NEW NUMBER, NEW ENGINE—Trainman M. B. Monroe of Bogalusa points to No. 272, a new number among our Diesel Electric engines for the Rebels. This engine, recently purchased and presently operating on the New Orleans to St. Louis run, will be assigned regularly to the Mobile to St. Louis run. Nos. 270 and 271 have been in service on the Gulf Coast Rebels since the summer of 1940.

Three Cheers for the Railroads...

The several editors of "The Christian Advocate" are compelled, by the very nature of their work, to travel many miles every year. They have had to stand up because there were no seats available; they have been unable to get Pullman reservations; they have waited for late trains; and they have gone without meals so that soldiers could be fed in the dining cars. They have arrived at their destinations dead tired, with work undone because there was no room in which the trusty portable typewriters could be set up. But they watched mile-long freight trains speeding across the land with supplies that were desperately needed; they have sat on sidings in crack trains while trainloads of fuel oil rumbled eastward in cold weather; and they have been quite content even in their disappointment over being late. For all of us must say for the railroads: "Three cheers! They are doing a marvelous job under unprecedented difficulties."

This editorial appeared in The Christian Advocate of The Methodist Church on February 25, 1943.

INITIATIVE NO LONGER ESSENTIAL?
Mr. Tigrett Addresses Meridian Clubs

Mr. Tigrett addressed a combined meeting of Civic Clubs under the sponsorship of Rotary at Meridian on April 12th.

His reference to the widely publicized "cradle to the grave" proposal of the National Planning Board brought applause from the audience and because the reference so clearly answers many of the problems which confront us all in these troubled war days, we are reproducing it below.

Our President said: "I claim to be nothing of a scholar—no student of history or economics. But when any man—no matter who he may be—proclaims to the youth of this land that initiative is no longer essential; that freedom from want can be attained without work; that freedom from fear may be secured without endangering our liberty; that happiness can be had without pursuit; that the obligation to reduce our national indebtedness has ceased to exist; that a government of politicians can bring about all of these things—I say that no matter who sponsors such doctrines they are sure, if accepted, to bring grief and chaos and ruin to our nation."

Mr. Tigrett was introduced by GM&O Superintendent Bullock, Meridian Rotarian. Among those present from the Railroad family were: E. B. Farrell, Traffic Manager, Mobile; General Agents B. D. Casey and J. J. Henry of Laurel; Executive Representative T. T. Martin, Mobile; Division Freight Traffic Manager Leslie Farrell and Trainmaster Bob McAlpin of Meridian.

Special Safety Film To Be Shown

Safe operation of all methods of transportation is one of the prime points in the nation's war effort.

In keeping with this, Gulf Transport Company will in the near future show a special safety film to all of its bus and truck operators, according to announcement by Dan DuBois, General Superintendent of Gulf Transport.

Mr. DuBois says the film, a special one prepared by the Automobile Manufacturers Association of Washington, D. C., will be shown at division points of the Gulf Transport system, including Mobile, Louisville, Miss., Houston, Miss., Artesia, Miss., Jackson, Tenn., and Waterloo, Ill.
WAR
Okolona Switchman Takes Part in Pacific Campaign
(By Ann Bradford Sedberry)

Another Gulf, Mobile and Ohio employee who is distinguishing himself in the present war is Pete Milstead, seaman first class, former switchman at Okolona.

Seaman Milstead, 28 years old, enlisted on Navy Day, October 27, 1941, and sailed from the West Coast shortly after Pearl Harbor. With the exception of a recent 30-day furlough he has been in the South Pacific since, taking part in several major Naval encounters in that zone and coming thru without a scratch. A machine gunner on one of the heavy cruisers, he is credited with bringing down four Jap planes in one of the battles of the Solomons. For his part in nine sea battles, he was awarded Navy stars.

In spite of rumors reaching Okolona that he was injured in battle, the former football player came home in February apparently none the worse for his daring experiences. The only change in his appearance was that his blond complexion, having been exposed to tropical sun and salty spray, was as bronze as that of the famed South Pacific island girls, on whose beauty he commented at length. (However, that was before March 2, when he was married to lovely Luella Perkins of Amory. Since that day he probably refuses to commit himself.)

Mr. Milstead was graduated from Okolona High School and attended the University of Mississippi, where he was pledged to Kappa Sigma fraternity. He states that when the war is over he will resume his work with GM&O.

Special Engineer Wohl of Jackson, Tenn., forwards us the news that Private First Class J. S. Dike, former GM&O draftsman at Jackson, has been graduated with high honors at the Technical Training Command Radio school, Scott Field, Ill. Draftsman Dike became Private Dike last October.

Private Edward A. Whitman, 26, of Okolona, son of GM&O Boilermaker Whitman there, has entered the Army Air Forces school at the University of Tennessee. Upon the successful completion of a five months' course, he will be made an aviation cadet. Prior to his Army enlistment last fall, Edward was with the U. S. Engineers at Greenville, Miss.

EMPLOYEES ENTERING THE ARMED SERVICES DURING MARCH

ACCOUNTING DEPARTMENT:
Harry E. Norris, Clerk, Mobile

MECHANICAL DEPARTMENT:
D. M. Avery, Carman Appr., Tuscaloosa
Weyman E. Jobe, Clerk, Corinth, Miss.

PURCHASES & STORES DEPARTMENT:
Frank H. Turner, Jr., Storehelper, Jackson, Tenn.

GULF TRANSPORT CO.:
Wm. Ralph James, Truck Operator, Mobile
Woodrow Cox, Bus Operator, Mobile

TRANSPORTATION DEPARTMENT:
B. B. Barber, Record Clerk, Mobile

TRAFFIC DEPARTMENT:
Oliver B. Alvarez, Clerk, Mobile

ROADWAY DEPARTMENT:
Samuel Brinkley, Section Laborer, Sparta, Ill.
Pearl Tansil, Section Laborer, Toison, Ill.
Lester Louis Shirley, Section Laborer, Brownfield, Miss.

J. T. Theadford, Section Laborer, Meridian, Miss.
Edd Polk, Section Laborer, Bemis, Tenn.
Clayton Anderson, Section Laborer, Bemis, Tenn.
James Thomas, Section Laborer, Macon, Miss.

OPERATING DEPARTMENT:
Varner Maxey, Messenger, Meridian
David Hitt, Messenger, Tuscaloosa
Chas. Ray Godwin, Clerk, Prairie, Miss.
James Q. McDaniel, Trucker, E. St. Louis
Horace E. Holman, Clerk, Mobile
Bille B. Griffin, Clerk, Mobile
Chas. Earl Smith, Clerk-Caller, E. St. Louis
Otho Lee Norman, Trucker, E. St. Louis
James L. Patterson, Messenger, Jackson, Miss.
Richard C. Norman, Station Porter, Sparta Ill.
John R. Bryden, Yard Clerk, Tamms, III.
Andy J. Reese, Porter, Prairie, Miss.
Manuel Carr, Trucker, Louisville, Miss.
Leon Henderson, Messenger, Porter, Laurel, Miss.

Lieutenant Carl Folsom, Rail Operations Officer for the Mobile Port Agency, was for a number of years an agent-operative for G. M. & O. at Plaie, Ludlow and Cotton Plant, all in Miss. He's a brother to Big Jim Folsom, candidate for governor of Alabama in the last gubernatorial race.

Former GM&O Messenger Robert L. Parks (now Sergeant Parks of the Army Air Forces) has seen a lot of sights since he entered the service in March, 1941. He just returned to his Louisville, Miss., home from nine months' service in the Aleutian Islands, where he was under enemy fire on several occasions. Wounded, he was sent to the hospital at Walla Walla, Wash., from which he got a furlough to visit home.

Louisville Lieutenant Visits from London Embassy Post

Traveling well-nigh half way around the world, Lieutenant Henry McGraw, son of GM&O Car Inspector R. E. McGraw of Louisville, Miss., returned home last month from his post at the U. S. embassy in London. (The route he came was about 12,000 miles.)

Lieutenant McGraw has been in London with the embassy for about 22 months, and was sent to the United States on a special mission.

Two other McGraw boys are also in the service. They are Rhodolam and George McGraw.

Rafield Brown, who was a Section Laborer in the Maintenance of Way Dept., until he entered the Army in May of 1942, is now at Camp Claiborne, La. He lived at Ovett, Miss., at the time he entered the service.
PEOPLE

Deplores Civilian Attitude

"I wonder if the American flag would now be waving on Guadalcanal, on Tulagi and the other islands if the Marines had the careless, selfish attitude of most of the civilian workers."

Thusly writes a Marine, Corporal Ed Mosey, back in the states from the fierce fighting on Guadalcanal, where he landed August 7 last with the invasion forces. His letter, published by Fore & Aft Magazine of Alabama Dry Dock & Shipbuilding Co. in its April 1 issue, is quoted here in part:

"The men we lost, the casualties we suffered in each encounter were not as great as the Japs', but to see the blood of American youth flowing so freely, to see your friends lying there calling for their family, begging their God to help them, is something that endknit in your heart an awesome hate for the enemy. Yes, it aroused in you the savage instinct to kill and love it.

"I wonder how the boys who are left in my outfit would feel if I wrote and told them that I read in the newspapers about strikes, about the trouble employers are having in defense industries because men take a one or two-day vacation whenever they feel like it; that the men are likely to come to work drunk or partially so, and turn out defective work?"

Three Brothers in as Many Branches of Service

Receipts Dept. Rate Clerk W. J. Hyde can give you three good reasons why we should get this war over with in a hurry.

Those reasons are his three service sons, one each in the Coast Guard, Army and Marines. William J. Hyde, Jr., 25, is Quartermaster 1st Class in the Coast Guard, stationed at Galveston, Tex. He's been in that branch of the service five years. Richard S. Hyde, 22, is a Private in the Army, stationed in Hawaii. He was a member of the National Guard, and was called to active duty in November, 1940. Lewis C. Hyde, 18, is a Private with the Marines, enlisting March 25. He just arrived in San Diego several days ago for boot training.

WAR-FRONT PLEASURE

'Smokes' for Fighting Boys Assured by GM&O Gift

The usual smoking of a cigarette has become an American pastime, one that has over a period of years been adopted by most of the populace.

If there is anything American lads at the fighting front miss, it's the cigarette, as news dispatches from those fronts indicate. Recognizing this, individuals and groups the nation over have put their pennies together to make possible shipments of U. S. cigarettes to the boys.

And so it was that during the month past the employees of the Accounting and Freight Traffic Departments of GM&O at Mobile chipped in to create a fund of $100 for this purpose. This sum purchased 40,000 cigarettes, half being sent to the North African front and half to the Far Pacific front. Each pack of the highly prized gifts bore a sticker wishing the user well, and telling him from whence the cigarettes came.

The $100 fund was subscribed under direction of Robert S. Morris of our Mobile Accounting office. This $100 was matched by the makers of the cigarettes, but the Rebel Route sticker went on every pack just the same.

Barnard Named to High Club Post

Division Passenger Agent Dan Barnard of St. Louis has been made First Vice President of the Passenger Club of St. Louis.

Other officers of the club, which will hold its annual banquet April 26 at the York hotel, are B. A. Schmitt, Missouri-Pacific, President; E. J. Nealis, Greyhound Lines, Second Vice-President; G. M. Shroyer, American Express Company, Third Vice-President; J. C. Austin, Northern Pacific, Secretary; Paul R. Shaw, Great Northern, Treasurer; and W. E. Rudolph, Grand Trunk Canadian National, Sergeant-at-Arms.

REBELINER Bus Operator W. H. Har-grove was given a verbal salute in The Pilgrim, McLain, Miss., publication, in the April issue. Rev. William Potter, editor, said: "The spirit of service, courtesy and helpfulness of this friend comes straight from the President of this fine organization and it typifies the characteristics of that amiable man, Mr. I. B. Tigrett . . . ."

STAY ON THE JOB

It Will Take Blood and Sweat and Tears to Win This War!

MORE SWEAT from Us Means

LESS BLOOD from Our Brothers

LESS TEARS from Our Mothers

Let's Work Hard on the Job Everyday!
SAFETY
Union Pacific President Starts 'Stay-Away-from-Tracks' Move

Just before he was called to Washington to take charge of America's synthetic rubber program, President W. M. Jeffers of the Union Pacific Railroad initiated a program among Utah school authorities to keep school children away from the railroad tracks.

The idea behind the program is two fold; first, as a safety standpoint in preventing possible death or injury to the children, and, second, as a patriotic effort to prevent unnecessary delay in essential war transportation.

Every time a train stops because of an accident—even a minor one—means delays all along the line. The nation cannot afford any delays now.

Mr. Jeffers revealed in his letters to school authorities that recently children playing near railroad tracks have been killed or injured, and in addition, have caused extensive damage to railroad equipment and needless delays in service.

Parents, school teachers and the public at large are asked to enlist in this drive to keep children away from the tracks, and thus help keep the important rail cargoes moving to war.

CHARITY
Employees Club Uses Funds for Needy

Profits from the soft drinks, peanuts, candy, etc., you buy at the General Office refreshment stand go entirely for charitable purposes.

Each month a motion picture is shown at the Tuberculosis Home in Mobile; patients are treated to ice cream and cake, and their radios are kept in repair. In March, $100 was given to the Red Cross, and plans are afoot to deliver 50 Easter baskets to inmates (white and colored) of the crippled children's ward at Mobile Infirmary, and City Hospital. A special party is given for crippled children about once every three months. Special events are held, or gifts made, from time to time, depending upon the financial condition of the GM&O Employees Club, which operates the refreshment stand. The club is restricted to activity within the General Office force, incidentally.
TRAIN DISPATCHING
The Problems and Work of Railroad Dispatchers Have Mounted with War . . .

There are no busier men these days than railroad dispatchers.

The wartime movement of trains is so great, they must work steadily, concentrate on their job. In the course of daily routine duties, they make important decisions on split-second notice, in order to keep the trains moving "on time."

Entries on the average GM&O dispatchers' train sheet nowadays are as crowded as the blackboard of a stock market amid a boom. The "Extra" freights, oil trains, troop trains, those loaded with military impediments (materiel)—all in addition to the regular freight and passenger trains—must not be delayed. Side跟踪s and passing tracks are being used like they were never used before.

Typical of the war-busy dispatchers' offices on GM&O's 2000 mile system stretching from the Midwest to the two bristling seaports of Mobile and New Orleans is the one at New Albany, Miss. Here, under the direction of Superintendent W. K. Moore and Acting Chief Dispatcher W. C. McCoy, the dispatchers are daily faced with the task of "moving" a train upon a train—a train of trains, you might say.

With manpower growing short, the New Albany office has been augmented by a bit of womanpower, in the person of Mrs. Gwen Pessler, a telegraph operator. Prior to entering our service, Mrs. Pessler was an operator for one of the telegraph agencies.

First Trick Dispatcher at this important Tennessee Division junction is M. S. Horn; L. A. Crum is Second Trick Operator, and L. D. Austin, Third Trick. W. W. Buckley is Operator, working with the dispatchers.
AUSTRALIAN RAILROADS
Different Gauges Complicate the Transportation Effort There

One of the greatest problems faced by the American Army and General MacArthur in Australia was the fact that Australian railroads have five different gauges.

On the lines stretching across the “down-under” continent from Perth on the west to Townsville on the east it is necessary to change trains four times. There are no railroads of importance in the west, north or in the interior.

In hauling freight across the country, much time and cost are consumed in reloading at Kalgoorlie, Port Pirie, Albury, and Brisbane. From Perth to Kalgoorlie, the gauge is three feet and six inches; from Kalgoorlie to Port Pirie, four feet eight and a half inches, and from Brisbane to Townsville, the gauge drops back to three feet and six inches. The other gauges, on different lines, are of five feet, three inches; two feet, and two feet, six inches. These latter two gauges are on roads of minor importance.

There are 27,998 miles of railway in Australia, 765 of which are privately owned. Travel is rationed and travel by women is discouraged. There are few trains with dining cars, most of them stopping at stations and waiting for passengers to eat. Some of them stop at seashore spots where passengers take a swim.

The Flag — Symbol of National Unity

Here are a few excerpts from a description of the flag made by Former Chief Justice Charles Evans Hughes:

““The flag means more than association and reward.

“It is the symbol of our national unity, our national endeavor, our nation aspiration.

“It tells you of the struggle for independence, of union preserved, of liberty and union one and inseparable, of the sacrifices of brave men and women to whom the ideals and honor of this nation have been dearer than life.

“It means America first . . . ”

Those words were spoken in 1916, but they stand just as true today.
THIRD ANNUAL REPORT

TO THE STOCKHOLDERS—

GULF, MOBILE AND OHIO RAILROAD COMPANY:

Your Board of Directors submits herewith the Annual Report of the Company for the year 1942.

During the year we were called upon to handle the greatest volume of traffic in the history of the Company or its predecessors, such traffic being in large part of an emergency nature. We handled all the business offered promptly and efficiently, sometimes under difficult conditions, and thus creditably discharged our obligation to the Government and the public. The doing of this job required the untiring effort and full devotion to duty of the men and women who operate or manage the property and the record is one of which all may be proud.

War conditions brought about major changes in the composition of traffic as well as in volume. Banana traffic ceased entirely in July because of the ocean shipping situation, and for the same reason there was a very large increase in the volume of petroleum handled as part of an emergency movement from producing areas in the Southwest to the Eastern seaboard. Further substantial changes in the character of business may be expected during the current year as construction projects incident to the war are completed and the conversion of peacetime industry to war production becomes more fully realized.

While gross operating revenues for the year increased $9,525,305, or 40.28% over 1941, the dollar figure does not fully represent the increase in transportation service performed. Ton miles increased 1,308,701,528, or 53.43% but the ton mile rate decreased from 9.03 mills to 8.18 mills notwithstanding the general rate increase which became effective in March. This is due to the fact that the petroleum movement is handled at very low emergency rates as well as that currently a large part of the traffic handled is for military purposes and is subject to land grant rates. The land grant rebate to the Government for the year amounted to approximately $1,-
100,000.

Net income for the year amounted to $4,030,216, which is after deducting $48,071 payable as contingent lease rental to New Orleans Great Northern Railway Co. Such contingent rental depends upon the amount of dividends paid by your Company. Federal income taxes amounted to $2,603,360 and no excess profits taxes were accrued. It should be pointed out, however, that 1942 earnings had the benefit of carry-over excess profits tax credits and that similar credits will not be available in any appreciable amount in 1943 and consequently the impact of taxes will be much greater.

A dividend of $2.50 per share on the Preferred Stock was declared payable December 15, 1942 to stockholders of record December 1, 1942. The Preferred Stock became cumulative as to dividends on July 1, 1942.

During the year direct long-term debt was reduced in amount of $1,016,200, of which $673,000 represented maturing equipment trust certificates. In addition, the Company acquired $80,500 principal amount of New Orleans Great Northern First Mortgage 5% Bonds. The provisions of the loan from the Reconstruction Finance Corporation have the effect of limiting the Company's freedom of action in reacquiring its debt.

The Company's working capital position has been substantially improved but it is the considered opinion of your management that in the face of the great uncertainties of both the near and long-term future, the proper safeguarding of the stockholders' investment requires further strengthening of liquid resources and/or the adoption of a debt reduction program. For the near term we are faced with the probability of increased costs and the possibility of rate reductions and great shifts in traffic. The end of the war will bring with it the need of property rehabilitation and improvement to meet the renewed and invigorated competition of other forms of transportation.

While maintenance has kept pace with the needs of the property and the heavier volume, it is becoming increasingly probable that the shortage of materials and manpower will not only increase maintenance costs but gradually build up deferments which will eventually have to be made good. At the end of the year 94.6% of steam locomotives and 100% of Diesel electric locomotives were in service and only 1.1% of freight cars on line were unserviceable.

(Please see other side of this page)
As of the end of the year all equipment covered by the Equipment Trust of 1941 had been delivered with the exception of 116 forty-ton all steel box cars. It is unlikely that these cars will be delivered in the near future and therefore the funds on deposit with the Trustee in respect of the undelivered equipment have been invested in Government Bonds. Two new 1,000 horsepower switching locomotives were acquired during the year at a cost of $159,870, which will be paid monthly over a period of six years and eight months, with interest at the rate of 2% on unpaid balances.

Effective July 1, 1942, our four highway subsidiaries were consolidated into one corporation, Gulf Transport Company. Gross revenues from all bus and truck operations for 1942 were $1,332,166, an increase of $724,771 or 119.32%. Net earnings after all taxes were $111,584, an increase of $62,326 or 126.53%. A substantial part of the increase in revenues and earnings was, of course, due to war conditions. These results alone do not measure the value of the highway operations to the railroad, the indirect advantages lying in the protection of traffic and the opportunity of rendering more attractive highway service in certain categories in lieu of less attractive but more costly rail service. Income and Balance Sheet Statements of Gulf Transport Company will be found on pages 29 and 30.

The next annual meeting of the stockholders will be held at the office of the Corporation, 104 St. Francis Street, Mobile, Alabama, at 11:00 A. M. on April 12, 1943, for the purpose of electing directors for the ensuing year and transacting such other business as may properly come before the meeting. Stockholders of record at the close of business March 26, 1943, will be entitled to vote. Concurrently with the mailing of the Annual Report there is being mailed to each stockholder a Proxy Statement, pursuant to Regulation X-14 of the Securities and Exchange Commission.

The Directors acknowledge with appreciation the loyalty and efficient service of the Company’s 6,731 active employees, and honor those employees, numbering about 500, who are serving in the Armed Forces of our Country.

We invite inquiries and suggestions from our stockholders.

By order of the Board,

I. B. TIGRETT,

President.
Stamp Out Your Garden Enemies
Before They Can Destroy
Victory Vegetables

Now that plantings are well underway, we can turn our attention to some other steps which should be taken to assure the heaviest possible production of vegetables. First, keep the garden well cultivated so that the crops will grow off rapidly; second, control insects. Do not let them have the fruits of your labor.

Some of the more common insects to look out for now are Cutworms, Cabbage Worms, Cabbage Calico Bugs, Colorado Potato Beetles which feed on Irish potatoes, Cucumbers, Beets, Squash Bugs and Mexican Beam Beetles which feed on a variety of crops.

Look Cared for Them
In the larger plots it will be necessary to use dusts or sprays. Advice on what dust or spray to use can be obtained from your seed dealer or druggist who sells insecticides; from the experienced leaders in the garden program in your community; from your County Agent or other agricultural leaders; or by writing to me.

GROW and IRRIGATE!
It’s mighty important to keep your garden cultivated and watered properly. Don’t let the weeds and grass get a start. A hoe will get most grass and weeds, but you may have to get down and pull those close to young plants. Break the ground about plants occasionally, keeping all roots well covered. Water in the evening in dry spells. Mid-day watering is dangerous if the sun is shining.

Let me call your attention especially to the fact that in dusting or spraying for insect control it is necessary that the underside of the leaves be reached because most of the insects feed from the underside.

In the small garden, insects can largely be controlled by hand methods. We give below some suggestions:

**Cutworms:** Place a band of paper around the stem of the tomato plant, for instance, seeing that this paper extends at least an inch into the ground and some three or four inches up the stalk. In lieu of this, set the plant through a large paper drinking cup and allow the top of the cup to extend at least two inches above the ground. The cutworm feeds at night. By searching with a flashlight or a lantern this insect can be located and destroyed.

**Cabbage Worm:** There are three kinds of these worms. Their eggs are most often found on the underside of the leaves. Locate these eggs and mash them and destroy any worms that are found. The large green worm with a horn on one end should

(Continued on Page 7)
THE PASSING SCENE

Trains provide cross section View of a Nation at War...

Where else can you get a better insight into life—the life of a nation at war—than on a Rebelride?

There are those who would tell you that a train ride is boresome, that it is, after all, merely a means to an end. But those persons haven’t taken a trip on one of our Rebels.

Yes, a Rebelride is an inspiration—especially in these spring days. From New Orleans and Mobile to St. Louis, the rails wind through the rural and metropolitan areas. There, you see a farmer turning up his acreage with plow; here, the fruit trees putting out feelers.

As the red and silver streamliner pulls to a stop at a station, almost any one of these days, the boys in uniform pause for a parting kiss with their loved ones, and hop aboard. Or they disembark for a welcome hug, the beginning of a furlough. There are tears; there is joy. The country is on the move. The Rebels are a cog in the vast wheels of progress.

To many of us of the GM&O, they are an everyday sight. But to hundreds who ride them, they have assumed new importance.

Stamp Out Your Garden Enemies

(Continued from Page 6)

not be destroyed if it has white patches on its back for these are parasite eggs and they will hatch out to make more flies to control this worm.

Cabbage Calico Bug: The eggs of this insect are laid in clusters. They are easily found and can be readily destroyed. Drop any bugs found in a can of oily water.

Colorado Potato Beetle: Destroy the yellow eggs of this insect found on the underside of the potato leaves. Mash these with finger or thumb. Pick off beetles and drop in oily water.

Cucumber Beetle: Pick these off while the plants are small. Watch closely for them around the stem of the plant as they feed close in and can do much damage. If cucumbers and squash are started under a cheesecloth covering, keeping the cloth raised where it does not touch the plant and securely pinned down to the ground by weights, the plants can get off to a good start ahead of the insects.

Squash Bug: This insect sucks the juice of the plant. Pick them off and drop in oily water. Their eggs are found in bunches on the underside of the leaf. Tear off this portion of leaf and destroy.

Mexican Bean Beetle: This insect lays yellow eggs on undersids of leaves. Locate and mash them. The beetle feeds from the underside of the leaves. They are round-backed and have sixteen black spots. They are quite destructive and should be picked off at least twice a week.

In order to place general information before you on gardening and advice as to the control of insects and the preservation of any surplus food produced, we are sending your leaders a supply of publications for distribution. Call on them for these.

S. A. ROBERT,
Development Director.
Excerpts from an Attorney’s Letter to Gen. Solicitor Fox.

Sirs:

I was obliged to take depositions in a matter in Dyer, Tenn., this week, and for the first time in my life I had an opportunity to ride upon your railroad. My opposing counsel, my shorthand reporter and myself went to Dyer on The Rebel and I think it only right that I should tell you that it was one of the most pleasant trips that I have had on any railroad train for sometime. The service was most excellent, the equipment top-notch, and the dining service and food was of the best. We returned to St. Louis on the train which came from Mobile and were very fortunate in procuring lower berths. The Gulf, Mobile and Ohio railroad has three brand new ardent supporters. It might be added that the hostesses on each train lent additional charm to the trip.

Yours very truly,
David J. Tompkins,
Attorney-at-Law,
St. Louis, Mo.

Commends Service . . .

Sirs:

I should like to commend your excellent service on the Rebel . . . I’ve never been on a train or other transportation vehicle which made its passengers feel more welcome and comfortable. Your hostess was lovely to us. We were sorry not to be able to return on the Rebel.

Cordially,
Mouson B. Peters,
The Chattanooga Times,
Chattanooga, Tenn.

‘Perfect Day on Rebels’ . . .

Gentlemen:

The writer has been receiving your News Bulletin monthly and I enjoy reading same very much.

What I am writing to tell you is that I had a perfect day on your Rebel Route from Jackson to Cairo last Sunday (March 28.)

The writer left Jackson at 8:20 AM and arrived in Cairo at noon, had a wonderful dinner, attended the Cardinal ball game at Cotter Field, staying through 5 innings of scoreless ball which was really good.

I caught the 4:40 Rebel back to Jackson and enjoyed talking with your hostess both going and coming. I arrived in Jackson at 7:40 and it was the end of a wonderful day, traveling in comfort, seeing a good ball game as the guest of a genial host, Ed Dunn, Manager of the Cairo Hotel and seeing the World Champions all for the sum of $5.86 which was the round trip fare to Cairo junction.

Yours very truly,
Edward J. Cotter,
Midwest Dairy Products Co.
Jackson, Tenn.

Editor’s Note: Hostesses referred to are Miss Harper and Miss Weems.

RECEIPTS DEPT. NOTES — Kenneth Kirkpatrick has returned from the Missouri Pacific Hospital, is now confined to home . . . Louis Lageman is on the road to recovery . . . C. L. Dismukes is confined to his home in Union City, Tenn., because of illness . . . Mrs. Mary Molony was a patient at Missouri Pacific during the month . . . Miss Mary May, who suffered burns on a visit to Jackson, Ala., is back at her work now.

Miss Ernestine Strussel moved up the line during the month, from the Mobile Freight Traffic Dept., to Mr. Chartland’s office in St. Louis.

The Pronunciation of ‘Cairo’

By way of the sports pages comes a lesson in geography which has to do with none of the remoter reaches of this global war. It concerns the pronunciation of Cairo, Ill., which, it is explained, is pronounced neither with the long A, as in the case of a brand of syrup, nor with the long I, as in the case of the Cairo (kyro) that is in Egypt. The correct way, according to quoted Cairo authorities themselves, is “cairo.” The authorities say that’s what the people of Cairo always have called it, no matter what the foreign variants may be.

All this is no news to the residents of the Illinois city, but it does become of importance this year to that substantial segment of outsiders who make up baseball fandom. For—and here is the war bringing another geography lesson, after all—Cairo is in the big-league sports news because, as the result of wartime restrictions on travel, it is the spring training headquarters of the St. Louis Cardinals. The Cardinals couldn’t go any farther south this year.

War and baseball—they’re both educational.—St. Louis Star Times.

BATTER UP—Baseball is in the air these warm, sunny days. It has been in the air for some time at Cairo, that important Illinois junction of G&M, where the St. Louis Cardinals went through their spring training. The world’s champion baseball aggregation brought much publicity to Cairo by selecting it for training headquarters at a time when they could not go South because of transportation restrictions. You see above an actual scene of one of the Cards’ intra-aquad training games on Cotter Field at Cairo. Walker Cooper, star catcher of the Red Birds, is about to take one of Pitcher Harry Brocheen’s fast ones. In the top inset shaking hands with Manager Billy Southworth of the Cards is our General Agent at Cairo, R. P. Bracham, while in the lower inset you see Manager Southworth and Morton Cooper, the St. Louis team’s star righthanded hurler.