VETERAN FLAGMAN RETIRES ON 65TH BIRTHDAY

Matt Freeland, who retired recently following 48 years service on our railroad, looks back over his nearly half century of service with the line these days at his Whistler, Ala., home, where he is taking life easy and learning anew how to spend his time.

Reaching the end of the line, figurativey speaking, on September 20, which was his 63th birthday, Mr. Freeland laid aside his duties as flagman and stepped off the Rebel streamliner into peaceful retirement. From now on, says Mr. Freeland, he’ll just “take life easy while I’m still young enough to enjoy it.”

Reminiscing on his years of service, Flagman Freeland, whose temples are now grayed, told how he started in the railroad shops at 17 years of age in his native town of Whistler, how he went from there to Jackson, Tenn., as a fireman and then shifted down to Meridian, Miss., in the freight division. In 1905, Railroader Freeland was transferred to Mobile, where he worked in the shops again for a short time, and in 1906 went into the baggage service. For the past 10 years, however, Mr. Freeland had been flagging on the Mobile and

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ST. LOUIS EMPLOYEE WRITES SONG FOR THE G.M.&O.

Our railroad was put in song the past month by Edward A. Kaltenrider of the St. Louis office. The light, gay tune, written for the Women’s Traffic Club of Metropolitan St. Louis, tells the story of the good old G., M. & O.

The Women’s Traffic Club of St. Louis dedicated its September meeting to railroads, with appropriate speakers and entertainment, including theme songs of various railroads. Miss Hazel Murray, secretary in the traffic office at St. Louis, wanted the G., M. & O. represented in song and prevailed upon Mr. Kaltenrider, chief clerk to general freight agent, solicitation, to compose a theme song for our line.

As it turned out, the G., M. & O. was well represented on Railroad Night, with a table of eight from the St. Louis office. Here is the song:

"The Good Old G., M. & O."
(Melody—Notre Dame Victory March)

Pack up your baggage, get ready to go.
We’ll all take a trip on the G., M. & O.
To Dixieland where all is gay
The Rebel you’ll find, will show you the way
Leave all your cares and worries behind,
Laugh and be gay on the good old Streamliner.
Down where sweet Azaleas grow,
On the good old G., M. & O.

OCCIDENTAL TRIUMPH

A trio of college girls, one of them Chinese, were travelling on the New York Central last week, college bound. Standing in line for seats in the diner, they discovered that their hands had got sooty. There didn’t seem much they could do about it, either since they didn’t want to lose their turn by going back to wash. They finally got their table just as the Chinese girl was remarking, "If this were China, the waiter would bring you soap and water." The steward looked her square in the eye. "Anything the Chinese can do, we can do," he said. In no time at all, each girl had a finger bowl of hot water and suds. "Go ahead and use your napkins for towels," the steward said. "I'll give you more. You don’t have to go to China to wash your hands."—(Clipped.)

Thirty-five per cent of the total number of accidents involving motor vehicles at highway-railroad grade crossings in 1940, resulted from motor vehicles running into the side of trains.

O U R S E R V I C E W I N S A D D I T I O N A L P R A I S E

The following comments on the Gulf, Mobile and Ohio railroad’s service appeared in editorial form on September 20 in the Mobile Weekly Advocate. We reprint the editorial in part:

"GRATITUDE"

"The Transportation Committee for the Mobile delegation to the National Baptist Convention in Cleveland, Ohio, ( Negro), take this method to express our sincere appreciation to the G., M. & O. Railroad Company for the most efficient service rendered our delegation through its representative, Mr. E. A. Chapman (Mr. Chapman is Mobile passenger representative for the railroad.) In our opinion this was the best and most pleasing service in the history of our party. Every phase of our agreement was carried out to the letter."

FRIENDS MOURN DEATH OF EDITOR JOSEPH DALE

Our good friend Joseph Dale, publisher of the Lawrence County Press at Monticello, Miss., for 53 years, died October 4 at Monticello following an extended illness.

Editor-Publisher Dale was known by a wide circle of railroad men, who learn with regret of his passing. Mr. Dale was considered the dean of Mississippi editors.

Two sons and three daughters survive Mr. Dale. Funeral services were held in Monticello.

MAKE SAFETY YOUR MOTTO

— and —

PRACTICE IT ALWAYS
NEW COLLEGE CLUB CAR—The newly rebuilt "College Club" buffet car, which will be placed in service on the Montgomery to Artesia run late in October, provides ultra-modern, streamlined service at its best. Beautifully done in light colors, the car has comfortable seats which may be regulated to suit each passenger, new fluorescent lights and a complete buffet where food is served economically. Decorations with scenic, lighted photographs serve to brighten the car.

LUXURIOUS "COLLEGE CLUB" CAR TO BE PUT ON MONTGOMERY-ARTESIA RUN

The College Club car, which combines luxurious chair-car comfort with a convenient, up-to-date buffet, will be placed in service shortly on the Montgomery-Artesia run of the G., M. and O.

The car, appropriately named since it will serve the University of Alabama students and faculty at Tuscaloosa, as well as others along the line, offers the latest in beauty and comfort for streamlined travel. The new service will afford residents of Central and Western Alabama a means of faster travel to Midwestern points such as St. Louis, Chicago and Kansas City. The new service will tie in with the Gulf Coast Rebels at Artesia, Mississippi.

Among the features of the car are the Thermo-Lux fluted glass panels, which are used for the first time on a train. The panels are made of light diffusing glass which deadens sound. Besides the addition of the College Club car, which was rebuilt at the Jackson, Tenn. shops of the G., M. & O., a gas-electric powered engine will be placed on the Montgomery-Artesia run.

One of the finest cars of the kind, the College Club has fluorescent lighting, with spotlights focused so that passengers may always read in comfort. The cushions are soft and the chairs may be regulated to suit each individual passenger.

Scenic photographs serve to brighten the car, which is done in light colors. One of the photograph enlargements shows the Capitol building at Montgomery. (The photo was taken by J. Perry, Staff Photographer of the Journal-Advertiser, Montgomery.) Another enlargement shows a Missouri Fox hunt, while others show Mississippi river packets.

Hostess service, in which our railroad pioneered, being the first line in the nation to have hostesses, will be enlarged to include the Montgomery-Artesia run. The smiling, pretty young ladies are always ready to serve.
CONFEDERATE SHRINE ON GULF COAST IS OPEN TO TOURISTS
JEFFERSON DAVIS HOME NOW PERMANENT SHOW
PLACE AT BEAUVOIR; AGED VETERANS’ HAVEN

By W. A. Evans, M. D.

Historic interest blends with natural scenic beauty in the land of recreational travel which stretches between the two Southern terminals of the Gulf, Mobile and Ohio railroad, New Orleans and Mobile.

And along this strip of the Gulf Coast lies historic Beauvoir, one-time home of Jefferson Davis, president of the Confederacy. Beauvoir, like many other institutions up and down the route of the Railroad, has a more or less personal tie-up with the G. M. and O., J. J. Henry, general agent at Laurel, Miss., being a member of the governing body of the old homestead which is now a permanent shrine to be viewed by travelers. Mr. Henry is a member of the Sons of the Confederate Veterans, the organization which has controlled Beauvoir for years, during the time it has been a haven for veterans of The War Between the States.

With only two remaining Confederate veterans living on the premises now, Beauvoir has been remodeled into a shrine which attracts hundreds of visitors annually. It is a high spot along the Gulf Coast and stands, with the same furnishings, as it did in the day of the Statesman.

Like many other points of interest, including Bellingrath Gardens near Mobile and scenic spots in every town dotting the coastline, Beauvoir is a spot for the traveler or vacationer to visit.

Midway between Mobile and New Orleans stand the marble gates of Beauvoir. These gates were erected by the United Daughters of the Confederacy and provide a fitting entrance to the shrine. Standing alongside the gates is the candle-lit street lamp which stood in Hamilton, Monroe county, Miss., where Jefferson Davis lived in his boyhood.

Spreading oaks and stately magnolias dot the spacious grounds about the old plantation-type home which was Davis’ retreat in his last years. The home, in a good state of preservation, is of the Louisiana plantation type and was erected in 1849. About the house are small buildings which served various purposes in the Davis era.

The main house has a ground floor and a residence floor. The ground floor was built to cool the upper floor as a sort of forerunner to modern air-conditioning. In the old days, a dry well and a meat room were the only parts of this floor actually used. Now the ground floor houses a museum.

On the residence floor are rooms filled with Davis furniture, used by the Davis family. In the hall there remains the divan on which Mrs. Davis sat when she deeded Beauvoir to the Sons of Confederate Veterans. The table, a beautiful piece of antique furniture and which Mrs. Davis used in signing the deed, is also there.

The parlor furniture, returned to the shrine by a Mrs. Farnsworth of Canada, a great-granddaughter of Davis. Included in this group is the piano on which Mrs. Davis practiced. Hanging on the wall in a back parlor is the portrait of Joseph E. Davis, elder brother of Jefferson.

East of the main hall are two rooms which Mrs. Davis had fashioned into memorial rooms for her two daughters. The front of these pair of rooms is the Winnie Davis Memorial room, with an oil painting of Winnie hung on the wall, a portrait in which Winnie is shown in the costume she wore as Queen of Comus in the New Orleans Mardi Gras.

The other room is known as the Margaret Davis Hayes Memorial room furnished with furniture used by the daughters.

The home has wide porches on the front, sides and back, with shutters which afford privacy to the rooms.

Mrs. Davis’ bedroom is as it was when she lived in it—even to her prayer book which lies on a table. A large photograph of the four Davis children who were living in 1867 also is in this room. The four

(Continued on Page 7)
NATIONAL DEFENSE PROGRAM CREATES DEMAND FOR COTTON
SOUTHERN GROWERS, GINNERS, MANUFACTURERS
RALLY BEHIND UNCLE SAM AS PATRIOTS

The European war has turned Americans to using more cotton, just as it has turned them toward building up their defenses in the greatest National Defense program ever undertaken.

And Old King Cotton, who otherwise might have been a bit uneasy on his throne, has been kept secure in his seat by an increased domestic consumption of the snowy-white fabric grown, ginned and manufactured up and down the Gulf, Mobile and Ohio railroad line.

And so it is that the Cotton Belt patriots of the Deep South are responding so readily to the call of Uncle Sam in providing one of the most necessary materials to the nation’s defense—cotton.

Just as patriotic are the women of the nation, who are wearing cotton stockings at a time when there is an impending shortage of silk in this country because of its increased use in the defense program, for making parachutes and other essentials, and because trade with Japan, major silk producing country, has been hampered by the war in the Orient.

The impending silk shortage and its increased use for parachutes, shell wadding, etc., in the United States has likewise had its effect on the domestic use of cotton.

Official Department of Agriculture cotton reports indicate that if the defense program had not taken up the slack in the sale of cotton to foreign countries, which has been practically ruined by the war, the cotton industry would have suffered innumerable losses.

Also, because of the defense program and the subsequent increased domestic consumption of cotton, trading in cotton futures on the various cotton exchanges has taken a decided increase, according to records of the New Orleans Cotton Exchange.

The cotton industry—growers, givers and others engaged in putting the material in readiness for market—was ready to serve America when the time came. Through the cotton belt of the South, which the G., M. & O. serves, cotton men not only had cotton on hand, but were willing and ready to increase the planting of the staple, if and when Uncle Sam lets them.

Cotton is being used widely in the Defense program—for uniforms and other paraphernalia for the soldier boys, in the manufacture of tents, bedding and other necessary equipment, while cotton linters are used in making gunpowder.

The 1941 production of cotton in Alabama, Mississippi, Louisiana, Tennessee and Missouri, the states on the Rebel Route, is estimated by the United States Department of Agriculture to be about the same as the 1940 crop.

During 1940, Alabama produced 768,525 bales on 1,839,000 acres; Mississippi, 1,285,286 bales on 2,406,000 acres; Louisiana, 448,986 bales on 1,052,000 acres; Tennessee, 562,871 bales on 689,000 acres, and Missouri, 395,564 bales on 402,000 acres.

The estimated 1941 production, on the bases of September governmental reports, will be: Alabama, 768,000 bales; Mississippi, 1,366,000 bales; Louisiana, 384,000 bales; Tennessee, 511,000 bales, and Missouri, 378,000 bales.

The total yield of cotton in the U. S. in 1940 was 12,297,604 bales, according to the Department of Agriculture. Total acreage was 22,633,000, according to the same reports.

About the only foreign business now engaged in by the industry is that to China and Great Britain, and because of the scarcity of ships, this business is small it is said.
The annual picnic of Local No. 570, Railroad Maintenance of Way Men of the northern division of the Jackson (Tenn.) and Okolona district, was held recently at Liddon Lake, near Corinth, Miss., with about 100 persons in attendance.

Among those present were M. C. Plunk, Jackson, Tenn., general chairman of the Maintenance Way Men, and Mrs. Plunk, president of the auxiliary; W. R. Mills, Union City, Tenn., supervisor; M. B. Kemp, Corinth, superintendent of line trackage; J. M. Cochran, retired section foreman of Jackson; J. R. Clay, Mobile, chief clerk for the railroad, and Mrs. Clay.

The party-picnic was held aboard the Viking, large lake vessel. Speeches were made by H. A. Archer, secretary of Local No. 570, Mr. and Mrs. Plunk, Mr. Cochran, Mr. Mills and Mr. Clay.

SAFETY FLAG IS ACCIDENT PREVENTER

W. M. Carmichael, roadmaster at Laurel on the G. M. and O., was telling the other day at the Government Street Loop Station how Chief Engineer L. F. O. Exley’s safety flag probably saved his life on two occasions.

You see, Chief Engineer Exley devised the red safety flag which may be hoisted on a pole on the motor cars which railroad men use to travel short distances from their headquarters.

On one occasion Mr. Carmichael was running in a deep cut north of Bay Springs, Miss., and couldn’t see Highway No. 15 which crosses the railroad. As he ran out of the cut, he saw an automobile stopped just short of the tracks.

“I saw your warning flag,” yelled the driver, “and stopped for you.”

Another occasion Mr. Carmichael had a narrow escape from possible trouble was when he was expecting to meet a freight train from an opposite direction. Round ing a curve, he heard one shut off. Immediately, he got his car off the tracks. The engineer told him he had seen the flag and cut down his speed for fear he would hit him.

Our good friend Ed Jervey, retired general agent of the industrial department, dropped The News a postcard from Waynesboro, Va., last week, saying, “Riding along through wonderful country.” Hope you have a good time, Ed.

HERE AND THERE

Marvin Smith, bridge foreman at Macon, Miss., won special praise recently for his work in assisting in repairing a brake beam which had come down on coach No. 150, Train No. 15, at Macon. Superintendent F. M. Bulloch at Meridian wrote Mr. Smith, commending him, after Conductor J. C. Nabors had reported Smith’s valuable deed to the railroad.

W. W. Tolson, chief clerk of our railroad at Montgomery, was given a surprise birthday party recently by Mrs. Tolson.

The table was decorated with a large cake representing a train and embossed with the letters, G. M. & O. and two miniature trains on either side. Assisting in entertaining were Mrs. Joe Upchurch, Mrs. Harry Woodside and little Miss Edith Tolson Upchurch. Those attending were Messrs. A. J. Pickett, W. W. Tolson, R. J. Myers, William S. Carr, C. O. Jones, J. S. Carr, Harry Woodside, C. I. McEachin, L. S. Covington, Walter Maysen, Homer Fitzpatrick, Joe Upchurch, R. C. Sigler, Ben Culpepper, and Medadene Marguerite Henderson and Frances de Montmollin.

Richard DeNeefe, whose organ and piano music has delighted many, may be heard on a broadcast each Thursday at 9:15 p.m. over Radio Station WMOB of Mobile. Mr. DeNeefe, son of Vice-President and Comptroller DeNeefe, plays a piano on the broadcast. He plays the organ regularly in St. Mary’s church.

Quick thinking and action on the part of Leonard Smith, Negro section hand at Booth, Ala., won special commendation for him.

On the morning of September 5, while Train No. 129 was passing him, Leonard noticed the brake beam under one of the cars was dragging. He promptly flagged the train and assisted in removing the brake beam.

In addition to praise from Mobile officials, Leonard also received a letter from Superintendent F. M. Bulloch at Meridian, Miss. The officials said Leonard probably prevented an accident by his action.
THE LETTER BOX

Likes Rebel News . . .
Mr. F. M. Bulloch, Superintendent, Gulf, Mobile and Ohio Railroad, Meridian, Mississippi.
Dear Mr. Bulloch:
I enjoyed very much the new publication issued by your road and was extremely interested in the articles about your Rebel "streamline" train.
With kindest regards, I am
Cordially and sincerely yours,
B. F. Berman, Treasurer, Stonewall Cotton Mills, Stonewall, Miss.

Mr. Gilmer Again . . .
Henderson, Ky., September 26, 1941.
Mr. H. C. Gilmer, Agent, Gulf, Mobile and Ohio Railroad Co., Citronelle, Alabama.
Dear Mr. Gilmer:
I have just received your letter of Sept. 25, 1941, advising me that the toilet case and two brushes that I left on your train are being returned to me by express.
I would like to take this opportunity of assuring you of my appreciation of the excellent service that you rendered in this case. It was very careless and unnecessary on my part and I know that it has troubled you far too much. The articles are of value to me and I am certainly pleased that I am to get them back.
Please, also, convey my thanks to the other employees, and again thanking you, I am
Sincerely yours,
H. Lee Cooper, President, Ohio Valley Trust Co., Henderson, Ky.

Renewing Old Friendships . . .
New Albany, Miss., September 20, 1941.
Mr. I. R. Tigrett, President, Gulf, Mobile and Ohio Railroad Company, Mobile, Ala., and Ohio Railroad Company, New Albany, Miss.
Dear Mr. Tigrett:
I have just now received The Rebel Route News under date of September 22nd and notice the photograph of our mutual friend, and your assistant vice-president, S. A. Dobbs.
I knew Si Dobbs when he was a very young man and before he entered the World War No. I. Such boys as Si and Rufus Moore, who is now located in New Albany, will make good men for your company or any other railroad company. When I was a young man here in the Merchants & Farmers Bank, which was largely owned by our late friend, P. J. Rainey, these boys as well as many more of them carried their account with us.
I knew such young men as Si Dobbs and Rufus Moore would make good, and while I am writing you about these two particular young men, you had many more who are still with the company, who were just as loyal to us and hunted them our friends. I am indeed happy to see them make good and I wish you for you and your company many more years of success.
Just got to thinking about you and all the boys all the way down the line. I still have that warm spot in me for you and for them.
Sincerely yours,
(P.S.—Former Banker Owens has been general agent at New Albany for 14 years and will complete his 50th year of association with the insurance firm next May 15.)

CONFEDERATE SHRINE
(Continued from Page 4)
were Margaret, Winnie, Jefferson and William.
The huge dining room opens on a side porch, the back porch and into the butler's pantry. Here again the setup is just as it was with the Davis family, even to the dishes.
About the house are many interesting features too numerous to list. These include the dry well, which was used for eooling milk and cream. A two-room log kitchen stands to the immediate rear of the mansion. The cooking utensils are still there.
Plantation offices are located in the yard to the front and on the sides, one-room buildings. In the east office, Davis wrote the "Rise and Fall of the Confederacy." A collection of books used by the Confederate States President is still intact.
Old fashioned rose gardens, moss-draped trees, spacious lawns and other natural beauty features brighten up the surroundings. A favorite sitting place of Jefferson Davis was alongside a spring beneath a large Magnolia tree in the rear yard.
Through this yard a bayou, too, across which lies a cemetery for the soldiers of the South. In this picturesque spot, which Jefferson Davis, their leader, chose to spend his last years, these Confederate heroes—about 800 of them—are buried, amid a store of sentiment and history that is Beauvoir.
(Dr. Evans is historian at Beauvoir.)

VETERAN FLAGMAN
(Continued from Page 1)
Ohio and the Gulf, Mobile and Ohio railroads.
Matt has seen the passenger service on the Line grow from the days when we used "just plain platform coaches" to the present day streamlineds which embody the latest in comfort and convenience.
"I had some good, hard experiences in my career," recalled Mr. Freeland, smiling broadly. "I always tried to do what they wanted me to do and to do it the way they wanted it done."
Mr. Freeland has retired to his home in Whistler, where he resides with Mrs. Freeland. They have four children, Mesiames Ruth Lee Pringle, Edith Jewell Frinkle and Florence Jeffrey of Mobile, and John Matthew Freeland, Jr., also of Mobile.
Mr. Freeland, the elder, was christened John Matthew.
ABOUT THE "CAR SHORTAGE"

Reports have been received of instances where dealers in various commodities, including perishables, are alleging either "car shortage" or increases in rail rates or both, as justification for increased prices of their goods. The same sort of statements have appeared in print, including at least two widely published articles.

There have been no increases in rail rates on defense materials. The same is true of perishable crops and other farm products and of merchandise and consumer goods in general. Any representation that price raises are caused by railroad rate increases is incorrect.

And as for "car shortage" — Nation's Business tells of the Washington newspaperman who came to the Association of American Railroads a few weeks ago, to inquire about the "car shortage" — which was preventing the United States from shipping so many million cans of tomatoes to the aid of Britain. He had the story, he said, from someone in the O.P. M. but, before printing it, he wanted to check it. The railroad people hadn't heard about the "shortage!", but, together with the newspaperman, they called the government agency which was supposed to have lots of tomatoes and no cars.

"No cars!" shouted the man. "No cars! Got all the cars we need and can get more if we have to have 'em. What we haven't got is the tomatoes."

PREDICTIONS STILL THRIVE

That disposed of that, as similar inquiry has disposed of many another report of "car shortage," the article goes. But it does not answer the insistently repeated predictions that there's going to be a jam in transportation — predictions which inspire a fine wringing of hands over the dreadfull things to come, or a loftily superior "why-didn't-yuh?" addressed to the railroads.

"Why-didn't-yuh?! is in danger of becoming a key-word in the defense program.

As addressed to the railroad business the remark is:

"Why didn't you buy more cars in 1939 and 1940 than you did? Why are you buying cars in 1941 and 1942, when steel is needed for guns and tanks and ships and all the rest? Why didn't you foresee all this and stock up way ahead on cars?"

To all of that there is an obvious "why-didn't-yuh?" re
tort, but there are also good reasons why the railroads did not buy more cars.

The railroads said, at the outbreak of war in Europe, that they would keep ahead of demands for transportation. In the eight months between that time and the beginning of the American defense effort, in May, 1940, they ordered approximately 60,000 freight cars. (GM&O ORDERED 1,200 CARS.) In the year between the President's address of May 16, 1940, in which he asked for modest appropriations for additional defenses for America, and his May 27, 1941, proclamation of "unlimited emergency," the railroads ordered 113,000 more for 1941 delivery. (GM&O ORDERED 1,000 CARS.) That's a good many cars and — as the event has proved so far — enough to meet demands without car shortage, even though the defense program has been multiplied many times.

For the railroads to have bought more cars than they needed would have been neither good economics nor good defense. Freight cars can't be put away on shelves or in bins. They have to be stored on tracks, in the open, and there they deteriorate with time. It costs money to own freight cars which are not in use. As need grows, the railroads say, the car supply will grow with it — the plan is for an addition of 120,000 cars in 1942 — and its growth will not be at the expense of any single item essential to defense.

PASSING OF GOOD FRIENDS MOURNED

Dr. A. G. Touchstone, Meridian, Mississippi, who has been connected with the Railroad Company since 1927 as Eye, Ear, Nose and Throat Specialist, passed away July 21, 1941.

Dr. Touchstone was a good friend to the Railroad Company, and will be greatly missed.

Dr. J. P. Conn, Monticello, Mississippi, who has been connected with the Medical Department of the Gulf, Mobile and Ohio Railroad Company for many years as Local Surgeon, died suddenly of a heart attack in Jackson, Mississippi on August 8, 1941. Dr. Conn has been in the House of Representatives of the State for a number of years, and a valuable friend to the Railroad Company.

John L. Moulton, after fifty-two years of service with the Mobile and Ohio and Gulf, Mobile and Ohio Railroad, died unexpectedly on August 14th.

Mr. Moulton, who spent his entire life in Mobile and his entire business career as an employee of this railroad, retired on April 1st of this year, and the occasion of his retirement was marked by the presentation of a gold watch to him by his fellow employees.

With Mr. Moulton's death, the city of Mobile and the G., M. & O Railroad lost an asset and a friend.

MOBILE & OHIO RAILROAD CO.

No. 1164. Mayhew Station.

Received from __________ Bales. Cotton, consigned to ______________________ Bales. Cotton, May 21st, 1941.

Production of the Office in Mobile, under the following regulations, etc: Liability for loss or damage not to attach until the Cotton is in hand on the Car, and in such cases where the same is involved in the Dept in Mobile, Company not responsible for Bagging, Rope, Damage or Delay in Transportation. Cotton to be removed within forty-eight hours after arrival in Mobile, or to be subject to charges for storage or care at Consignee's expense. Claims for loss or damage, accompanied by certificate of A. J. Back and this receipt, must be made at Superintendent's Office in Mobile, within thirty days subsequent to shipment.

E. W. Connell, Station Agent.

Eighty-one years old is this freight bill, property of G. P. Rahl of Roxton, Tex., who sent it to Mr. Tigrett, who in turn passed it on to the News. The original is preserved in good shape and provides an interesting bit of railroad freight history.

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