The Rebel Route News is pleased to introduce to its employees Mr. Charles B. Stout of Memphis, Tenn. Mr. Stout is one of three new Directors to be elected to the Board of our Company. Elected with Mr. Stout to the Directorate were Messrs. E. A. Stephens of New Orleans and N. Stockhammer of New York, both of whom will be introduced in a similar manner in subsequent issues of The News.

Mr. Stout heads the Dixie-Portland Flour Company and it is largely through his efforts that the Company has grown to one of the outstanding milling companies in the past 33 years.

Mr. Stout first learned the milling business in Paoli, Ind., where he was born fifty-eight years ago. Here he owned and operated the Paoli Milling Company, a small plant with a capacity of 80 barrels of flour in 24 hours.

Because in a mill of this size it was necessary to know the proper selection of wheat, the actual process of milling and the final selling of the product, it was here that Mr. Stout received the experience that was to help him in the years to come when his concern would operate large mills in widespread sections of the country.

Mr. Stout came to Memphis, where Dixie-Portland actually had its beginning, in 1915 and this has been his business headquarters and home ever since.

Mr. Stout and Dixie-Portland have long been friends of Gulf, Mobile and Ohio Railroad and the entire family is pleased to have him more closely associated...as a Director of the Company.

G. M. & O. DAY IN ST. LOUIS

The St. Louis Traffic Club designated Monday, May 19th, as G. M. & O. Day and a number of our official family accompanied Mr. Tigrett to the Missouri City on that date for the occasion. Mr. Tigrett made the principal address for the Railroad and thanked the Club for honoring the Gulf, Mobile and Ohio. Present with Mr. Tigrett from Mobile were: Exec. V. P. Hicks; P. V. and Gen. Mgr. Brock; Gen. Traf. Mgr. Tibor and Traf. Mgr. (Sol. and Service) Farrell.
HUMBOLDT
STRAWBERRY
FESTIVAL

Humboldt, Tenn. last week celebrated its 8th Annual Strawberry Festival with G. M. & O. representatives attending.

Hostess Norma Addison has proof that it’s strawberry season and that the berries are moving via G. M. & O. She examines a case of the berries before they are shipped.

Outstanding float to move down the flag-decked streets was a model of a river steamer — The Robert E. Lee.

Agent C. M. Laughlin (left) was down to see that the berry shipments received the best of care. Seen with him are J. B. Carpenter of Jackson, Tennessee, and shipper Sam Schatz and Mr. Ezra Frank of Frank Fruit Co. of Madison, Wisconsin.

Strawberry Festival time found Ticket Agent and Telegrapher R. M. Orr busier than usual, and he kept right on the job.

"BOOM TOWN SHAKE DOWN"
The Grab Goes "Round and Round"

(Because the following Editorial in the Greenfield Gazette is unusually timely and because Editor Joel Clark is a former employee of the Railroad, we are reproducing it in The News.)

The American people have so accustomed themselves to Uncle Sam in the role of Santa Claus that the natural and immediate reaction to the Wolf Creek Ordnance Project at Milan is to regard that vast expenditure for our protection as another New Deal handout and many of us are inclined to look upon that Shell Plant as a kind of reward and another opportunity for "Easy Money."

We have mastered so well the art of "Grab" in the WPA, NYA and other New Deal programs, that all of us simply considered it to be a logical conclusion when headquarters for this latest program was established at "Graball" to do just that and grab all possible. With WPA appropriations of a few hundred thousand offering the easy life to so many, the staggering figures that reach into the millions have completely wiped out all sense of balance and there is no definition for property values.

All of us are discussing freely the greed and grab of the others and in its turn each group comes in for its public censure for the abuses of which it is guilty. We have yet to find the man qualified to cast the first stone.

The land owner who sold out for the highest possible dollar is a poor critic of the home owner who is asking twenty or thirty dollars per week for one room. The landlords who have increased their rents three fold on their stores can say little about the exorbitant prices of the merchandise to be sold.

Labor Union organizers are being severely censured for "shaking down" men who come to Milan for a job. There are men employed down there as carpenters who know little more about that profession than the difference between a hammer and a saw and they are paid a dollar and more an hour. Who are they to howl about "shake down!"

The contractors are figuring on making all they can. Merchants are pouring into Milan for just one purpose. Hotels and restaurants are being operated on a basis to realize the greatest possible gain. Not one land owner

(Continued on Page 3)
G. M. & O. OFFICIALS GUESTS OF LAUREL CHAMBER OF COMMERCE

Mr. Tigrett, together with Vice-President and General Manager Brock and other officials of our Railroad, met with the Laurel Chamber of Commerce late last month relative to a change in train schedules affecting that City.

Our President reaffirmed a statement made three years ago that service for Laurel would not be changed without first getting the consent of its citizens and said that the Railroad was ever conscious of its responsibility to the territory it traversed.

Mr. C. B. Cameron, Vice-President of the Laurel Chamber of Commerce, presided over the meeting and the invocation was asked by Dr. L. G. Gates. Mr. R. H. Watkins presented Mr. Tigrett.


Part of the large crowd which attended the Laurel Chamber of Commerce Luncheon is shown in the three top pictures. General Agent B. D. Casey is shown at left in second picture from top and General Agent J. J. Henry in center of third picture.

“BOOM TOWN SHAKE-DOWN”

(Continued from Page 2)

complained about being paid too much. Labor Unions of long standing and some that never existed before are filling their treasuries with the tributes of the helpless and hopeful. Street barkers, bootleggers, quick change artists and representatives of the seven cardinal sins are and will be in Milan in large numbers.

Who is there among us to complain of “graft”?! Who should be the first to screamed “shake down”!

Graball. The name and the place were already there. The Shell Plant gave it a meaning.

Lest you forget, the Wolf Creek Ordnance Project is For Defense.

Below: An informal G. M. & O. get-together in the lobby of the Pinehurst Hotel before the luncheon. From left to right:—Mr. Henry, Gen. Supt. P. B. Bridges, Mr. Brock, Ex. Asst. C. B. Whitlow, Mr. Tigrett and Mr. Casey.
RIDE THE REBELS TO SUNNY VACATION LAND ON GULF

By Morris Timbes

Rising gracefully on the first point of land sighted by the Spanish Admiral dePineda on his discovery voyage into Mobile Bay, a new—and the third—Grand Hotel was opened this month as the latest addition to the Gulf Coast’s Riviera; The Summer Playground at the southern end of the Rebel Route.

And for those who come pleasure-bent to this modern resort on the Eastern shore of beautiful Mobile Bay, Grand Hotel offers entertainment in variety—Gulf fishing, sailing in the hotel’s own fish-class racing boats, swimming in salt or fresh water, and tennis, shuffleboard, badminton and the other land sports popular at pleasure resorts. An orchestra is on hand for afternoon and evening dancing.

Point Clear, which this new hostelry occupies, is a peninsula a few miles inside the mouth of the bay—a peninsula that has for over a century been a mecca for pleasure-seekers. For the first Grand Hotel was built there about 1840.

During the Golden Fifties, a period of unparalleled prosperity in Mobile, this first Grand Hotel flourished as “the place” for the best people.

Then came the War Between the States, and Grand Hotel was closed and deserted. During the Battle of Mobile Bay a shell from one of Farragut’s guns pierced the walls of a cottage beside the hotel. After the struggle was over the Grand Hotel was destroyed by fire, but by 1873 a new hotel was erected.

And as 1941’s vacation season opens, Grand Hotel III surpasses any requirements tradition left for it!

Today the Southern hospitality that made Point Clear famous lives again in its unique setting. Plan your vacation on the American Riviera and for a happy start, go by Rebel.

THE COLD FACTS

(Continued from Page 1)

of occupation. The factories of these countries are working full-blast for the German armed forces . . .

Let us not overlook for a moment the gigantic—the almost terrifying dimensions of the job that is cut out for us . . .

I am dead sure that the public does not have the slightest comprehension of the meaning and consequences of this program of dual defense—this goal of becoming an arsenal of democracy. Certainly it ought to be perfectly plain that either we are in grave danger or we are wantonly wasting billions of dollars. I think we are in grave danger—danger so great that unless we are willing to work and sacrifice—give of our toil and sweat—then we might just as well throw up our hands and declare

GENERAL OFFICE BOWLERS

By J. H. Andersen

The GM&O bowling league, composed entirely of employes of the railroad, ended on May 2, 1941. Nearly all of the teams with the exception of the Streamliners took turns leading the parade, and at the close of hostilities, the Rebel team managed to stay on top, with only two games difference separating the next four teams. The Rebels line-up consisted of J. Clint Billings, Captain; Arlyn Wente, Lester Schaffer, William Moody and James Lyons. Final team standings were:

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
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</thead>
<tbody>
<tr>
<td>Rebel</td>
<td>41</td>
<td>34</td>
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<tr>
<td>Gulf Transport</td>
<td>40</td>
<td>35</td>
</tr>
<tr>
<td>Deep South</td>
<td>40</td>
<td>35</td>
</tr>
<tr>
<td>Sea Rebel</td>
<td>39</td>
<td>36</td>
</tr>
<tr>
<td>Show Me</td>
<td>39</td>
<td>36</td>
</tr>
<tr>
<td>Streamliners</td>
<td>26</td>
<td>49</td>
</tr>
</tbody>
</table>

The high average men in order were: Walter Grueber 188, John Donald 181, Roy Krupp 176, L. W. Heist 170, J. H. Andersen 168, Arlyn Wente and Buster Marshall 167. Andersen bowled high single 282, and Wente high three 707. Grueber had high single scratch of 268, and high three scratch 664.

like honest men that democracy is not worth defending.

Our number one responsibility, then, is simply to realize the size of the job to be done.

Secondly we must set about immediately—we cannot afford to temporize—to translate that realization into planes and tanks and guns at a much faster pace than we are today. We cannot become the arsenal of democracy by merely saying we ought to.

And finally, we must hold high the hope of freedom from oppression, not alone for the free nations of the world, but for all the people’s of the earth.—Dun’s Review.
The new Grand Hotel is a massive, rustic-type building shaped roughly like a huge "Y" and with a skylounge looking out over the clear, cool waters of Mobile Bay. A yacht basin adjoins the hotel for the convenience of guests with boats.

A white sandy beach stretches from the green lawn of the hotel right down to the Bay and the Hotel has trained nurses to care for children in the parkway, on the beach and in the playhouse.

On the grounds are game courts, garages, children's park, a lagoon for small craft, and miles of walks under spreading oaks.
A MODERN MIRACLE

Believe it or not, but there is such a thing as modern miracles.

One of them happened about a month ago at Deemer, Miss., on the Gulf, Mobile and Ohio Railway. A cow belonging to Mr. Myers was killed by a train. A few days later the section foreman received this letter from Mr. Myers:

In making your report of the killing of my cow, you may notify your claim department that there will be no claim filed for this cow, as it was my cow that was out of place, and you may consider it a closed incident.

Nothing of that sort ever before occurred in the history of railroading.

President Tigrett ought to frame that letter and put it on the wall in his office. He should cherish it above price inasmuch as his railroad paid out nearly $40,000 for live stock killed on its own right-of-way last year—a right-of-way where cattle had no business to be grazing and yet our courts continue to sustain such unjust and outrageous claims.

—Frederick Sullens, Editor Jackson, Miss. Daily News.

THE COW AND NOT THE ENGINE
ADMITTEDLY WAS OUT OF PLACE

Mobile officials of the G. M. & O. Railroad suffered a pleasant shock this week when a section foreman reported the killing of a cow by a train near Deemer, Miss.

This letter is probably unique in the railroad’s correspondence files, and we doubt if many other railroads can match it. Yet the cow’s owner exercised nothing but logic and a spirit of fairness. It was his cow that was out of place and not the train and he didn’t hold the railroad responsible.

If more cattle owners in Mississippi adopted that attitude, it would be a serious blow to quite a few lawyers. The usual procedure is to file a claim, and there is truth as well as humor in the old jest to the effect that the quickest way to produce a valuable bred-up cow is to “cross a scrub cow with a locomotive.”—Purser Hewitt, Editor Jackson, Miss. Clarion Ledger.

NEW REBEL CLUB OFFICERS IN NEW ORLEANS

Newly elected officers of the New Orleans Rebel Club are as follows: Right to left in picture: Seated, Mrs. Ruth Murphy, President; Mr. H. C. Kobler, Publicity Director; Miss Gladys Byxbe, Secretary. Standing, right to left are: Dan Cazenave, E. H. Deering, L. E. Lagarde and W. A. Klein, Entertainment Committee.
YOUNGSTERS PROVE FINE CATTLE RAISERS

Blueblood livestock and poultry throughout G. M. & O. territory in Northeast Mississippi, were exhibited in West Point on April 23, 24 and 25, as activities of 4-H Clubbers and Future Farmers of America held the spotlight. Entries from Ripley to Mathiston on the former G. M. & N. and from Corinth to Artesia on the M. & O., vied for honors, and the winners were proof that

News from the Navy...

San Diego, California, April 10, 1941.

Dear Friends:

This is the first opportunity I have had to write since I arrived March 12th. This is really a swell looking place from what I have seen. So far, I haven’t even been off the base here. We are allowed liberty after seven weeks here, and I’m really looking forward to it. It is really hard to get accustomed to this military life, but if you have to, you’ve just got to. I find it quite hard, but as others have been through the same routine, I suppose I can do likewise.

We have been instructed in marching, scouting, compass reading, bayonet fighting, landing parties, rifle and pistol shooting and have even been through a chamber filled with gas, of course using the gas masks. All the above items were actual physical dolings, and not book learning.

Bolts it or not, but doing my first two weeks of training I wore out one heavy pair of shoes. I thought they were kidding when they said we would do that.

Anything they teach you is backed by years of experience, and for each little detail, they have an instructor who has specialized in that particular type of work. I’m learning.

Yours truly,

Monty

Pvt. Montague B. Lyons, Jr.
Marine Recruit Depot

Shippers, for Speed, Use GM&O...

Cotton Plant, May 7, 1941
Mr. Wyatt, Hill, Agl. GM&O,
New Albany
Dear Wyatt:

About 2 p.m., April 3rd, I delivered to your station one electric refrigerator created for shipment to my daughter in Los Angeles, California, and I thought you might be interested to know that the shipment reached its destination one week later, making more than three hundred miles per day on an average.

I think this breaks the record for L. C. L. freight.

Sincerely yours,

T. J. Sanders.

OKOLONA, MISS. DEDICATES PARK TO H. W. WILSON

By Fred H. McGehee, Agent

We have a beautiful park in Okolona that was built by a former M. & O. man, also G. M. & N., Mr. H. W. Wilson, who recently died in Mobile where he was Foreman of the M. & O. shops. On June 2nd, 1941 we plan to dedicate this park in memory of H. W. Wilson and it will be known thereafter as WILSON PARK. Due to his connection, both with the M. & O. and the G. M. & N., we feel that this park, being on the G. M. & O. at Okolona should be of interest to all our employees especially since Mr. Wilson was known by the majority of them. We are giving you below a few of the high spots of Mr. Wilson’s career.

Mr. Wilson worked for the G. M. & N. at Jackson, Tenn. for a number of years and helped to build that part of the line from Jackson Tenn. to Dyersburg.

F. S. HENSON


Mississippi is rapidly becoming dairy-centered S. A. Robert, for the show said the best of its kind Mississippi. Among some of the S. South, the Grand of Calf, an Aberdeen and A. T. Wilkins, 16 member of Noxubee sold at the auction to the highest price by a club member in this class a Tippah County boy won second prize—Dr. Melvin. The 4-H Club members and Future Farmers of America, both boys and girls, were judged not only on their calves, but also the way they showed them.

Another young lady who took honors in the show was Miss Jacqueline Ellis, fourteen, of West Point. Jacqueline had six entries in the poultry show, and won six ribbons—four blue ribbons and two red.

In another address before the judging of the show, State Extension Director 
E. H. White said a statement that was borne out by the number and quality of the entries in the show: "Northeast Mississippi is ideally situated for the livestock industry... Mississippi must get away from the one-crop system of farming and the livestock industry is the best way to do it."
CONFIDENCE

By L. O. B.

This is an incident that happened several years ago.

One morning I met a brakeman whom I will call "Bill." He had three years' service. I said, "Hello Bill, how are you coming?" He answered, "Not so hot. Looking for a job." He told me the train master had discharged him, two conductors had turned him in, and he had missed one call. I talked with him for a few minutes and left him saying, "Sorry."

As I walked along I said to myself, "That boy has got it if one could figure out how to get inside of him."

I went to the train master's office and talked with him a few minutes. At this time I was running the job in 90 days vacancy, and it was open for a flagman. I asked him to put Bill on the rear end with me for three round trips, and if I couldn't do anything with him, I would turn him in.

He finally agreed to think it over, but added, "I am afraid you would be the goat." I told him I would take the chance, and went home.

The next morning when 37 left town I was the conductor and Bill was the flagman. Head man was a boy that was under the doctor's care.

I didn't say anything to him until we left. He was "in a spot"—had a wife and two small children. I asked him to sit down beside me. I talked to him until his eyes filled with tears. He said, "I will," and we shook hands.

On arrival at __________, the yard clerk handed me about ten switch lists, and message reading, "Pick up 100 cars there, line up green lines 'marten 10' head end, also have bills and lists on head on your arrival."

As you know, cars had to be booked, wheeled and lists made out before leaving there. I was in a spot.

Now no conductor had ever given Bill one switch list in his three years service. I gave him the 10 of them telling him what we had to do. The cars were mixed badly with cuts from P.R.R. and local sets.

I returned to yard office and sat in window to make out reports. In due time Bill had cars switched out and properly lined.

Next morning we left __________ with hand fired engine 1701, a full train, including 10 cars of Pittsburg "Bans" Indianapolis and P.R.R.

Our first stop was for water about 89 miles from __________, two doubling hills between these points. Engine came back through passing track and fireman was sick. I asked Bill if he could fire the engine. He said he would try. I told him I was going to depend on him.

From __________ I sent the train master and chief dispatcher the following message: "Fireman John sick, riding in caboose. Flagman Bill firing engine. List connections on time."

We received two messages from train master. "Reduce train if necessary," the second asked for an answer.

I answered him "nothing to worry about. Engine 1701 wearing a feather."

On arrival the train master rushed in the office, patted me on the shoulder and said, "Fine work, Lloyd." I said, "Thanks, but I wish you would give Bill all the praise. He was on the spot, but he was a good sport." He did praise him and gave him a good fatherly talk. In this case you will note Bill was discharged on Monday and a man of the hour on Wednesday. I think you will agree the answer was confidence.

Bill is working here today. A new Bill was born and was happy.

CHARLIE SMITH PLUGS THE REBEL

GM&O radio listeners were startled the other night in Mobile to hear on a program of "The Public Speaks," a voice saying that in his opinion, one of the most progressive factors in Mobile was the GM&O Railroad, with its new office building going up, and its modern, streamlined Rebel trains.

The statement was made with such sincerity, that we were not surprised to learn that the speaker was our own fellow employee—Charles W. Smith of the Accounting Department.

THE "NEWS" AGREES

"The Rebel Route News is very interesting to Porterville folks," says Mrs. J. C. Hall, "but they would enjoy it very much more if a picture of their agent were to appear in it. Miss Mary Etta Albright is not only the efficient and loyal agent at Porterville, but is a distinct asset to the town. She is a member of the Epworth League and an active member of the Woman's Culture Club. Miss Albright is known for her sunny disposition and courteous treatment of the public. She is interested in her flower garden, is a good cook and not only an appreciative guest but a charming hostess. Miss Albright also has the distinction of being the only single girl agent in this district."

MISS MARY ETTA ALBRIGHT
It is evident that Hostess Janice Elrod and Conductor Jack Welsh (right) were glad to see retired Conductor Rhodes when he paid the Rebel a visit recently.

Conductor M. A. Tate has a pretty new house in Jackson, Mississippi, where Mrs. Tate raises prize-winning flowers. Miss Myron Gogarty (with Mr. Tate) is a frequent visitor there.

At Waterloo, Illinois, Agent Leph and Clerk Hogan are pictured by the station.

Mrs. Florence Martin in the Vice-President's office with her son, David.

Two daughters of G. M. & O. men are Miss Ellen Hoeksema (left) and Miss Blanche Ellis, both of whom are newcomers to our Trans. Department.

At Columbia, Ill., Agent Knauer has his safety signs placed where you can't miss them.

Asst. Vice-Pres. S. A. Dobbs and Agent Bert King see the Rebel off at East St. Louis.

Inspecting one of the new Reboiliners in Mobile was T. R. Scruggs, Walter Grueber, Miss Minnie Jordan, F. H. Bowers and L. C. Hollingsworth (reading left to right.)