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Illuminating Oils Signal Oils

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Manufacturers of all kinds of Petroleum Products

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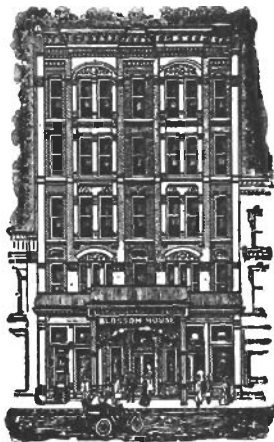
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Mention us when writing to advertisers, it will help us both.

Mr. Railroad Man, Let Us Introduce You to Farmer Jones

There is hardly a railroad man among you who does not look forward to the day when you can shake the cinders out of your shirt for the last time, and settle down on a comfortable farm for the rest of your days. You, whose ambition instead is to stick to the railroad game in an effort finally to become general manager or president, of the road, are just as much in need at this time of an introduction to Farmer Jones and his problems.

The railroad is just as much a part of the every-day equipment of the American farmer as are his reaper, his teams, his silo, or his barnyard. The farm is not a thing apart from the railroad. The two are as interdependent as are the wire and the electric current which enlivens it and makes it potent. Hence the railroad man and the farmer ought to become better acquainted. With this idea in mind, we have made a country life issue of

The Mediator for June

B. F. Yoakum and W. L. Park, two of the foremost railroad executives in the country, have gone to the trouble of making deep studies of the relation of the railroad and the farm. They present their views in ringing articles in this notable issue of **THE MEDIATOR**.

O. H. Bensen, of the National Department of Agriculture, tells what he is doing for the boys and girls of the farm, and how the farm home is being made a more vital agent in the solution of our farmers' problems. Mrs. May Grace Turner, who has just organized a girls' tomato club in Ohio, tells what can be done to make the girl independent on the farm, and thus keep her from going away to the city. F. R. Miller contributes an absorbing story about crops with the guess-work left out. H. O. Tiffany writes a story about tile drainage that is as interesting as fiction.

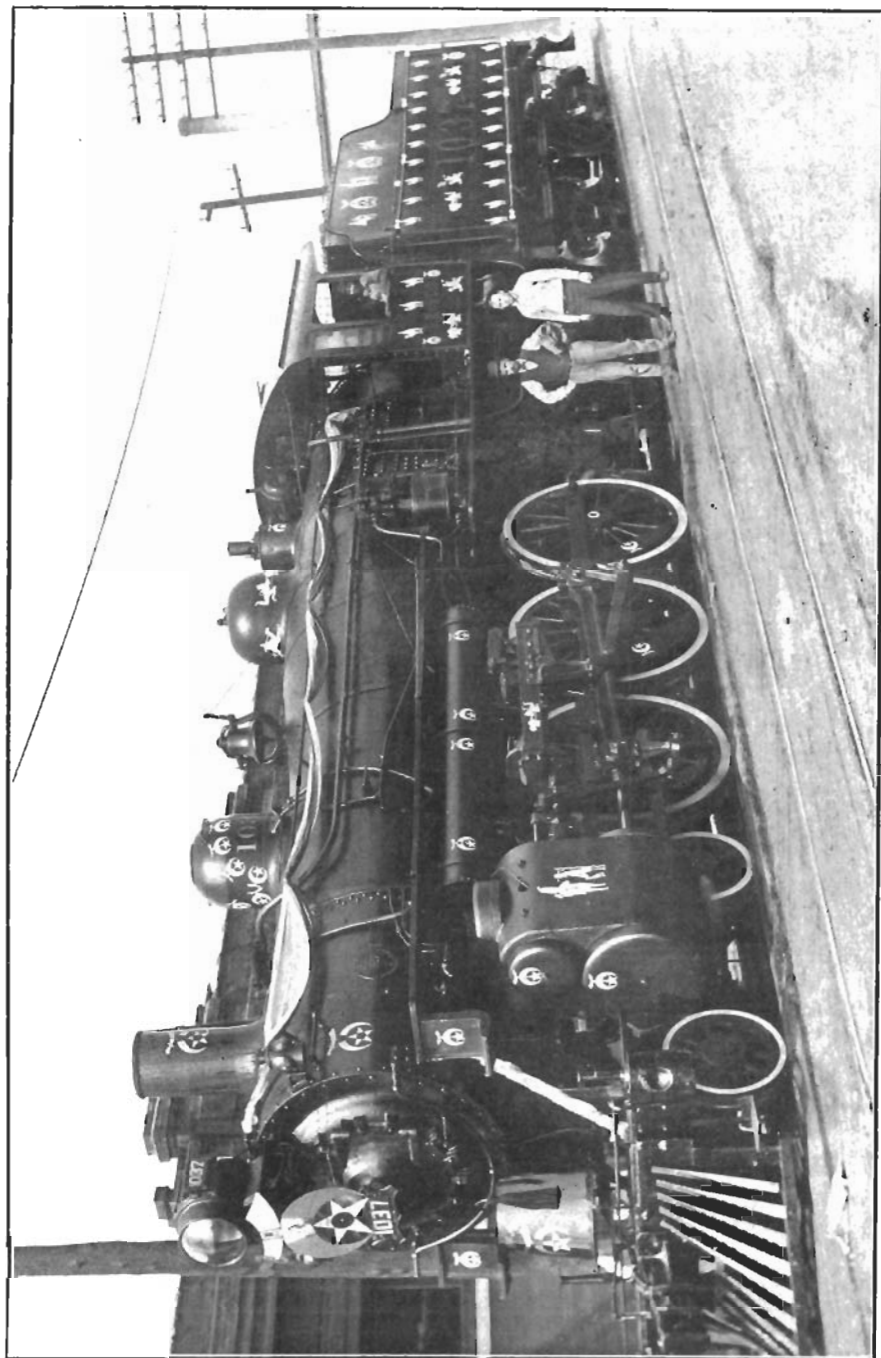
"Is Your Shoulder at the Wheel" tells railroad men exactly how to get back of the railroads at this time and help them get their request granted for the five per cent rate increase which they need so sorely. Shows the way to give your employers a square deal in their hour of need.

J. K. Turner contributes one of his greatest articles. It is called "The One Way Out." He shows the way out of our maze of economic fear. In "Watered Wages," A. G. Williams charges powerful organizations of labor with watering wages at the same time that they are accusing capital of watering its stock. This is a telling argument and a powerful argument. C. B. Bartlett writes of "The Business Gardener," and shows how the efficiency engineers have been merely hoeing the surface instead of going down to the root of the trouble.

Do not miss this number of **THE MEDIATOR**. An addition de luxe, profusely illustrated, 100 pages. It includes a special offer of **THE MEDIATOR** for two years for a dollar bill. Send ten cents in stamps for this notable June issue. You'll want to keep it on your reading table for many months. Write for it today.

THE MEDIATOR, Cleveland, Ohio

Mention us when writing to advertisers, it will help us both.



Engine 1037 ready to pull the Shrimers' Special out of Springfield, Mo., for Dallas, Texas. Taken Saturday, May 10. The engineer with the overalls under his arm is Tom Haslet, one of our veterans in point of service.



Vol. VII, No. 6

SAINT LOUIS, MO.

June, 1913

Thos. H. West and B. L. Winchell, Receivers,

St. Louis and San Francisco Railroad.

St. Louis, June 3, 1913.

TO ALL EMPLOYEES:

It is particularly desirable that every employe upon the Frisco payroll shall impress every patron of the line and the public at large with the fact that the Frisco is a going institution and that it will not stop going.

The appointment of Receivers of the property in no wise affects the day to day operations. The Frisco has been endeavoring to give all patrons good service; the same operating and traffic forces throughout will continue to serve the public just as carefully and just as well as in the past; it is even hoped by the Receivers that the physical property and the character of the service shall be bettered from time to time.

The same earnest solicitation by the traffic representatives and the same painstaking care of the business after it has been secured will hold all of our old patrons and bring us others.

Thos H West
B. L. Winchell

Receivers.



Pawnee, Okla., station and force. Reading from left to right are: J. B. Wood, agent; Frank O'Halloran, cash-

ier-operator; J. M. Lee, night operator-clerk; C. H. Johnson, express cashier; and Lee Overstreet, warehouseman.

Willow Springs

There is probably no town along the Frisco lines that can boast of a more attractive or inviting entrance than Willow Springs, Mo., Ozark Division.

The reproduction herewith shows



this entrance, leading from the Frisco Depot up Center Street.

The fountain and walks were constructed by the Frisco, and the large electric sign, "Welcome," was constructed by the Commercial Club.

The work of constructing the walk and fountain was in charge of Thomas Protiva, who for thirteen years was connected with the Frisco's B. & B. Department, serving eight years as bridge foreman. Mr. Protiva, who no doubt will be remembered by many "old-time" Frisco men, is now in the hardware business.

Wright Promoted

C. E. Wright is appointed traveling storekeeper, with headquarters at Springfield, Mo., vice W. T. Bissell, promoted; effective May 15.

Mr. Wright entered the employ of the Kansas City, Fort Scott & Memphis Railway February 28, 1887, at Kansas City, and has been continuously employed in various positions of the store department since that time.

C. E. Wheatley is appointed district storekeeper, succeeding Mr. Wright. Mr. Wheatley, who will have headquarters at Kansas City, has been continuously employed for the last ten years.