In the Magazine Section of “The New York Times” of March 1 there is an article, “Are We Awake!” I commend it to every American who has an opportunity of reading it.

For more than a year I have been definitely worried about our duty as Americans—collectively. Now I am going to be, first of all, responsible for my duty to my nation as an individual.

These are dark days. We are told that a Japanese warlord is boasting that he will dictate peace terms in the White House of the United States. We are told that a thousand or two planes strategically placed would have prevented our disasters of the last three months. We are told that strikes are still being tolerated in some defense industries and American mechanics and laborers are still quibbling over their vacation and recreation hours instead of their capacity hours.

I said in a letter a year ago to a Congressman that I was frightened, and the fear of a year ago has become intensified.

My particular job at this time is to do whatever I possibly can toward the defense of our nation and the consequent offensive effort. Both as an individual and as an executive I propose to try to render my Government “all-out” aid.

Patriotism demands that we get along on not what we are allotted, but on less than our allotment if we can do so. This Railroad must not only be economical in money but in equipment and materials—in rubber and gasoline and steel, which our Government needs.

I am quite sure that there are many millions of citizens who cannot take a place in the fighting line who feel just as I do. They are everywhere—laborers, farmers and business men.

I knew a man once who was rather wealthy, but in his prosperous days he failed to prepare for a time of adversity.

Company Offers Free Insurance To Employees In Military Services

The Company has been unable to work out a satisfactory arrangement for the continuation of group insurance for those entering the armed forces of our country. Therefore, we are offering to pay the cost of a Government insurance policy for each of our employees who has been in the service of the Company for six months or longer and who has entered or who will hereafter enter the armed forces.

The insurance the Company will pay for is that made available by the Government to persons in the Military and Naval Service, and is known as “National Service Life Insurance (1940)”.

(Continued on Page 2)
LET ALL KEEP FAITH!

(Editor's note: On Feb. 28 the Memphis Commercial Appeal, one of the South's largest newspapers, broke its traditional policy of allowing no outsider to write its editorials to print the foregoing letter written by an Arkansan attorney as a front page editorial, thus adopting it as the newspaper's own viewpoint. The letter has been reprinted by many other papers. We of the Rebel Route News thought it appropriate and sufficiently expressive of the people's attitude as to reprint it also.)

My only son was born while I was in France during the first World War. Today he is a member of the United States Marine Corps. He sailed from California the first of January, and we have heard nothing from him since. We know he is somewhere in the Pacific. We are anxious about him. Thousands of other parents are like us.

The President says we do not have enough ships to send supplies to our troops, and that we must build ships in a hurry. Even as he spoke several hundred shipbuilders refused to work on Washington's Birthday because they were not paid "double time."

How can fathers and mothers of the boys who are in the danger zone and who are being called upon to sacrifice their lives feel any 'surge' of unity when the President and Congress permit a bunch of shipbuilders and munitions workers to quit when they get good and ready?

Do our boys at the front get 'over-time' and 'double time' in the fox holes of the Philippines? Do our sons who are giving their lives to protect the jobs of these and others like them quit on holidays? Like hell they do!

One of my friends, who is a good mechanic, with a family to support, went to get a job in a munitions plant. Every day we hear on the radio and read in the newspapers that such men are needed to turn out munitions for our soldiers, sailors and marines. But this man was refused a job until he could get a union card. He could not get a union card because he did not have enough money to buy one.

Is it the idea of our Government that it is more important to preserve labor unions than it is to preserve the American Union? Why can't a freeborn American citizen get a job in a plant where the Government needs workers without having to pay tribute to a high-powered labor leader?

If our sons are to be drafted to give their lives for their country, why should not Labor and Capital be drafted to supply them with munitions of war? Why should Congress, which has the power to make laws, be so tender of the regard for laborers and management who work and prosper in safety while having an utter disregard for the lives of the boys at the front?

We don't like it, and we don't mind saying so right out loud. Maybe it is time we were electing some senators and Congressmen who will crack down and compel Capital and Labor to get into this war. And, come to think of it, this election year, and we might as well get busy while we have the time and opportunity.

John C. Sheffield, Helena, Ark.

PATRIOTISM DEMANDS

(Continued from Page 1)

nity. Mistakes resulting from optimism and carelessness brought him to a period of black despair.

When he had lost his property, when financial disaster had overtaken him, and when his debts were staggering, I knew him best. He was willing to work and save—willing to strive not only during the daytime but far into the night as well, for being an honorable man he knew that the opportunity to re-establish himself has always been available to every American citizen.

I am sure that the people of France made the most costly mistake of this kind in history. They were not willing to work a little harder and a little longer—even to win a war in which their whole freedom was involved. Now their freedom is gone, and along with it went the opportunity for rehabilitation.

I. B. Tigrett.

MOBILE ENGINEER DIES

Engineer C. S. Collin of Mobile, who retired several years ago, died March 12 after an extended illness. He was engineer on a passenger train between Mobile and Louisville, Miss., upon retirement. He leaves a widow and three sons, to whom members of the Railroad family offer their condolences.

FREE INSURANCE PLAN

(Continued from Page 1)

For those employees in the armed services or those who will enter it who have been paying for Group insurance from their personal funds, the Company will be glad to substitute Government insurance in a somewhat larger principal amount. The Company will pay the entire cost of the Government Insurance.

The Company will also pay the premium on a Government policy for each employee in the armed services who has not been covered by a Group Policy.

Details of the plan will be furnished by the Vice-President and Comptroller.

I. B. TIGRETT, President

NORTH ENDERS—Murphysboro, Ill., up near the north end of the Line, is a busy spot these days. In photos at right are shown the men who keep things moving there. Top, left to right: Chief Clerk and Cashier C. F. Plass, Agent A. G. Schrader, and Clerk L. E. File. Lower left, Chief Dispatcher Harry C. Wilson, standing, and Merwin K. Spencer, who at the time was pinch-hitting as first trick dispatcher but who is agent at Alto Pass, regularly. Lower right, Night Telegrapher T. B. Smith, who's seeing his third war in service of the Railroad.
Mr. Brock Urges Greater Effort In Safety Drive

Our Safety record for January this year, just compiled and released by the Operating dept., shows that the safety record made in the corresponding month of 1941 was upheld.

The total casualty ratio per million man hours worked by all employees of the G, M & O. for January of this year was 5.32% with no fatalities and only seven injured in a total of 1,316,547 man hours. This compares with the same ratio for January, 1941, when six persons were injured in a correspondingly less total of man hours, 1,127,552.

While the ratio on the total man hours for all employees was 5.32, it was 5.93% for the following departments: Stores, chief special agent, tele. and signals, maintenance of way, maintenance of equipment and transportation.

Vice-President and General Manager Brock urged all concerned to redouble their efforts in promoting safety and to better the record as they go along. In a letter to dept. heads, he said in part:

"By coincidence our record for January, 1942, is the same as last January. While we all hoped for an improve-

ment, at least we haven't slipped backward. I appreciate the time and effort each of you is giving to teaching and preaching safety; and also the efforts of our many loyal employees."

CUPID SCORES AGAIN AMONG REBEL HOSTESSES

Dan Cupid scored again among Rebel hostesses this month, with the marriage of Miss Rose Lynn Barnard of Memphis on March 14.

Hostess Barnard's marriage followed by only two weeks the marriage of Miss Jean Bell of Mobile. Miss Barnard became Mrs. Paul McLaren Watson, Jr., while Miss Bell took the name of Mrs. Thomas G. Greaves, Jr., on Feb. 28.

DEMU RRA GE DELAYS VICTORY

This war is a war of materiel. It is vital that tanks and guns and planes and food supplies move uninterruptedly for Victory, and the better they move the sooner will there be freedom from the shadow of Axis oppression.

Our Railroad has a job to do. To do this job well calls for the closest co-operation between the Railroad and our shippers and receivers to see that there are no delays in loading or unloading cars, and we are proud to say that during the month of January, demurrage in domestic traffic which might have been avoided and which meant delay to defense industries, amounted to only $1800. This record is increas-

ingly imposing in that we handled 37,169 loaded cars during that period.

Throughout our nation this has generally been the attitude of the patrons of the railroads, and there have been many traffic club "vigilance" committees formed to see that there is the greatest utilization of equipment. Cars have been re-

turned noticeably cleaner and in shape for reloading without undue delay.

We of the G. M. & O. will continue to "run extra" for Vic-

tory, and we wish to take this opportunity to thank our pa-

trons for the prompt manner in which they have let us have cars and warn that DEMU RRA GE DELAYS VICTORY.

NATION'S OLDEST PRACTICING ATTORNEY DIES AT WATERLOO

General Attorney Y. D. Lott sends us a clipping from the American Bar Association Journal, February issue, which tells of the death of Joseph H. Rickett, Waterloo, Ill., attorney.

The piece is doubly interesting to us, since Mr. Rickett is said to have been the oldest practicing attorney in the nation and since he was a prominent figure in Waterloo, one of the progressive Illinois towns on the Rebel Route. Mr. Rickett, 101 years old, died Dec. 15, and had remained active until two months prior to death. He was a native of Vicksburg, Miss., and the grandson of a soldier who fought under Napoleon Bonaparte. He had been prominent in Illinois history since the War Between the States.

Railroader Rides Rebel

Among the passengers riding the Rebels between St. Louis and Mobile last month was Thomas C. Main, Winnipeg, Can., general manager of Ducks Unlimited, an organization dedicated to the conservation and propagation of wild ducks. He visited several cities on the Rebel Route, and said, among other things, that "Geese pick up and leave when bombing begins, but ducks don't."

In private life, Mr. Main is a civil engineer and is employed by the Canadian National Railways.

MRS. PAUL McLAUREN WATSON, JR. MRS. THOMAS G. GREAVES, JR.

BE SAFE — NOT SORRY
Scrapbooks Tell History of St. Louis-Cairo Line
Answer to News Inquiry

When the East St. Louis Journal published recently the appeal of V. Wayne Lincoln of White Plains, N. Y., for information about the old Cairo and St. Louis Railroad, which was taken over by the Mobile and Ohio in 1886, the Rebel Route News immediately thought of Traffic Mgr. E. D. Farrell, who has perhaps the largest historical file on G. M. & O., to be found. Scanning through the time-yellowed sheets of several scrapbooks, we found the information. Mr. Lincoln is writing a history of 400 narrow gauge railroads and is interested particularly in the Cairo and St. Louis. He asked, in the Journal story, that details of the line and photographs of old locomotives be sent him at 249 Grand street, White Plains.

The narrow-gauge St. Louis and Cairo Railroad company, although chartered in 1865, did not start operation until 10 years later.

It was first leased, and later purchased by the Mobile and Ohio Railroad, which was merged into the Gulf, Mobile and Ohio in the summer of 1940. But to turn back the pages of time:

The Mobile and Ohio in 1886 had extended its main line to the Ohio river at East Cairo and was looking for an opportunity to extend operations to St. Louis to get the "long haul" business. Heretofore, the M. & O. had to interchange business with the Iron Mountain railroad at Columbus, Ky., or with any of its connections at Cairo.

Construction Began In 1871

The next step was lease of the St. Louis and Cairo line, which had been chartered Feb. 16, 1885. No use had been made of this charter until it had been amended by legislative act of March 3, 1889, authorizing municipalities to subscribe stock.

Work on the line was begun on Sept. 1, 1871, and operation started March 1, 1873. The original construction was a narrow gauge of three feet and about four miles of track of the East St. Louis and Carondelet Railroad were used, by means of a third rail, to effect an entrance to St. Louis.

The St. Louis and Cairo railroad went into receivership in 1882, a new company taking possession Feb. 1 of that year. In 1884 a branch road was built from Columbia (new Millstadt) Junction to High Prairie, Ill. Original length of the line was 147, and this extension brought the total to 190.6 miles.

Standard Gauge Installed

Negotiations of the St. Louis and Cairo by the M. & O. were made in 1886, the latter taking possession on Feb. 1 that year. Immediately work was begun to change the gauge and on Nov. 1, 1886, the change was completed. Cost was $1,274,863.72, the M. & O. being reimbursed for the work by a "stipulated betterment fund" and proceeds of the sale of old material taken from the line.

Thus did the Mobile and Ohio get its longer route, entering St. Louis via the Eads bridge, and thus was the short history of the short-line St. Louis to Cairo Railroad ended.

Abraham Lincoln said: "No other improvement that reason can justify us in hoping for can equal in utility the railroads." The truth of that statement has been borne out.

LOCOMOTIVE SHOPS BUSY KEEPING ENGINES READY TO...

LOCOMOTIVE HOSPITAL — This photo- story shows some of the shop activities at Louis ville. Beginning at upper left and reading down the right column are: Machinist J. C. Fulton and Machinist Helper Joe Chapman in note of engine, grinding exhaust tip; General Foreman George M. Duck and Roundhouse Foreman G. O. Pittman, talking over a job; Painter C. A. Cheek, applying the finishing touches to the numerals; No. 255 on one of her first trips after the repair job; Pipefitter Apprentice Julian Doyle, making an adjustment in cab of engine; Mechanical Supt. B. H. Gray and Master Mechanic J. T. McIntosh inspecting the yards about the shops, and Machinist Marion Caperton (center). Machinist Helper Jessie White, right, putting in left piston in cylinder of engine, with help of Jim Amison, Negro laborer, left.

NEW JOB—L. L. Keller, shown at work as terminal trainmaster at Laurel. He succeeds W. F. Moss, who was transferred to Mobile as terminal trainmaster. Mr. Keller has been with the Railroad since 1910, except for a period he served in the Navy in 1918-19, and until he succeeded Mr. Moss was engineer foreman in the Laurel yards.

Let's Eclipse The 'Rising Sun'

Eddie Fitz-Gerald, a former secretary in the freight traffic dept., who is now in the Navy and stationed at the Burrwood, La, section base, writes in rhyme: "We can take it, we'll be here 'til the war is won—'til the Nazis have been beaten, and there's a total eclipse of the Rising Sun."

UNITED FOR VICTORY
ROLL FOR GULF, MOBILE & OHIO

Keeping Fit Applies To Trains Just As It Does To Those Who Run Them

With the war creating more and more demands upon railroads for swift, efficient service, the behind-the-scenes work of the men in the various shops has taken on added importance.

Typical of the times are the shops at Louisville, Miss., which serve and maintain locomotives for the Alabama and Tennessee divisions. In the office of Master Mechanic J. T. McIntosh in the Louisville shops are shaped the plans for keeping the powerful locomotives ready to roll.

The photographer’s shots stripped in the large V, which itself is symbolic of the times and thoughts of the G. M. & O. family, show how things are done in shops, where at intervals the smoke-belching engines are sent for a complete check-up, much the same as people go to hospitals for medical advice and treatment.

Engine No. 255, which you see steaming in the snow at bottom of V, had just rolled out of the Louisville shops following a Class No. 5 repair job. Other pictures, starting at upper left and reading down the left side of the V and up the right side, are of various steps in rehabilitating an engine, though all pictures shown are not of 255.

A Class Five repair job usually consumes from 10 to 16 days for completion, consists of turning or renewing the driving tires, crowning out two or more driving box losses (bearings) and medium repairs to boiler and machinery. Such a job is usually done on engines after they have traveled from 35,000 to 50,000 miles, depending of course upon the exact condition of the locomotive.

Whistler Employes Buy Bonds Briskly

All employees of the Railroad at the Whistler, Ala., shops are buying Defense Savings Bonds regularly, reports C. H. Shelton, chief clerk to the agent at Mobile. He was named railroad representative on the Mobile committee to promote the sale of the bonds by Collector of Customs Joseph H. Lyons who is state administrator of the bond drive. The Whistler employees number between 40 and 50.

Keep 'Em Buying

Let’s keep the dollars and cents flowing into Uncle Sam’s jeans via the purchase of Defense Savings Bonds and Stamps. Here are a few reasons why the government needs our money:

A light tank costs $40,000; medium tank, $75,000; pursuit plane, $35,000; light bombardment plane, $210,000, and a heavy bombardment plane, $335,000, according to figures released by the U. S. Treasury.

No Information Please

The less you talk about vital freight or passenger movements, the less chance you will have of tipping off the enemy. And, folks it’s mighty important NOT to let the enemy in on what we’re doing.

IN RETIREMENT — Retired Engineer Frank D. De La Bar of Meridian relaxes these days by pursuing his hobbies and reading the News. He says he misses the Rebels, which he drove, a great deal and adds that the “only reason I’d want to go back would be if I could be of service to the government.”
THE LETTER BOX

Gen. Passenger Agent,
Mobile, Ala.

Dear Sir:

In the past three or four weeks, I have made several trips on the "Rebel," and I wish to take this opportunity to express my appreciation of the courteous treatment by the employees—and especially the hostesses. The service is superb, and I cannot recommend this train too highly to my friends.

Very truly yours,
Z. D. Kinkead,
Wiles-Chipman Lumber Co.,
St. Louis, Mo.

Mr. F. D. Montgomery, Agent,
G., M. & O. Railroad,
West Point, Miss.

We thank you for your letter of Feb. 21 and cooperation in having the Montgomery people write us and we are now in correspondence with them...

Yours truly,
C. V. Wake, Traf., Mgr.,
Hoosier Mfg. Co.,
New Castle, Ind.

P. S. Just noticed page two of the Rebel News of Feb. 16, showing your station and force.

Rebel Route News,

Dear Sirs:

I enjoy reading each issue very much and particularly did I enjoy the last one of Feb. 14th. It was certainly "good" full of interesting pictures and articles.

With kindest regards, I am,
Sincerely,
E. S. Greer,
Autry Greer & Sons,
Mobile, Alabama.

NAMED ASSOCIATE EDITOR

Hugh N. Clayton, our local attorney at New Albany, Miss., has been appointed associate editor of the New Orleans Christian Advocate, official organ of the Mississippi and Louisiana Methodist church.

ARMS INSTRUCTOR

NOW...

When the picture at right of Lt. W. D. Archer, Jr. was taken, he was stationed at Fort Moultrie, N. J. With the Army since he left his G. M. & O. duties as assistant engineer of telephone, telegraph and signals in July of last year, Lt. Archer is an instructor at the New Jersey fort. He attended the U. S. signal corps training school at Fort Moultrie and upon completion of the course was named instructor. He is the son of Conductor Archer of the Rebels. Mr. Archer visited his home in Mobile this week.

LITTLE THINGS COUNT LOT THESE DAYS

Manager of Purchases and Stores H. E. Warren urges that we be most careful in the use of all office supplies and stresses the fact that it is our obligation to our Country and our Company to conserve these vital materials.

The raw products of which pins, clips, rubber bands, carbon paper, etc., are made, are necessary for National Defense. Mr. Warren says we can't purchase rubber bands; and that many items of office supplies are on the list of critical materials, and that it is only a matter of time until some of the items now obtainable in limited quantities, will be unobtainable.

We cannot now obtain new, or even second-hand typewriters; therefore users should take every care of their machines.

Here are some amounts of miscellaneous office supplies used by our Railroad in 1941:

- Gem clips, 500,000
- Paper fasteners, 282,000
- Sheets of carbon paper, 800,000
- Mimeograph papers, 4,100,000
- Rubber bands, 350 lbs.
- Pins, 500 lbs.
- Twine, 2,200 lbs.
- Letter papers, 6,400 lbs.
- Scratch pad paper, 6,500,000 sheets.

Mr. Warren also said we are being called daily by representatives of steel mills and foundries asking for scrap iron and steel for use in the manufacture of ships, tanks, guns and other war materials. There is a serious shortage of scrap, and each employee should deem it his duty to see that all scrap goes to the scrap bin. He said that every day should be Scrap Clean-up Day.

Mr. Warren requests agents and others to turn in their waste paper to the Salvation Army, or some other charitable institution in their respective cities, so it may be used in packing munitions, or to be converted into containers to send supplies and armaments to the battle fronts and camps. It is unpatriotic to burn waste paper.

Save Your Car And Tires By Clubbing Together

Employees in the Railroad's offices all along the lines are urged to club together in each others' automobiles in order to conserve rubber, gasoline and the ears. By alternating the use of the automobiles, and using every available seat in them, employees can not only save essential war materials but can actually aid in the war program. The organization of Ride-to-Work Clubs will serve to promote the "doubling up" plan.
COMPOSITE SOLDIER ALL MAN BUT NOT SO BIG

Wouldn't it look mighty strange if you saw a regiment of soldiers marching toward you, all 5 feet 8 inches tall, weighing 144 pounds and wearing No. 9½-D shoes?

Most certainly, you'd be amazed, and of course you won't see such a sight. No individual regiment would be composed of men exactly the same size. But the figures used above are of the average young man starting service in the United States Army, or of the composite soldier. And that's straight from the War Dept.

The composite soldier has a chest measurement of 33½ inches, a 31-inch waistline, and wears a size No. 7 hat. The Army Quartermaster corps, which has directed the measuring and clothing of more than 1,500,000 men, arrived at the figures on the average soldier.

To keep this average soldier in fighting trim for the first year, the Army spends $404.65, of which $175.20 is for his food; $162.65 for clothing; $15.79 for individual equipment; and $51.61 for barracks equipment.

HIGH FLIER—Robert A. Sperduto, former G., M. & O.-er, who is now one of Uncle Sam's high flier's ready to take the aerial front. Robert, whose father, James Sperduto, is machinist at the roundhouse at the Frascati shops, recently completed his basic Army aviation training course at Randolph Field, Tex., and is now at Moore Field, Mission, Tex. The young flier worked at the Frascati shops himself during school vacations. He was graduated at Spring Hill college in 1941, and in 1940 was the first at the college to win a private pilot's license under the CAA program.

Riding the freights...

Nation's Delivery Boys Shun Spotlight, But Do The Heavy Duty Work

Riding the rumbling freights is every day routine to the men who operate them, but a novel experience to your News reporter.

Though the Nation's Delivery Boys, as the freights might well be termed, sidestep the glamour and publicity that their passenger sisters get, they do the herculean tasks of moving vital ship-

ments from city to city, from town to port.

From engine to caboose, the freight is handled with the precision of a trained mechanic with a tool. The accompanying photos are but random shots taken on the rounds of duty. Top photo shows Conductor Richard (Dick) Doolittle at his post in the cupola of the caboose of a St. Louis to New Orleans train. No. 465 streaking through the center was photographed recently on the north end of the line, and at bottom is Flagman Elmo Nelson, also in the caboose.

As the train sings along on the two ribbons of steel, the conductor and flagman work at keeping their records of boxcars and looking after the train in general.

RETIRED MACHINIST DIES

Members of the G., M. & O. family who knew Frank Owens, retired machinist, were saddened to hear of his death. Mr. Owens, 73, died February 17 at a hospital in Tupelo, Miss. He resided in Okolona, where he had worked for about half a century, but was a native of Columbus, Ohio.

MORE SOYBEANS FOR WAR USE

The soybean crop in the Newton, Miss., area was a great deal larger the past season than ever before, according to Agent W. W. Watts, and there are indications it will be even larger this year.

The soybean produces a valuable oil and is a war necessity in the "food for victory" farm program. Carload shipments via the G., M. & O. are expected to increase along with the acreage step-up in farming the soybean.

ANOTHER USE FOR COTTON

The report that cotton lint may now be used in the manufacture of smokeless powder is good news to the South in two ways—first, it means another use for cotton or its by-products, and second, it means the war smokeless powder production will not be delayed because of a war shortage of linters.

The Southern research laboratory at New Orleans is responsible for developing a method whereby lint can be used for the manufacture of smokeless powder.

JACKSON EMPLOYEE DIES

Death claimed E. C. Hunt, veteran employee of the Railroad at Jackson, Tenn., on February 21. He had been in failing health for some time. His death is mourned by his many friends along the line and in other towns and cities in the area. Mr. Hunt was buried at Jackson, where he had lived so long. Survivors include his widow, and two daughters, Mrs. W. G. Dement of Ken-

ton, Tenn., and Mrs. Evelyn Evans of Jackson.
Classic joke of the month is credited to Conductor W. F. (Bill) Selph, who runs between Canton and Kech, Miss., on a log train. Someone gave Bill a goat, dressed. Bill got the idea he'd have some fun, so passed it on among some of his friends as venison... the last laugh is on Bill, though, since those same friends yell "Bah!" at him now when they see him.

Private F. Castro, until last month in the Montgomery G., M. & O. agent's office, was stationed at Keesler Field, Biloxi, in the Army aviation corps when we last heard from him... says he was fortunate because 'my two best friends in Montgomery were drafted with me... and all are still together.'

Henry Koberg, rate clerk at New Orleans, wasn't kidding when he told friends he was going to make the scales register more Poundage for him... he's put on about 15 lbs. since Jan. 15.

The general freight agent's office at Laurel has bright, new walls and ceiling now... made of a local Masonite product.

Traveling Engineer Boyd of Laurel now has two grandchildren—the latest a boy, born to his daughter, Mrs. Thomas Robertson of Laurel recently.

Stanley Wilson, Jr. (son of the Meridian Chief Dispatcher) is now stationed at Brookley Field, Mobile, with the Army aviation corps.

Morton Alvis, first track dispatcher at Murphyboro, Ill., thought for a while Uncle Sam would call him... A 2nd lieutenant in the signal corps, reserve, he reported to an Army camp at Paris, Tenn., but later was permitted to return to his job.

Approximately 35 women employees of various departments in the Mobile general office building completed a Red Cross First Aid course March 11.

In appreciation of the efforts of their instructor, Walter Antoine, they presented him a $50 defense bond.

The fame of our Rebels is spreading... A Bridgeport, Neb., college student who recently took a trip on the G. M. & O. liked the train so well he wrote to us for a picture of the Rebel.

Agent W. W. Watts of Newton spent about two weeks in the Missouri-Pacific Hospital at St. Louis, but is back on the job now feeling better than he has in several years, he says. During his absence, Night Tel. Oper. Oliver of Beaumont subbed for him as agent.

Bus Driver J. E. Hamby of Meridian underwent an appendectomy last month at a Meridian hospital, and on short notice, too.

PRESIDENT TIGRETT BACK

Displaying a Florida tan and a healthy smile, Mr. Tigrett was in Mobile last week for the first time since his illness which began last October.

Visiting among his friends and associates was a happy occasion, both for him and for them, and he was genuinely pleased with his new quarters and with the whole new building.

Although he is regularly participating in the affairs of his office, he will not, at least for a while, undertake to pursue his usual strenuous activity and travel.

Friends of Aneil (Red) Dowling, tel. oper. at Cairo, are hoping for his complete recovery soon... Red has been out about a year now... Mrs. Bertha Brenneman passed another birthday Feb. 27, amid many phone calls ringing with messages of good wishes, etc. We won't ask what number this one was.

Bradford S. (Brad) Bowron, sec. to Asst. V.-Pres. Thompson, has been laid up with an infected hand, which his friends hope will soon be 'in the swing' again.

Little Paul Glen Marlin, son of Mr. and Mrs. C. L. Marlin (he's spec. repr. in freight traffic dept.) will soon be two months old... he was born Jan. 28.

The average tractive power of steam locomotives on Class 1 railroads is now approximately seventy per cent greater than in 1913.

BE SAFE—NOT SORRY