

What Daniel Webster Said.

Below is a summary of the remarks made by S. A. Hughes, General Immigration Agent, at the last meeting of the Frisco Railroad Club:

In looking over Railway Business Association Bulletin No. 9, dwelling upon constructive railway policies in the various States of the Union during 1911, I note a decrease in railway laws of 58 per cent, which, in my opinion, augers well for the country's future, and while this is true, I think we might anticipate another onslaught of adverse legislation during the coming political campaign, and having this in mind, I was prompted last evening, when called upon to address the Frisco Railway Club, in St. Louis, to touch briefly upon Webster's reply to Hayne in the United States Senate in 1830, on the rights of the States in respect to the Union, which I think is pertinent at this time, inasmuch as the State Legislatures in their enactment of laws appear to be infringing upon the Constitution of the United States, and which, if continued, will, in my judgment, interfere with commerce, affecting materially that which is interstate. A brief of Webster's address follows:

I shall enter upon no encomium of Massachusetts. It needs none. There she is; behold her, and judge for yourselves. There is her history, the world knows it by heart—the past at least is secure. There is Boston and Concord and Lexington and Bunker Hill and there they will remain forever. The bones of her sons falling in the great struggle for independence, lie mingled with the soil of every State from New England to Georgia, and there they will lie forever.

And sir! where American Liberty raised its first voice and where its youth was nurtured and sustained, there it still stands in the great strength of its manhood and full of its original spirit. If discord and disunion shall wound it, if party strife and blind ambition shall hawk and tear it, if folly and madness, if uneasiness under salutary and necessary restraint shall succeed in separating it from

that Union by which alone its existence is made sure, then it will stand in the end beside that cradle in which its infancy was rocked. It will stretch forth its arm with whatever of vigor it may still retain over the friends who gathered round it and it will fall, if fall it must, amidst the profoundest monuments of its own glory and upon the very spot of its origin.

I understand the distinguished gentleman from South Carolina to maintain that it is a right of the State Legislatures to interfere when in their judgment this government transcends its constitutional rights and to arrest the operation of its laws, but the State Legislatures, however sovereign, are not sovereign over the people.

So far as the people have given power to the general government, so far the grant is unquestionably good and the government holds of the people and not of the state governments. We are all agents of the same supreme power—the people. The general government and the state governments derive their power from the same source; neither can, in relation to the other, be called primary, though one is definite and restricted, the other general and residuary.

The national government possesses such powers as it can be shown the people have conferred upon it and no more; all the rest belongs to the state governments, and to the people themselves. So far as the people have restrained state sovereignty by the expression of their will in the Constitution of the United States, so far is state sovereignty effectually controlled.

To make war, for instance, is an exercise of sovereign power, but under the Constitution of the United States no State can declare war. To coin money is another exercise of sovereignty, but no State is at liberty to coin money. This government is the independent offspring of the popular will and not the creature of State Legislatures. Nay, more; if the whole truth must be told, the people brought it into existence, established it and have hitherto supported it, for the very purpose amongst others, of imposing certain salutary restraints upon state sovereignties. The States can not, now, make war; they can not contract alliances, they can not make,

each for itself, *separate regulations of commerce*; they can not lay imposts; they can not coin money.

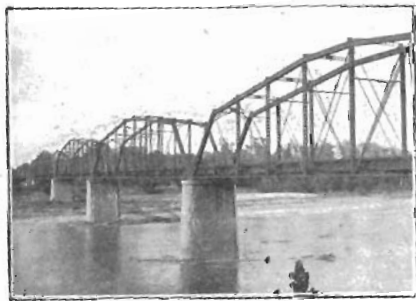
If this constitution, sir, be the creature of State Legislatures, then it must be admitted that it has obtained a strange control over the volitions of its creators. I profess, sir, in my career, hitherto, to have kept steadily in view the prosperity and honor of the whole country and the preservation of our federal Union: that Union to which we owe our safety at home and our consideration and dignity abroad; that Union which was created by the discipline of our virtues in the severe school of adversity. It had its origin in the necessity of disordered finance, prostrate commerce and ruined credit. Under its benign influences, these great interests arose as from the dead and sprang forth in newness of life. Every year of its duration has teemed with fresh proofs of its utility and its blessing, and although our country has stretched out wider and wider and our population spread farther and farther, it has not outrun its protection or its benefits. It has been to us all a copious fountain of national social and personal happiness.

I have not allowed myself, sir, to look beyond the Union to see what might be hidden in the dark recess behind. I have not coolly weighed the chances of preserving liberty

when the bonds of the Union have been broken asunder. I have not accustomed myself to hang over the precipice of disunion to see whether, with my short sight, I can fathom the depth of the abyss below. So long as the Union lasts we have high exciting, gratifying prospects spread out before us, for us and our children. Beyond this, I seek not to penetrate the veil. God grant, in my day at least, that curtain may not rise, when my eyes shall be turned to behold for the last time the sun in the heavens, may they not see it shining on the broken and dishonored fragments of a once glorious Union. On states dissevered, discordant, belligerent, on a land rent with civil feuds or drenched, it may be, in fraternal blood; but let their last feeble and lingering glance rather behold the gorgeous ensign of the republic, still full high advanced, its arms and trophies streaming in their original luster, not a stripe erased or polluted, not a single star obscured; bearing for its motto no such miserable interrogatory as: "What is all this worth?" or those other words of delusion and folly: "Liberty first and Union afterwards," but spread all over in characters of living light blazing in all its ample folds as it floats over the land and over the sea that other sentiment so dear to every true American heart: "Liberty and Union now and forever, one and inseparable."

Red River Bridge.

The reproduction herewith shows the Frisco's bridge over Red River at Arthur



City, Tex. The picture was taken by Floyd E. Fawver, of Seligman, Mo., July 19, 1911.

Moving Up.

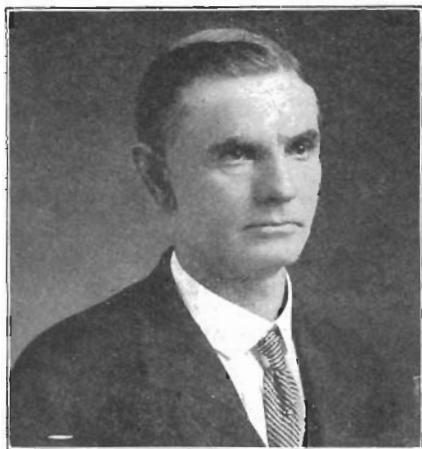
J. F. Simms, superintendent Ozark Division, is transferred to superintendent Eastern Division, vice A. O'Hara, deceased.

B. F. Hunter, assistant superintendent Western Division, is transferred to assistant superintendent Ozark Division.

J. W. Cleary is appointed chief train dispatcher on the Oklahoma and Chickasha Sub-divisions, with headquarters at Sapulpa, Okla., vice T. T. Cronin, resigned, effective November 1.

M. O'Dowd.

Many of our employes will recognize at a glance the picture herewith repro-



duced of M. O'Dowd, chief tie and timber inspector, who has headquarters at Springfield, Mo.

Mr. O'Dowd has charge of all the tie, timber, car oak and piling of the entire road, and besides his regular office force, is in charge of seventeen inspectors in eight different States.

Through the courtesy of J. C. Riley, editor *The Blade*, Walnut Ridge, Ark., we are able to present this reproduction.

Foremen's Meeting.

At a meeting of the foremen of the 12 and 13 track divisions, roadmaster's office, Pittsburg, Kan., November 12 and 26, half of the foremen being present at each of the meetings, many important topics were discussed, particularly that of "Safety First."

Foreman Trisler, who represents the trackmen on the Northern Division Committee, was present at each of the meetings, and he explained the aim of the

committees and the work they had mapped out. He described what had been accomplished so far and received fifteen good suggestions from the foremen, which he took back to the division meeting.

Loren Seneker was present at the meeting on the 26th, and gave an interesting talk, which was appreciated by all. He described the most common causes of accidents to trackmen, and gave some pointers as to how the trackmen could help out in this movement.

All of the foremen of the 12 and 13 track divisions heartily endorse the actions of the Safety Committees, and will make strenuous efforts to further any idea that will help to make railroad-ing a safer occupation.

Meetings will be held each month hereafter, and THE FRISCO-MAN would like to hear from all of the foremen holding meetings of this kind. THE FRISCO-MAN would like to have in detail all discussions at these meetings.

Ewing Hustling.

While visiting at a friend's house in Chicago, one of our operating officials "swiped" the photograph herewith reproduced of Assistant General Freight



Agent D. L. Ewing. The picture shows Mr. Ewing in his characteristic attitude hustling for business.

The Efficient Man.

J. W. RUGGLES, Engineer.

Roadmaster Ellis, in the November issue of THE FRISCO-MAN, began his article with the statement: "The ambition for attaining higher rank seems a question seldom thought of" by the employes of the railroad company.

Now I, for one, will take issue with the writer referred to, in the above quotation only, and will venture the assertion that 75 per cent of the employes who are today performing their duties for the company, are there for two reasons only, *i. e.*, to provide for themselves and their families; and with the hope of attaining something better, or a higher rank in the service.

I will say, furthermore, that an employe who has no ambition for higher rank is not worthy of the position he now holds. We will admit the average man is not as wide awake to his employer's interest as he should be, but we should give due credit to those who are ready and willing at all times to further the interests of the company he represents.

Mr. Ellis quotes the old adage, "Knowledge is Power," and I only wish that every employe could be brought to realize the importance of this fact. How many men do we come in contact with in our daily labors who are performing their part of the work just like a machine. We say to them, "Why are you doing that?" The reply is very often, "The boss told me to do it," instead of having the proper knowledge regarding the subject, and explaining in an intelligent manner his reason for doing so.

I wish to emphasize the fact, as Mr. Ellis says, that "there is no dead wood wanted," and there will be none used

when it comes to promotion. The "live wire" man is the first to be considered, no matter how long he has been in service. "Dead wood" is not needed for the important places that occasionally become vacant, nor for the new positions created.

Higher efficiency can be obtained by the proper development of our minds, as our actions are prompted and governed by the brain, and we do only that which the brain dictates. As we are all aware, the mind is ever susceptible of higher development, and so can we develop in higher efficiency if we improve our time and study the questions and principles relative to our line of work, as well as all lines pertaining to the science of successful railroading.

We should be willing and ready to bear the hard knocks that are necessarily scattered along our career of railroad life, if we would finally succeed in developing ourselves to that point of usefulness so necessary to success.

We should not confine our investigations to one line of work alone, but let our minds expand, and study every detail relative to our employers' interests, keeping in view the thought that what is to our employers' interest must also be to our interest.

We all realize the need of higher efficiency, especially at this time when adverse legislation pertaining to our public carriers is being enacted and placed in our statutes, and, as higher efficiency and economy are so closely related, we should all put our shoulder to the wheel and see the Grand Old Frisco move along without a throb or a pound in any part of the stupendous machinery,

either mechanical or intellectual, of which it is composed.

We should also remember that courteous treatment to each other, and especially to the public in general, is one of the most valuable assets any railroad

can have, and, as it is such an easy accomplishment, we should all exert an influence in bringing this about.

I hope this little reference will be received by Mr. Ellis in the same spirit in which it is given.

Courtesy to the Public.

D. L. ESTES, Agent, Headrick, Okla.

In reading Mr. Joynt's article in the last issue of THE FRISCO-MAN, it brought to my mind a few thoughts on "Courtesy to the Public."

How many times are we cross and give people short answers, when a minute's thought and a polite answer would suit the occasion so much better? Wouldn't it save much more time to give the party asking the question the desired information the first time, even though they don't know how to ask for it, than to wait for them to ask a half dozen more questions about it, which they will do if they don't find out what they want to know the first time?

How many of you have "balled out" an old man or an old lady when you could have given them a courteous answer, and they would have appreciated it so much more? How many of you have an old mother at home, that is dearer to you than anything in this world, who never traveled very much? I would hate very much to think I had been guilty of "balling out" the mother of one of my fellow workmen, and I am sure you would not "ball out" my mother if you realized what you were doing, yet every time we "ball out" an old lady or gentleman we are "balling out" some one's father or mother.

Treat the farmer with courtesy and you will never lose anything. If you

were out hunting and had grown weary and tired, and call at the home of some farmer you had insulted at the station, you would hate to even ask for a drink of water. On the other hand, if you had treated him with courtesy, as you should have done, how would he treat you? With a hearty welcome, of course, invite you in and set you down to one of the best meals you ever ate in your life, such as can only be found at the home of the farmer. After dinner he would take you out and show you where the best hunting was, and treat you royally in every way, all because you had shown him a little courtesy on some previous occasion.

The trouble with us is, we don't stop to think; when some little something goes wrong we want to take it out on whoever happens to be around, regardless of who it is or how much we hurt their feelings.

An old adage says, "What we go out to meet the world with is what we get from it. We see about us only what is in us. Love and love will come to you. Hate and hate hurries to meet you at every corner."

Treat the public with the courtesy due them and you will not regret it, and, as I find it in my experience, get along much better in every way.