

auditor, which position he held until federal control. During federal control he was secretary and assistant treasurer of the corporation.

George B. Perkins, who becomes assistant general auditor under the re-organization preparatory to the roads being returned to private control, is another man who has served many years with the Frisco.

Mr. Perkins was born in 1865 and first entered the railway service in 1890 with the P. C. C. & St. L. in the maintenance department. In 1892 he went to the C. N. O. & T. P. In 1901 he went to the K. C., F. S. & M. as clerk in the accounting department, and when that road was consolidated with the Frisco he was transferred to St. Louis. In 1911 he resigned to engage in agricultural work at Portland, Ore., but one year later entered the service of the Spokane, Portland & Seattle, and in January, 1914, entered the employ of the Interstate Commerce Commission and in 1918 he returned to the Frisco as special accountant. On August 1, 1918, Mr. Perkins was appointed assistant auditor, and about eight months later he was appointed assistant federal auditor, which position he held until his most recent appointment.

H. W. Press, who has been appointed assistant general auditor in charge of statistics, is another man who has worked his way up in the Frisco organization, having first entered Frisco service in 1902.

Mr. Press began his railroad career in February, 1901, as stenographer and clerk in the office of chief engineer, bridges and building, Missouri Pacific Railroad, at Pacific, Mo. On April 15, 1902, he came to the Frisco as stenographer and clerk in the accounting department, later being placed on statistical work of the miscellaneous accounts department. On November 1, 1916, he was appointed statistician, which position he has held continuously since that time, until his most recent appointment.

ance matters he will report direct to the president, and on all safety matters to the general manager.

ENGINEERING DEPARTMENT.

In the engineering department, F. G. Jonah, chief engineer, announces the following appointments, effective March 1: C. B. Spencer, valuation engineer, St. Louis; H. B. Barry, principal assistant engineer, St. Louis; J. M. Sills, district engineer, Springfield; D. E. Gelwix, division engineer, Eastern Division, Springfield; R. Owen, acting division engineer, Southwestern Div., Sapulpa; E. T. Bond, division engineer, Western Division, Enid; H. F. Busch, division engineer, Northern Division, Ft. Scott; J. G. Taylor, division engineer, Southern Division, Memphis; L. L. Kerns, division engineer, River and Cape Division, Chaffee; Perry Topping division engineer, Central Division, Ft. Smith.

The office of assistant chief engineer has been abolished. District engineers will report to the general superintendent on Maintenance of Way matters, and to the chief engineer on Engineering matters. Division engineers will report directly to the division superintendents in charge of their respective territories on Maintenance of Way matters and to the district engineer on Engineering matters.

On the Texas lines, F. P. Swartz has been appointed district engineer and T. E. Bliss, division engineer, both with offices at Fort Worth.

MISCELLANEOUS.

A. H. Jones has been appointed supervisor of wages with office at St. Louis, in charge of all wage and schedule matters for all departments, and reports direct to the president.

C. C. Higgins has been appointed superintendent of motive power, with office at Springfield, reporting directly to the president.

J. L. McCormack has been appointed superintendent freight loss and damage claims, with office at Springfield, vice L. C. McCutcheon, resigned.

G. L. Ball has been appointed superintendent of insurance and safety, with office at St. Louis. On all insur-

Dairying in the Ozarks

Big Development in Industry—Butter Production 10,000,000 Pounds Last Year

By W. L. ENGLISH
Supervisor of Agriculture

FOR a number of years, the Frisco has been greatly interested in the possibilities of increased dairy production in the Ozarks of Southern Missouri. A great deal of time has been given through the Development Department to this industry and the growth of the business, together with a keen interest now being taken in the development of the sections where dairying has been established, is highly gratifying. The steady growth of the industry indicates clearly that dairymen in the Ozarks of Missouri have a very bright future and the steady year by year increase in outturn from the dairy farms is ample proof that the business is on a permanent paying basis.

The records indicate that the first shipments of cream to creameries in the Ozarks began about sixteen years ago. There was nothing representative of a dairy industry at that time. The small amount of milk produced came from ordinary scrub cattle, and there were only one or two very small local creameries in existence, with a little milk produced as a side line to general farming operations. No material change occurred in the situation, except a slight improvement in the quantity of cream produced and the establishment of a few scattering local dairies, up until about 1910. From that date on dairy development has progressed rapidly, with an increased output which averages close to 25 per cent each year as against the previous year. Reports from twelve creameries in the Ozarks of Missouri show the following outturn of butter: 1916, 4,653,967 pounds; 1917, 5,559,877 pounds; 1918, 7,212,250 pounds.

These figures do not by any means include all the creameries operating in

the Missouri Ozarks. We estimate from our butter movement that the volume produced in 1918 in Missouri Ozarks territory tributary to the Frisco Lines ran approximately 9,000,000 pounds; 1919 outturn will be considerably more than 10,000,000 pounds. At current prices this butter has easily brought an average of 50 cents a pound to the producer.

Eight years ago the Frisco was handling only one butter refrigerator car per week from the Ozarks to the Southeast and the tonnage was so light that the car was maintained only as a development proposition. Five cars per week, each generally loaded to capacity, now operate over this same route and several other through cars and pick-up cars are routed in other directions. Special cars for the handling of cream cans are attached to trains running out of Springfield to the Southeast. Between 600 and 700 cans of cream per day are handled at Springfield alone. To make this production possible, it has been necessary to change in a large measure the conditions on the farm surrounding production of dairy products. Instead of being a side line to general farming business, dairying is becoming one of the chief industries of a large percentage of farmers living in certain sections of the Ozarks. Scrub cattle have been replaced in a large measure by high producing cattle, both pure bred and grades.

The Inbring of High Grade Dairy Cattle

In 1917 and 1918 our dairy agent assisted dairymen in the Ozarks in the selection of 641 head of high grade dairy cattle. In addition to the figures mentioned above, our dairy agent inspected and passed on several hundred

head of dairy cattle, mostly pure breeds, which were sold at public auction through the Ozarks. The cattle referred to came from some of the best herds of dairy sections of Wisconsin and other states and were selected primarily for their milk-producing qualities.

In addition to betterment in the grade of cattle, there has been remarkable improvement in the handling and care given dairy stock. As better cattle were produced, it became necessary to build first-class dairy barns, construct silos, purchase milking machines, separators and general dairy equipment. Hundreds of dairymen who started in a very modest way have now provided themselves with up-to-date general dairy surroundings, which permit them to handle their output economically. The dairy business has brought in to the country a steady flow of money in volume sufficient to aid very materially in the general development that has taken place. Without this industry the Ozark section of Missouri would have been in a bad way financially at times when crop conditions were unfavorable.

The Frisco has assisted in the development of the dairy industry in its territory by maintaining a dairy division of its Development Department for the last ten years. The man in charge is a practical dairyman, who has had experience in the dairy business in the Ozarks and is thoroughly familiar with every phase of the situation in that territory and well acquainted with the dairy industry in other sections. His time has been given to lecture work throughout our producing territory; preparation of booklets on various phases of the dairy business; issuing circular letters to 4,000 Ozark dairymen on our mailing list, advising them as to the best methods of feeding and handling cattle under the conditions prevailing at the time; assisting in the selection of dairy stock, barn equipment, etc.; aiding in finding an outlet for the butter product, and helping to maintain refrigerator schedules that best meet market demands.

Adapted for Dairying, Fruit Growing and Meat Production

The fact that the Ozarks, as a whole, is not suited to general grain farming ought to be recognized by everyone acquainted with the conditions there. Successful agriculture for this section will have to be based on dairy production in territory adjacent to the railroad or within near reach of a suitable market; fruit growing on the lands adapted to this type of farming, and the production of hogs and beef cattle in the territory more remote from the railroads. Cultivated land should be devoted either to horticultural pursuits or the production of feed and grain for live stock.

Many sections of the Ozarks are simply ideal for the production of dairy products. Soil, topography and climatic conditions have joined to make the situation ideal for the dairyman if he takes advantage of the conditions. This land can be brought to a state of high production by use of manure produced on farms where dairy cattle are kept. The altitude, shade, abundance of water and nutritious pasturage, coupled with crops that can be grown for the silo under suitable care of the soil, provide everything that a dairyman might desire. Purchase of the extra grain necessary is a minor factor where the other necessities can be provided at home. With suitable fostering and a little encouragement occasionally from outside sources, there is no reason why the dairy outturn of this section should not grow to enormous proportions. Production at present is nothing compared to what it can and should be made. Comparatively speaking, few of the men now milking cows are turning out anything like maximum production and thousands of farmers, well equipped in most respects for the handling of dairy products and with a liking for the business have not yet gone into it on any scale. An increase of a 1,000,000 pounds of butter fat per year, a thing which could be accomplished with very little effort, would eventually transform many sections of

the Ozarks from their present condition into wonderfully prosperous and highly profitable communities.

The development of the ice cream business and the making of by-products from other outside lines to the dairy business have added immense sums to the farmer's income. The breeding and handling of pure bred dairy cattle is becoming quite an industry.

The development of a milk supply for St. Louis is a thing that could easily be accomplished if proper attention was given it. The dairy development mentioned above has not occurred in immediate St. Louis territory, but the conditions are right in the section adjacent to St. Louis to bring about sufficient increase in milk output to supply a large portion of the needs of the city. Already one large condensery is located in our territory, consuming 50,000 pounds of milk per day and getting practically all of its output by wagon haul. Production has been increased in three years from practically nothing to this amount, and similar increases in production are possible at many points, provided immediate market is made available. Considerable milk is already being shipped into St. Louis from nearby points in the Ozarks, but the volume is nothing compared to what it could be made.

FEDERAL AID TO SOLDIERS.

IN almost every community in the United States there is a discharged soldier, sailor, marine, or war nurse suffering from some injury, or ailment, which dates back to service with the fighting forces.

Often this injury or ailment has made it hard or impossible for them to fit in where they did formerly. They are handicapped and need help; not charity, but mental and physical reconstruction. In many cases such people unfortunately keep their troubles to themselves. They are reluctant to seek aid or advice, for fear their

friends might consider them weak. Possibly you know such a person.

If you do, encourage him to take his troubles to the Government. The War Risk Insurance Bureau and the United States Public Health Service are especially anxious to get in touch with such individuals. The Public Health Service has set up a chain of reconstruction bases throughout the country for beneficiaries of the War Risk Bureau. These are not army hospitals, nor is there army discipline in connection with them, but rather a system of hospitals similar to the general hospital in large cities except that the treatment is free and goes much further than in the ordinary hospital.

Recreation, vocational training and wholesale entertainment are combined with treatment. While men are being bodily rebuilt they have the opportunity of learning some useful occupation, or pursuing academic studies. They are taught not only to find themselves, but to better their condition. The environment is as homelike as it is possible to make it.

A great many men who went into the army have developed tuberculosis and other diseases requiring special treatment. The Public Health Service has separate hospitals and sanatoriums for these patients, where they may get the best treatment known to medical science.

A large number of soldiers are not yet aware that the Government offers them treatment. Please tell them.

Afraid to Start Anything.

"Crimson Gulch seems a remarkably quiet and orderly town now."

"Yes," replied Cactus Joe. "It seems that way. Nearly everyone of us is some kind of a plain clothes man now to watch everybody else to see that they ain't no kind of a law violated. The result is a sort of a deadlock."—
Washington Star.

A new definition for co-operation came to us the other day—it is the art of helping yourself by helping the other fellow.

V. K. HENDRICKS LEAVES SERVICE.

V. K. Hendricks, assistant chief engineer, has resigned, effective March 1, to accept service elsewhere, leaving a multitude of friends on the Frisco who will regret the incident.

Mr. Hendricks was born in 1869 and was graduated from Rose Polytechnic Institute in 1889, and again in 1900.

His first railroad service was with



V. K. HENDRICKS

the Fairhaven and Southern and Beilingham Bay and Eastern Railroad in the State of Washington from 1890 to 1893, as draftsman, transitman and assistant engineer.

In 1893 he went with the Vandalia lines as assistant engineer and later engineer maintenance of way. In 1902 he went to the B. & O. as assistant to engineer of maintenance of way, and in 1905 he was appointed division engineer, Baltimore Division.

He came to the Frisco in January, 1907, as assistant engineer maintenance of way, and in 1911 was made principal assistant engineer, including jurisdiction over timber treatment. In March, 1913, he was appointed assistant chief engineer, and when Col. F. G. Jonah, chief engineer, left to enter the mili-

tary service, he became chief engineer. In July, 1918, Mr. Hendricks was appointed federal chief engineer, and in February, 1919, when Col. Jonah returned from the military service, he was made assistant chief engineer, which position he held until his retirement on March 1.

During his service with the Frisco, Mr. Hendricks made many friends among the employes. His amiable disposition and fairness won him the admiration of all who knew him.

Upon learning of Mr. Hendricks' resignation, the employes of the engineering department, as a token of their esteem, presented him with a 19-jewel, 14-karat gold Howard watch and chain, a leather traveling bag, a leather portfolio and a toilet set.

J. S. PYEATT BECOMES PRESIDENT GULF COAST LINES.

J. S. Pyeatt, who has been federal manager of the Frisco Lines since March 1, 1919, has been elected president of the Gulf Coast Lines, effective March 1, with headquarters at Houston, Texas.

Mr. Pyeatt is well known in railroad circles, especially of the Southeast. He was born in Arkansas and entered the railway service in 1894 as a clerk in the local station of the Big Four at Cairo, Ill. In 1901 he became chief clerk to the general superintendent of the Iron Mountain in St. Louis, and in 1904 was made chief clerk to the general manager of the Missouri Pacific-Iron Mountain.

In 1905 Mr. Pyeatt went to the Pere Marquette as superintendent of the Buffalo Division, with headquarters at St. Thomas, Ont., and later was transferred to Detroit as superintendent of the Detroit District. In 1911 he returned to the Southwest, entering the service of the Frisco as superintendent of the River & Cape Division, with headquarters at Chaffee. In 1912 he was made vice-president and general superintendent of the Frisco Texas lines. When the government took over the railroads in 1918 Mr. Pyeatt was made federal manager of all the Texas lines, and remained in that ca-