait a moment," he said, 'I will fix your box for you, sir.' Well the blow was too hard for my delicate constitution, my tongue stuck out, the air reeled. After a while I recovered. That box was fixed as if it contained Government Bonds. The man did it without telling me that perhaps I would

find some 'over there,' pointing indefinitely nowhere, or with the usual look or answer. 'Why don't you fix your shipment up before bringing it here? What do you think this is, a supply house?' And I found out that it has become customary.

"I don't know how this idea of courtesy started, but I do know the Frisco has sold two tickets over their route, that would not have happened, had this not happened."



Official Photographer.

The Frisco-Man is indebted to O. J. Poupney, photographer and draftsman of the Engineering Department at St. Louis, for the photos used on the cover page for the past few months. Mr. Poupney has very cheerfully made use of his Saturdays and Sundays in order to furnish better cover plates for the magazine. We take this opportunity of thanking him for his interest and efforts. More power to you, Mr. Poupney.