PRES. TIGRETT PRAISES OFFICERS & EMPLOYEES
FOR WARTIME OPERATING EFFICIENCY OF R. R.

Foreword: On July 27, Mr. Tigrett called all Department Heads and their subordinate officers together in an informal meeting in the Mobile General Office Building to commend them for their personal efforts in making the GM&O Railroad a more efficient war transportation agency. The text of his talk follows:

On the radio during the last portion of the Army Hour Sunday afternoon, I heard a tribute in words and music to the God of our Salvation under the theme—"We Believe."

Just why that set up in my own mind an overwhelming desire to talk to as many of you as possible today instead of my associate senior officers only I could not say. Nevertheless, it did. The idea took possession of me that I wanted to thank you, the commanding officers—or as many of you as were obtainable—and through you the privates of our own Company for the efficiency and sacrifice which is being put into the operation of this railroad in these days when our nation’s fate is in the balance and when our sons and brothers and other relatives and dear ones are depending upon us on the home front to support them on the battle front.

HIGHEST STANDARD OF OPERATING EFFICIENCY

It has been a source of dejection to me that I have not been better equipped physically to carry my part of the load which has been assigned to us. Nevertheless, I can say with all sincerity that never in the history of this railroad has the standard of operating efficiency been so high. The leadership of my associate officials has been brilliant, and the privates in the rank—the shopmen and the trainmen, the clerks and those in the Maintenance of Way Department and all the others have been actuated more by heroic duty than by gainful reward.

If we have had a few among us who bore the characteristics of Fifth Columnists, let us ascribe it to ignorance rather than subversive intention. If we have had those who

(Continued on Page 2)

IMPROVED SAFETY RECORD REPORTED
(See Photo Page 3)

Our Railroad’s Safety record for the first half of 1942 is both commendable and noteworthy,” says Vice-President and General Manager Brock.

In a bulletin issued to employees and officers of the Company, Mr. Brock stated:

You have just passed the half-way mark in your Safety Campaign for 1942.

You will be interested in knowing that while there have been extraordinary demands made upon your operating services, the records for the first six months of 1942, as compared with the first six months of 1941, show the following:

35% decrease in reportable employee injuries.
60% decrease in injuries to passengers.
45% decrease in the number of highway crossing accidents.
50% decrease in trespasser casualties.

On July 1st, your performance ranks your Railroad second in its group of twenty-six railroads, in the 1942 National Safety Contest.

In a period of heavy traffic density, the record is both commendable and noteworthy.

MISS McCOWN CHIEF HOSTESS

Miss Rosemary McCown, Rebel hostess for the past several years, has been named Chief Hostess with headquarters in Mobile. Miss McCown will instruct new hostesses in their duties and will act in a general supervisory capacity. She will make runs on the Rebels occasionally, both as a hostess and in teaching the newcomers.
would force the railroad to place needed men in unessential jobs, let us think it was because of some other motive than greed and selfishness.

EVERY DEMAND FOR SERVICE FULFILLED

The ability to respond to every demand which has been made upon us is a source of much satisfaction. To have handled fifty percent more business this year than we had at the peak during the last war with fifty percent fewer locomotives is in itself an achievement in which we may all take pride.

In this period of heavy traffic and large earnings it would be most gratifying if we could pay our stockholders some commensurate return which would make up for the long years of adversity. However, such will not be the case. Because of the additions and betterments that we have been compelled to make, the equipment which we have had to buy, the debts we have paid which were contracted in other days, and the large amount of money which is consumed by taxes for carrying on the war, our cash balance, in spite of our large business, is much less than it was a year ago. But for this situation we have no complaint to make. It cannot be charged to any lack of foresight or judgment.

I hope that all of us—our stockholders and employees and the public which we serve—can justly feel that we are doing our part toward winning the war; for win the war we will. Victory, however, beclouded now, will surely come. Providence undoubtedly will help those who help themselves, but without our belief in the Divine Being the outlook would be dreary indeed.

Tuned with the soldier who wings his way skyward—possibly for the last time—we reverently say "Lord, we believe. Help Thou our unbelief." And to that prayer may we add "In Thee do I put my trust."

(Sgd.) I. B. Tigrett, President.

V. E. DEIMEL MARKS
25 YEARS OF SERVICE

Twenty-five years ago this Aug. 16th V. E. Deimel, Auditor of Joint Facilities, started work for our Railroad.

Mr. Deimel began in the auditing department of the old New Orleans and Great Northern, which some years ago was absorbed by the GM&O. Prior to this, however, Mr. Deimel had got his baptism in railroad work with the New Orleans and Northeastern railroad, in 1907. Native of New Orleans, he and his family have resided there intermittently, and have likewise resided in Bogalusa and, at present, in Mobile.

The Deimels have three sons and a daughter. They are V. E. Deimel, Jr., and William and John Deimel, and Miss Helen Deimel. The eldest son, Vic, is now stationed at MacDill Field, Tampa, Fla., in the chemical division, air operation.

You have to beat your home next Winter if you want to keep warm. Here’s how you can keep warm and patriotic at the same time. Buy your next winter’s coal or fuel oil now. You save money. How is that patriotic? Well, invest the money you’ll save by buying War Savings Bonds.

Barnard and Fischer
Are Given Promotions

The appointment of D. G. Barnard as Division Passenger Agent at St. Louis and Roy J. Fischer as Passenger Traffic Representative with headquarters at St. Louis, both effective Aug. 1, has been announced by Passenger Traffic Manager P. E. Geil.

Mr. Barnard has been our Passenger Agent at St. Louis previously, while Mr. Fischer was City Ticket Agent at Mobile. Dan and Roy, as they are familiarly known, are both veterans in the Company’s service. Dan has about 20 years service, in the Car Acct. and

MR. FISCHER MR. BARNARD

Transportation and Passenger Depts. while Roy has been in the employ of the Railroad about 11 years. Both started in the St. Louis offices.

Roy succeeds Paul Harlan, who is now in the U. S. Naval Reserves, in training in New York city for an ensign’s commission.

War News . . .
CAIRO, SEBASTOPOL, MOSCOW
SERVED BY THE GM&O

Did you ever notice that many of the principal war towns are on the GM&O?
If you don’t believe it, just pick up a map and see it. You’ll find Moscow in Kentucky, Sebastopol in Mississippi, Cairo in Illinois, and Egypt in Mississippi.

Then, Illinois has her Waterloo, Tennessee her Paris and Mississippi her West Point, all either right on our line or nearby. So if you hear a conductor announcing, “The next town will be Moscow,” or “Cairo next,” don’t get upset. You won’t have fallen into a dream—they’re actual towns on the GM&O.

You Victory gardeners who are troubled with Japanese beetles, deal with them just as you would a dap if you found one in your back yard.
ARMY PROMOTIONS WON BY EX-EMPLOYEES

Clarence C. Crutch Jr., former clerk in the Disbursements Dept., was graduated recently from the Armored Forces’ Officer-candidate school at Fort Knox, Ky., with the gold bars and commission of a second lieutenant in the United States Army. Lt. Crutch has been in the service 14 months.

John Galliard Cassidy, Jr., former clerk in Disbursements Dept., now with Hqts. 38th Coast Artillery Brigade, stationed in New York City, has been promoted from Corporal to Staff Sergeant. Sergeant Cassidy has been in the service 16 months.

Fred Young, Sr., of the St. Louis office, has in his possession an old stock certificate dated Jan. 28, 1848. The certificate shows that William L. Truit was the purchaser of 10 shares of capital stock and is signed by A. U. Gordon and C. Cunignag, the committee of corporators. It’s quite a rarity.

A Conductor Instructs his Crew

STUDY YOUR JOB BEFORE YOU START IT
KEEP YOUR MIND ON IT WHILE YOU’RE DOING IT
THAT’S WHAT IT TAKES TO MAKE A GOOD RAILROADER

Left to right: Brakeman O. R. Smith, Fireman L. L. Burns, Brakeman John Ross. Flagman L. P. Ball. Conductor James Cilffton Wall, who hasn’t had a personal injury to a crewman to report in his 30 years of being a conductor, and Engineer J. E. Liddell. Picture was taken at New Albany, Miss.

CONDUCTOR SHELVES FOR THE DURATION HIS PLAN TO RETIRE

When Ed Porter went to work for the Railroad back in 1903, times were lush and business rushing.

Starting in as a brakeman, he was made a conductor the very next year, so good were the times—and Ed Porter.

Last month (July 17), Ed Porter marked the end of his 38th year as a GM&O Conductor, and would have made plans to retire but for one fact: The nation was at war and both his Country and his Railroad needed manpower.

“I had made up my mind to retire,” said Conductor Porter the other day (he’ll reach the retirement age of 65 on Nov. 6), “but now I feel like everybody should stay on the job if they can.”

Others Like Him

Conductor Porter was stating not only his case, but that of many others on our Railroad, and other lines, too. Feeling a sense of duty stronger than that long-nourished desire to take his pension and “go fishing,” he kept on working, happy that he could.

Conductor Porter’s Railroad career, like those of his fellow workers on the GM&O, has been “on schedule,” with more than a trainload of interesting experiences thrown in. His full name is M. E. Porter, and though he is near 65 years now, he looks not a day over

CONDUCTOR ED PORTER

50. His recipe for health is work. His eyes are a clear blue and his face rotund and florid.

His career spanning both great wars, Conductor Porter did a bit of reflecting on World War I the other day, between stops on his daily run.

Recalls Last War

“I worked like the devil in that last war,” he reminisced when confronted with a question regarding his memory. “Don’t remember much except that we had a time with the 16-hour law. Sometimes it’d catch us out on the line and we’d have to tie up.”

But as the genial Mr. Porter poured out the conversation, he recalled how as a local freight conductor in the last war, his trains handled tons of wheat and corn for Union City, Tenn., mills, how business hummed in the smallest towns along the line, and how every train then carried seven or eight merchandise cars and two or three meat cars.

The freight cars were carrying capacity loads again, but Mr. Porter doesn’t believe the trainmen are working any harder now than they did then, since equipment is better now.

On one point, Conductor Porter is strongly emphatic. That is, the railroads are doing a better job in this war under private management than they did in the last war under government control.

For Private Management

“The government had no competition,” he pointed out, “and everything was slowed down. Give me the private ownership any day.”

But however much Conductor Porter may be led into the big topics of railroading, you could tell his mind was on the many details of his work as the train rolled along to its destination.

“Say,” he said, looking up from counting his ticket stubs for that particular trip, “what’re we going to do to hold these things together when we can’t get any more rubber bands?”
A LETTER OF GENERAL INTEREST

INLAND STEEL COMPANY

CHICAGO, ILL.

July 25, 1942.

TO THE STOCKHOLDERS OF
INLAND STEEL COMPANY:

The Inland Steel Company has had to accept the order of the National War Labor Board on what is called union security. Inland will sign a contract with the Steelworkers Union providing for the “check-off” of union dues and the discharge of any member who does not keep himself in good standing with the Union.

But Inland does this under duress. In the name of patriotism, Inland is compelled to do a thing which it believes to be wrong, because the alternative would interfere with war production.

The Steelworkers Union has deliberately chosen the period of the war to seek from the Government special privileges which it has never been able to obtain by its own efforts.

Meanwhile, the preoccupation of the public with the grim task of winning the war has blacked out the normal sense of injustice which would have swept across the nation had the issue been fully understood.

The American public does not realize the extent to which the Steelworkers Union has employed physical violence in getting and keeping members. It does not realize that large numbers of men have joined and remained in the Steelworkers Union through fear and fear alone. And now, by the order of the National War Labor Board, those men must continue to be members of the Union and must go on paying dues whether they wish to or not. No matter what policies the Union leaders evolve, the members of the union must support those leaders indefinitely. Their normal right to protest by withdrawal has been taken away.

Theoretically, each worker is given a chance to resign during fifteen days. But how he is to know what his rights are, and who is to tell him how to resign, and, if he joined through fear and has stayed in through fear, who is to assure him that it is now safe to resign?

The Company itself was allowed only ten days within which to make a decision. In that time it could not even consult with its stockholders.

And facing the Company during this ten-day period were two direct threats. The Steelworkers threatened to strike if the Company did not comply. The War Labor Board threatened to invoke the full war power of the President to compel the Company to comply, meaning that the Company’s plants would be taken from it. The Company had no alternative. It had to comply.

Seldom in the history of democratic institutions has there been such an arbitrary exercise of power by a Government agency. Inland’s record of devotion to the nation’s cause is unquestioned. And now it is compelled, by threat of confiscation, to forego a right never heretofore denied, a day in court.

But no private wrong, however shocking to the individual’s sense of justice, can stand in the way of the war effort. A steel plant is a war facility, and not one ton of production can be lost.

Utterly wrong though it believed the War Labor Board’s order to be, Inland had to comply.

M. Sykes, President,
Inland Steel Company, Chicago
This Rebel crew was snapped recently after they'd brought the streamliner into the Trendley Ave. Station in East St. Louis. Left to right, they are: Baggage man S. E. LaQuet, Flagman M. W. Renderman, and Conductor C. E. Davies, all of E. St. Louis. To the left is Old Glory proudly flying over the train shed at nearby Telson Yards, where employees chipped in to buy the new flag.

Section Foreman R. N. Tooms, shown at left, and his crew, out on the railroad near Alto Pass. Mr. Tooms and his men were working among the huge rocks which frequent the hilly Alto Pass section, so he posed them with picks and shovels on stone steps hewn out of the side of a cliff.

younger men in railroad service, who have been promoted to fill jobs caused by retirements and by increased war traffic. Upon them he has tried to impress the necessity for doing the job well if we are to win the war.

The letter says in referring to the employe situation:

"Of course, it means that these vacancies must be filled with men who have had little training and experience in railroading and therefore do not fully appreciate or realize the duty and responsibility that is theirs and it occurs to me that perhaps through our safety meetings and gatherings with employees of every branch of service that these matters could be discussed openly and freely and in a constructive and helpful way.

"We might say first of all, the need and importance of saving and taking care of human lives. I think emphasis should be placed on this, and second, we should guard and protect the company's property at all times, for in this hour and time of need, every neglect on our part will weaken and lessen our chances of winning the war which we are engaged.

"And last, there is the importance of keeping our minds and thoughts cool and deliberate and to never indulge in the practices or habits that will detrain and take from us those qualities that we so much need, in order to render a real worthwhile service. If we will only apply these rules and laws to our lives, I believe that other things will most naturally take care of themselves."

This Company has always felt that whatever success it has enjoyed is due to the cooperative efforts and interchange of ideas between its workers and executives.

IN MEMORIAM

(We announce, with sorrow, the following deaths in our Company family.)

Inspector-Roundhouse Foreman E. E. Hudson of the Mechanical Dept., who died on July 3. Mr. Hudson was first employed by our Railroad Dec. 11, 1922, and had served at Laurel and Mobile.

Flagman Joseph Callahan, 64 years old, who died recently at the Missouri Pacific Hospital in St. Louis. Mr. Callahan resided in Mobile. He had been confined to the hospital only a short time.

— BUY MORE WAR STAMPS —

FREIGHT TRAINS LONGER

The American freight train is extending itself to help save freedom. Before Hitler its average length had been growing, anyway, from 37 cars in 1921 to 49 cars two years ago—and cars getting longer all that while. What it is today, with the enormous new task that national defense imposes on the freight train, is anybody's guess—Excerpt from "They Keep on Rollin'," by L. H. Robbins in New York Times Magazine.

— BUY MORE WAR BONDS —
BETWEEN STATIONS...

the monthly train of thought:

One thing the Axis can’t make us ration is enthusiasm—enthusiasm for our work, enthusiasm in buying War bonds and stamps, and enthusiasm in keeping our Country rolling on toward Victory.

Our particular task in the Victory scheme is to do our individual job to the best of our ability, whether it be during working hours or as a member of any of the many important civilian defense organizations. What we did last month, let’s do better this month. The help we gave Uncle Sam last month, let’s increase this month.

The tempo of our enthusiasm will rise in accordance with the effort we put forth, and American Enthusiasm cannot be defeated.

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"After the war the railroads are going to be faced with the hardest competition ever known. Good or ill will of the public created now will be a great asset or liability then," says a recent issue of Railway Age.

This is certainly true, and Gulf, Mobile and Ohio employees who have always been known for their courteous and thoughtful treatment of patrons should be particularly careful in their relations with the public.

We realize that everyone on the railroad is working hard and under a heavy strain, but so is almost every American during these war days.

The request that "patrons be patient" with unavoidable service delays due to heavy war traffic doesn’t mean that employees "don’t have to be considerate".

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The American Merchant Marine sailors on torpedoes ships continue to be astonished by the knowledge Axis U-boat captains have of the contents of the cargoes and the destination of the vessels they sink.

It is necessary that a small number of persons know definitely the movement of ships, but there are many others who, while not knowing actual sailing information, nevertheless unknowingly give away secrets which might be of value to enemy agents in this country.

As employees of a railroad serving two important ports, we should be very careful not to make any chance remark about materials destined to these ports.

"Those who talk out of turn are either criminally stupid or disloyal".

——Rebel Ed.

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A SON AT SEA

O God, through tomorrow and the next day and the next,
Watch o’er the sea!
Let starriest nights prevail,
I ask of Thee!
Be Master of the waves that toss the ship upon the deep,
And safely guard a little boy I used to rock to sleep!

—Margery Ruebush Shank

—Selected by Mrs. I. B. Tigrett.
FORMER G. M. & O. BOYS

U. S. Builds Own Road Between Camps

Realizing that military railroads will be just as important on the fighting fronts as are the private ones on the home production front, Uncle Sam has begun training his railway battalions on a real short-line system in Louisiana.

The U. S. Military Railroad of Louisiana, as the line is officially named, extends from Camp Claiborne to Camp Polk in the Pelican state. It was built by the 711 Engineer Railway Operating Battalion, in which two former GM&O employees are serving.

These two former employees are Technician Fifth Grade Bruce T. Pollard and Private First Class Henderson R. Marriott, Jr., both of whom worked in the Purchases and Stores Department at Mobile. Technician Pollard’s father, Shipping and Receiving Clerk H. S. Pollard, works at the Mobile Royal St. Storehouse.

All the fine points of railroad operation are taught the Army boys at the Louisiana military road, of which Maj. G. M. Welch is commanding officer. It is a training school for transportation where the Army teaches the boys by actual experience.

The railway battalions are comprised, for the most part, of former employees of railroads. The scope of duty for such a battalion is generally confined to the theater of military operations, and all communications in any such area are under jurisdiction of these troops.

So far as the two former GM&O employees are concerned, they are rendering valuable service to the battalion, drawing upon their experience with the Rebel Route. Both young men are detailed to clerical duties. Private First Class Marriott is attached to the battalion from the air corps and is unassigned. He hopes to transfer to the air corps and to become an aviation cadet soon.

TRAINING IN ARMY RAILWAY UNIT IN LOUISIANA

TUPELO IN TUNE WITH THE TIMES—Our representatives at Tupelo are keeping things moving to and from that busy town. Agent W. H. Polsgrove is shown seated at desk, and standing about him, left to right, are: Chief Clerk H. W. Moore, Check Clerk Jimmy O’Connor, Jr., Steno-Clerk Mrs. L. P. Craig and Claims Clerk W. E. Hannon.

WOMEN IN THE WAR

(Taken from an Article by Congresswoman Frances P. Bolton of Ohio)

Always as men have stepped forward, it has been the job of women to fall in and help with their work.

Today’s war—with its many fronts and its tremendous need for manpower—puts an even greater responsibility upon the shoulders of women. The men in our armed forces, the women on the production line—these are the things for which we are responsible.

We, who are the homemakers, can do so much towards keeping our men working. This is a war of production. It is a war in which every man can be a Commando, in the factory, or in the fight. Every man needs the certainty that the woman he loves—wife, mother, sweetheart—believes what he is doing is necessary and worth while.

PFC. MARRIOTT

NEW HOSTESS—Miss Lucy Townsend of Columbus, Miss., greets Rebel Route passengers these days. Like several of her hostess companions, Miss Townsend was a school teacher, having taught at Woodville, Miss., last session. She has been a Rebel hostess since July 15. Miss Townsend is a graduate of Mississippi State College for Women.

FROM HOSTESS TO WIFE—Miss Norma Addison of Covington, La., who was a hostess on the Rebels for several years, became Mrs. Harry E. Schlenz August 4th in a quiet ceremony at the Roosevelt hotel in New Orleans. The couple will reside in Glencoe, Ill., just out of Chicago.
Employee's Husband In Pacific War Zone

The familiar "Somewhere in the Southwest Pacific" you see in the daily press is more than a newspaper dateline to Mrs. Marvin C. Stewart, Clerk in the Transportation Dept., Mobile.

For somewhere out there in the far-off Pacific, the waters of which aren’t so far-off these days, is Captain Marvin C. Stewart, United States Marine Corps, husband of Transportation Clerk Mrs. Stewart.

The former Miss Dorothy Spikes of Richton, daughter of Agent Dan Spikes of that Mississippi town, Mrs. Stewart has been with the GM&O about seven months, keeping occupied while her husband is away at war.

Captain Stewart was at Pearl Harbor when war broke on Dec. 7, and tasted fire in the Japs’ sneak attack. He has been in the Marines since 1937, when upon graduation from Louisiana State University he was offered a Marine commission. The couple met at L. S. U., where Captain Stewart, known familiarly as “Moose,” was a star center on the Bayou Bengal’s championship football team in the years 1935-37.

SERVICE NOTES

Sergeant Virgil Coggin, formerly our Agent at Campbell Hill, Ill., is now at Fort Leonard Wood, Mo., and just recently won his latest promotion. He’s a native of Verona, Miss.

Joe A. McFarland, Jr., our Local Attorney at Bay Springs, Miss., has been commissioned an ensign in the U. S. N. R. and went on active duty July 15.

D. H. Blackman, former machinist apprentice at Iselin shops in Jackson, has been dubbed the “Red Rebel” by comrades at the Railroad Battalion school at Fort Bellvoir, Va., according to reports. Young Blackman, son of Machinist B. C. Blackman at Iselin shops, is the only southerner at the school... and he’s proud of his nickname.

REMEMBER THE BOYS IN THE SERVICE

We will be glad to send the Rebel Route News to any of our boys in the service whose addresses are sent to us. There will be no charge.

Put, 1st Class William R. Rice, right, is now attending the Officers’ Candidate School U. S. Marine Corps, Quantico, Va. He’s shown above on a recent week-end journey to Washington. Mr. Rice was with our Legal Dept., at Tuscaloosa, Ala., prior to enlistment. He’s the son of Supt. D. H. Rice, Jackson, Tenn.

Aviation Cadet H. F. Probst, Jr., who enlisted March 31, has been on furlough in Mobile. Formerly a Rate Clerk in the Auditing Dept., Cadet Probst was to begin training Maxwell Field, Montgomery.

Mechanical Foreman William R. Burnett of New Albany is mighty proud of his two Army officer sons. They are Major Rutherford A. Burnett, lower right, base officer at MacDill Field, Tampa, Fla., and First Lieutenant William C. Burnett, lower left, also of MacDill Field. Both formerly worked for the Railroad and both are rising stars in the military of the nation, as their records attest.
THE MAIL TRAIN

Mr. I. B. Tigrett, President,
Gulf, Mobile & Ohio Railroad Company
Jackson, Tennessee.

Dear Mr. Tigrett:

Recently I had the privilege of riding the Rebel from State Line, Mississippi, to St. Louis and return. On the same trip I rode on the famed two famous steam engines. I thought you might be interested to learn that of the three trains I rode on, I enjoyed most the ride on the Rebel. I didn’t know just the right words to choose but I think the friendliness and courtesy of the employes of G. M. & O. had more to do with the pleasure of this trip than did the excellent mechanical equipment of your railroad.

I particularly observed the courteous and tact of the hostess, Miss Weems, on the northern trip, and contrasted her conduct with that of the hostesses on the other trains. I heard several passengers comment on how reasonably the food was priced. I was sitting in the hotel lobby in Rochester and I heard a discussion among several of those “dam Yankees”, in which two of them commented very favorably on the G. M. & O. as contrasted with the northern railroads. One of them referred to it as the “coming line” in the country.

Some of the things I didn’t like about the other roads were: (1) the trains were too hot; (2) the employes were not courteous; (3) the sale of soft drinks, beer and whiskey was a racket and (4) the general attitude of the employes on the other roads seemed to be to the effect that the trains were theirs and there was no necessity of the employes being courteous as we had to ride the train whether we liked it or not. Such an attitude would not do on present conditions but will not be helpful to those roads after the present boom is over.

Anyway, I did enjoy riding over your railroad and felt that I would not be honest with myself unless I expressed my appreciation of the several courtesies rendered to me from the negro butler on the conductor.

Very truly yours,
Howard Scott,
Attorney, Chatom, Ala.

Pertinent lines from a Soldier’s letter to Mr. Tigrett—

Just a few lines to let you know that I have ridden on your railroad and like it. Stationed here at Camp Shelby, I used the New Orleans Rebel from that city to Slidell upon returning here some weekends ago, during the hour and five minutes running time between those two places enjoying the evening meal aboard the train.

Last Sunday I rode the Gulf Coast Rebel from Mobile to Meridian, again enjoying a meal aboard the train before arrival at the last named town.

While on the subject of your trains, let me say that the hostess aboard the train on Sunday impressed me as being particularly good at her job, devoting almost all her time to the comfort and welfare of the passengers. (Hostess was Miss Jones.)

Very truly yours,
Million Sanchez,
Camp Shelby, Miss.

Mr. E. R. Brewer, Agent,
G. M. & O. R. R.
Jonesboro, Miss.

Dear Sir:

Have just received the last issue of the Rebel Route News. It is fine. Would it be at all possible for me to get a few extra copies of this paper as I have some friends away from here I would like to send them to. Let me know the cost.

Yours truly,
L. E. Karraker, Mayor
Jonesboro, Ill.

Ed. Note: Issue referred to was the July one, which carried feature on Alto Pass and Jonesboro section of our Line.

Dear Mr. Tigrett:

Not knowing your initials and not even certain of the spelling of your name, I am addressing you in your official capacity. Last Monday morning I was a passenger on The Rebel from New Albany, Miss., to Union City, Tenn. I had occasion to send a telegram at Humboldt. Being a 75-year-old retired Methodist preacher does not increase my activity. The conductor and hostess were as courteous and fine as is possible, going out of their way to help me. It was a delight to be a passenger on such a train and with such a crew. I could not let a matter like this pass without saying thank you to you as well as them, and offering my congratulations. Such service is not always given to the public.

Cordially,
Rev. James H. Foiles,
Pulaski, Tenn.

Ed. Note: Conductors on the run were C. V. Taylor and L. C. Woodward and the hostess, Miss Merle Berry.

PRETTIEST—Miss Claudie Locke, Columbus, Miss., daughter of Rate & Bill Clerk Cloud D., has been named the prettiest at MSCW for three years. Her brown eyes, dark hair and personality helped win the title. She will be a senior next term.