

of this kind where the Agent at Imboden has saved the railroad money.

I have report that Car Inspector George Keary at Newburg found SF-31881 leaking wheat. He immediately reported the matter to Agent Vandivort, also the fact that a quantity of wheat could be secured from the ground. I understand that they very easily gathered up the wheat, and that same was sold to a local dealer, 60 cents being realized, and special remittance made to treasurer covering. This may appear on the face of it to be a very small matter, however it is just such interest displayed in watching the little things that is going to assist materially in bringing about a \$100,000 reduction in freight claim payments this year.

A recent statement issued by G. E. Whitlam, superintendent freight loss and damage claims, shows a decrease of 41.5 per cent in our freight claim payments for the first five months of this fiscal year as compared with the same period last year.

This statement should prove not only interesting but gratifying to all employes, particularly those who have to do with the handling of freight.

This decrease in freight claim payments should continue, and if the good performance of claim preventive committees, which are now established at all terminals and on all divisions of the Frisco, is kept up, we have every reason to believe that the \$100,000 reduction aimed at will have been reached by February 1.

Another report, itemizing the charges to loss and damage freight account, shows a large decrease in claims caused by loss of entire packages, wrecks, defective equipment, improper loading and stowing, delays and unlocated damage.

The statement covers the first four months of this fiscal year as compared with the same period for 1913.

The only increase of any consequence noted in the report is that of rough handling of cars. This, however, has been materially reduced in the last month, and it is believed by the time the year draws to a close will show a decided decrease.

The three principal items upon which employes should concentrate their efforts, in order to bring about the desired decrease in claim payments, are, loss of entire packages, defective equipment and rough handling of cars. These are the largest items, therefore need special attention.

The statement below shows the attendance at the various Freight Claim Preventive Committee meetings during the month of November, also the number of postal cards received from employes. The November attendance exceeded the October attendance by 373.

Division	Where Held	Attendance	Total	No. Postal Cards Rec'd
Kansas City	Kansas City	279	279	314
Southwestern	Sapulpa	193	239	230
	Tulsa	46		
	7th Street	112	239	109
St. Louis	Broadway	82		
	Chouteau Ave.	45		
	Lebanon	211	211	157
River & Cape	Chaffee	54	161	148
	Poplar Bluff	107		
	Springfield	159	159	80
Memphis	Memphis	141	141	87
Central	Ft. Smith	67	111	101
	Talihina	44		
	Thayer	80	106	90
Southeastern	Jonesboro	26		
	Birmingham	75	100	115
	Amory	25		
Kansas	Joplin	48	97	51
	Neodesha	49		
Red River	Hugo	31	79	236
	Francis	48		
	Ft. Scott	28	65	81
Northern	Pittsburg	37		
	Enid	57	57	61
Western	Enid	57	57	61
Memphis	Memphis	81	81	
Total			2128	1860



Trade for Massey?

Massey Lee Fitch, fifteen-months-old son of George V. Fitch, blacksmith apprentice, New Shops, Springfield, Mo., is shown in the accompanying cut.

Mr. Fitch has not yet decided whether he will make a blacksmith or a ball player out of the little fellow.

Baltzell Watched.

Superintendent C. H. Baltzell of the Ozark Division, was the guest of honor at a banquet given by the Citizens of Thayer, Mo., at Hotel Augusta, December 12, in appreciation of the many good things he has done for Thayer and the community generally.

The program, especially prepared for the occasion, consisted of addresses by J. H. Banks, Missouri State Secretary Y. M. C. A., St. Louis; D. L. Forsyth, Master Mechanic, Thayer, Mo.; E. E. McGuire, Chairman Brotherhood of Railway Trainmen, Springfield, Mo.; Dr. D. G. Latshaw, International Secretary Y. M. C. A., New York; H. A. Clark, hardware merchant, Thayer, Mo.; James Hailey, assistant chief clerk, Thayer, Mo.; Prof. W. F. Lynch, State Normal, Springfield; A. B. Adams, Secretary

Y. M. C. A., Thayer, Mo.; George M. Durst, lawyer, Thayer, Mo.

At the close of the banquet a handsome gold watch was presented to Mr. Baltzell as a token of appreciation from the citizens for his interest in their behalf.

Thayer Y. M. C. A.

Campaign Week, November 19 to 26, resulted in sixty new members for the Thayer Y. M. C. A. and ten renewals. This gives the Association a total membership of 342, an increase of 105 per cent over last year's record.

In preparing for the Campaign a careful list was compiled of the railroad men in the town, and men engaged in other branches of work, who might be prospective members.

This list totaled 500 names and of this number 68 per cent now hold membership cards in the Association; 83 per cent, or 166, being men engaged in road service; 80 per cent, or 80, being men engaged in shop, yard or office service, and 48 per cent, or 96, men and boys not employes of the railroad.

Frisco Force at Mulberry, Kans.



Reading from left to right: H. T. Jarrett, bill clerk; C. Crafton, cashier; G. H. Gilbert, agent. Mr. Gilbert has been connected with the Frisco for the last ten years.

WORTH THINKING ABOUT.

J. M. Hart, Agent, Spaulding, Okla.

Railway employes, as well as the public, are face to face with a situation which greatly concerns their welfare. Any delay in the matter will mean disaster. The time is long past due when it should have been solved and the remedy applied.

Look at the vast army of railway employes, car workers, etc., who are jobless today and the many more that will be jobless in the near future, also at the extra duties of the men who are still employed because of a reduction in force.

Whose fault is it? Certainly not the railroads. They are sorry to have to reduce their working forces, for they know that a reduction in force means poorer roadbed, poorer equipment and poorer service.

The management of the railroads would certainly be glad to know they were operating over a first-class roadbed, with all modern equipment, had in effect all the modern safety appliances, and plenty of skilled workmen to handle them efficiently.

As things are today, the railroads are curtailing expenses to the last dollar.

Wrong, yes, radically wrong. Any man that stops to think the matter over can tell you exactly what the trouble is. The fact of the matter is they haven't got the money. Why? Simply because their earning capacity is destroyed. The great railway systems are **exactly** like the man that tamps the stone under the ties to keep up the roadbed. **The earning capacity of each is the only asset they have. Deprive them of that and they are worthless.**

Nearly every railroad in the United States is experiencing great difficulty financing itself. The reason is very clear. They are not making expenses, or are barely making operating expenses. No one wants to put their money into rail-

road stock, for the reason that they do not see returns in sight. Therefore, men with capital are looking for something more safe in which to invest their money.

Now, Mr. Jobless man, the manless jobs are getting very scarce, while it's a fact the railroads need your service and would gladly give you employment, so you could earn that much needed dollar, to be frank with you, they haven't got the money with which to pay you. With this state of affairs existing when rates both passenger and freight are lowered, the earning capacity of the railroads is also lowered **-AND WHO DOES IT HURT?**

First of all, the workers. Not only railroad employes exclusively, but all factory, steel work, and foundry employes, and all who help to supply the great railway systems.

When their earning capacity is cut, naturally the railroads must curtail expenses to meet the reduction in earnings. This throws thousands of men out of employment. **Second to the workers the public suffers**—their service goes down and their chances of injury while traveling go up.

You may ask any business man, any farmer, in fact, any man that uses the railroad, and he will tell you that cost is a second consideration to good service and safety.

The public has a right to demand service and **safety**, and they expect to pay for that service. The farmer will tell you that the more money he pays for his equipment the better service he gets from the purchase. The implement factory will tell you that they can't sell a vehicle for forty dollars that it cost ninety to produce and I know of no concerns that are compelled to sell their product under the cost of production.

Neither can the railways sell service and safety under cost of production, and they should not be asked to do so. And I would say to the workers who would insure their bread and butter, figure out where the trouble is; and to the public, if you want service and safety, figure out where the trouble is.

There is no need, nor is there any excuse for the want and idleness that stalks abroad in this blessed United States today. It would look quite different if on one side many people were profiting by the conditions, but such is not the case.

A decrease in railroad rates works a hardship on the railroads, the employes and the public.

Ready for Prosperity.

The bell has rung. The clock has struck. The people of this country, in every industrial center, have voted for a return of prosperity. From this time on trust busting and railroad smashing will not be as fashionable as they have been.

The result of the elections will encourage the investment of capital in new enterprises, discourage attacks on our railroads and industries and lead to a more conservative sentiment among lawmakers at Washington and at state capitals.

This is the first victory for conservatism and prosperity that we have had in years. Republican as well as Democratic administrations have made the mistake of believing that the people wanted big business smashed and the captains of industry exiled.

The people now have spoken for themselves. They want prosperity more than anything else, and they propose to have it. The new federal reserve banks will help. President Wilson's earnest words of encouragement to business will help, if he will emphasize them in his coming message to congress.

From this time on business will pick up everywhere. Bankers will feel better, business men will be encouraged, workmen will be more hopeful.

We have seen the swing of the pendulum to the low point. From now on it will move upward and forward. Get busy! —
Leslie's.

Statistics of Pleasure.

He owned a handsome touring car,
To ride in it was heaven;
He ran across a piece of glass
Bill—\$14.97.

He took his friends out for a ride,
'Twas good to be alive;
The carburetor sprang a leak,
Bill—\$40.95.

He started on a little tour,
The finest sort of fun;
He stopped too quick and stripped his
gears,
Bill \$90.51.

He took his wife down town to shop,
To save carfare was great;
He jammed into a hitching post,
Bill \$278.

He spent all of the coin he had
And then in anguish cried;
"I'll put a mortgage on the house
And take just one more ride."

—*Chicago Journal.*

A man may get by with rough-shod methods for some time but his incivility will be discovered and he will not only cause the company embarrassment, but will bring much unnecessary trouble on himself.—*W. J. Brewster, Passenger Trainman.*

Isn't it about time the "safety first" movement should be directed toward the man who reaches into the medicine cabinet in the night without first turning on the light?

REMINISCENCES OF AN OLD TIMER No. 8.

"This is a sermon not a reminiscence," said the Boss.

"The season for sermons is here," I said.

"But you're a rough neck, and not a preacher," he said.

"My neck may have been a trifle roughened by some of the collars I've been made to wear," I replied, "and there is a lot more preaching done by those that ain't than those that are—and that goes for all three sexes."

"Three sexes?" he asked.

"Yep," I said, "at this time of the year there are three sexes men women and children."

Coarse, common work has recently draw-barred me from the primrose path of literature, and I hope my army of readers have missed me but I doubt it.

However, this Christmas season—wherein the older we get the less we enjoy it and the more it costs us—puts me in a reminiscent mood wherein past Christmas days flash by like red lights on a caboose.

But, somehow, it seems to me I remember the Christmas Eves of my youth far more distinctly than Christmas days. The jocose incidents of Christmas Eves are painted in my memory with a stencil the medium used at that time was what the druggists called "spiritus frumenti". As result Christmas days were always blurred, not to say confused.

I recall one Christmas Eve that I was breaking the cardinal rule of Safety First in several places, but chiefly by walking down the center of the track through the yards just at dusk. I suppose I kept to the center of the track because I could guide myself more clearly by the rails on each side.

However, as I rambled along, at peace with myself and the rest of mankind, I had a hunch that something was about to happen to me unless I happened first. This hunch increased as I walked and I finally glanced back to see if it was coming from behind, to witness the kind, gentle face of a box car ambling slowly towards me.

The jump I made has never been equaled since but it wasn't a second too soon. If I hadn't had that Christmas hunch these eloquent series of reminiscence would have been lost to the world.

Among the many reminiscences with which I could illumine these pages, one occurs to me that happened many years ago, which will probably be of interest and value to some of us.

At that time I was authorized to do considerable purchasing and I made a contract the year before for some supplies, with a firm, running up into considerable money.

A few days before Christmas a representative of this company called at my office and, after the usual preamble, said that he had heard we were considering making a change on the supplies which he was selling. He then said that he appreciated the order and felt that I should share in the general prosperity and that every month a bunch of money would be sent to my house.

"That's all right," I said, "I don't believe you intend to insult me. I believe that those things are being done and that you haven't picked me out as any more crooked than the rest. Now, I'll tell you this, your goods are very satisfactory. I hadn't thought of making any change and the price suited me. I was perfectly satisfied, but from what you say I feel convinced that I can get your goods a