HOSTESSES' DUTIES MANY AND VARIED
(From the Mobile Press-Register) Sunday, November 6, 1941

People who use the feminine gender in referring to trains have a real reason for doing so when they're talking about the streamlined Rebels of the Gulf, Mobile & Ohio Railroad which run between Mobile and St. Louis.

This pioneer among American rail-
(Continued on Page 7)

BUILDING A CO-ORDINATED SYSTEM

We present in part the story of the Gulf, Mobile and Ohio railroad and its highway subsidiaries, as written up in the September issue of Railway Age:

"The Gulf, Mobile and Northern was a pioneer in the use of rail-highway co-ordinated service as to both buses and trucks, having received the first truck operating certificate awarded by the state of Mississippi. Since its consolidation last year with the Mobile and Ohio, the new company, the Gulf, Mobile and Ohio, has proceeded vigorously with a campaign that has as its ultimate aim the complete paralleling of its rail lines with highway routes in the interest of improved service.

"The Gulf Transport company and the Mobile and Ohio Transportation company, the highway transport subsidiaries of the G., M. & O., operate 86 highway freight units over 1700 route miles daily. This has grown rapidly in the last year. For example, the M. and O. line, which had only 70 miles of truck operation prior to the merger, now has more than 900 route miles, with applications on file for still further expansion.

"The transport subsidiaries give highway service to some 318 communities, of which 150 are in Mississippi, 83 in Alabama, 36 in Tennessee, 28 in Illinois and 15 in Louisiana..."

"The G., M. & O. has long been an adherent of the theory of giving the customer what he wants, and these track routes, as well as the co-ordinated rail schedules, were all set up after conferences with shippers and receivers to determine what best suited their needs. Insofar as possible the train and trucks arrive in the cities and towns..."
GRID EXCURSION—The G. M. & O., in a special train, transported more than 500 students of Mississippi State College for Women from Columbus to State College on October 25 so they could see Mississippi State play Union University. Upper left shows a scene on the special train, reading left to right: R. B. McAlpin, trainmaster at Meridian; Miss Ruth Pratt, Inverness; Miss A. M. Scowen; and W. R. Barr, trainmaster at Tuscaloosa. Center shows how the state boys met and welcomed their sweethearts. Upper right shows a typical group of the pretty misses; lower left circle picture Miss Margaret Buchanan, professor of secretarial science, and Miss Winnie Day, critic teacher, while lower right photo shows Miss Neil Lawler, student counselor, and Miss Virginia Robinson, critic teacher. The latter four were chaperones. State won the game, 56-6.

G. M. & O. SPECIAL TAKES CO-EDS TO GRID GAME

Pulehriute was plentiful with the G. M. & O. October 25, a brisk Saturday afternoon when a special train transported 524 enthusiastic, cheering Mississippi State College for Women students to Mississippi State College at Starkville to see a football game and, well, some of the boys at State.

The gridiron clash between Mississippi State, football giants of the Southeastern conference, got top billing on the day's program, but it didn't claim all the attention by a long shot. The pretty girls, dressed in collegiate style, were met at State College by the State College boys, who even had the band on hand to play for the girls' arrival.

The afternoon was brilliant, with the girls in their autumn frocks of bright colors. And a high school day throng helped swell the crowd to around 14,000.

Aside from the M. S. C. W. girls' many and varied activities of the day, the football game claimed some attention, the State College Maroon and White team romping over Union University of Jackson, Tenn., by a score of 56 to 6.

The Union boys, outweighed and out of their football class, never conceded an inch until the final whistle blew, and surprised many by scoring on the mighty Maroons, who had boasted an unmerced goal line up to the Union game.

ON THE JOB

Trainmaster Barr, conductor Black, trainmaster McAlpin and T. P. A. Cumber-land had a mighty big time escorting those pretty M. S. C. W. girls to the Mississippi State College-Union University gridiron contest October 25—in an official capacity, of course. (The girls had a big time, too, but with the State boys.)

Riddie Burns, Bill Allen, Bobby Pollar, Oliver Alvarez, Porter Roberts and Vic Parr.

H. M. Smith of the transportation department served as timekeeper and referee—no easy job in such an affray.

RADIO REBEL LINER SHOWN

The new Radio Rebeliner service, operating between St. Louis and Cairo, III., since November 1, was given an enthusiastic reception on a preview showing of the Radio Rebeliner along the route on October 29 and 30. The Rebeliner was shown at Dupe, Columbia, Waterloo, Red Bud and Sparta on the first day of the tour, and at Perry, Ava, Murphysboro, Jonesboro and Cairo, all in Illinois, on the following day. Paul Harlan, St. Louis passenger representative, and Ray Kennedy, driver, with Hostess Rose Lyn Barnard, joining them the second day, showed the bus. Showings of the streamlined, radio-in-every-seat bus were at the agents of the M. & O. T. Co.

OFF TO THE NAVY

Edward D. Fitz-Gerald, Jr., secretary to Mr. Goslee in the freight traffic department, is in the Navy now, leaving the employ of the G. M. & O. October 31 to enter the service.

Just 21, Edward, son of Mr. and Mrs. Fitz-Gerald of 1903 Clearmont street, Mobile, went first to Birmingham, then to New Orleans. He became a yeoman in the Naval Reserve, for the duration. Eddie had been employed by the railroad since August of 1939. He was graduated from University Military school in Mobile in 1938 and attended Springhill college for a time.
THE TOMBIGBEE BUGABOO

Facts gathered in surveys of the proposal to construct a waterway connecting the Tennessee and Tombigbee rivers show that the project would not be beneficial to most interests in the section affected, and would be unnecessary as a traffic artery.

Figures compiled by transportation officials of the railroads show that the proposed waterway, which would cost about $75,000,000, is not justified by prospective tonnage and that its use would not justify the tremendous outlay of money at a time when every resource of the nation is needed for National Defense.

HISTORY OF PROPOSED "TOMBIGBEE TOUCH" AT A GLANCE

1875—Chief Army Engineers reports unfavorably on project.
1913—Army Engineers re-examines project possibility and reports unfavorably.
1933—Further examination made and hearings held in Congress. Report unfavorable.
1932—Again Army Engineers consider, but report unfavorably to Congress.
1939—War Department reports unfavorably before House and Senate committees.
1940—Project overwhelmingly voted down in House. U. S. Senate votes down project by 56 to 17.

Such a proposal to construct a Tennessee-Tombigbee waterway is not new, the first consideration being given to the proposal as early as 1875. Following a survey, however, the chief of engineers, United States Army, reported that the project was not justified. Again, in 1913, the project talk was revived and again examined and reported unfavorably by the corps of engineers. In 1929 a further examination was made with the same negligible result.

Still another report was rendered in 1932 when the U. S. Engineers surveyed the waterways again and stated the project was not justified.

Interests promoting the Tombigbee Inland Waterway at this time are basing their appeal upon a report of the Board of Engineers for Rivers and Harbors of 1934 and the report of a special board in 1936.

As the matter now stands, the report shows that the chief of army engineers upon the recommendation of the district engineer at Mobile authorized surveys of two recommended routes, one by way of the Tombigbee river in northeast Mississippi and one by the Warrior river. The report now before the committee relates only to the Tombigbee route, but the matter is not finally settled.

The Tombigbee Inland Waterway proposal is tackled on to

NEWS AND VIEWS—Private R. L. Crumpton of Fort Benning, Ga., where he was recently transferred after completing a 13-week training course at Camp Wheeler near Macon, Ga., is a former Gulf Transport company driver and is the son of Conductor and Mrs. R. R. Crumpton of New Albany, Miss. Facing Private Crumpton is Aviation Cadet Robert Anthony Sperduto, now stationed at Uvalde, Texas. Cadet Sperduto attended high school and college in Mobile and has worked at the Frascati shops, in the car dept. machine shops, round house, and with the roadway gang. His dad is a popular member of the Mobile shop force.

the Congressional bill proposing the St. Lawrence Seaway projects, which interests in the Mississippi Valley are vigorously fighting, on the grounds that too much water will be diverted from the Mississippi river and because it will deprive the Mississippi of much freight tonnage which it rightfully handles.

Railroads in the Southeast and Mississippi Valley are fully equipped and stand ready to handle the tonnage the proposed Tombigbee Waterway would handle, at less cost to all interests involved.

Furthermore, condition of the railroads, vital transportation arteries in these days of Defense, is a primary problem before the lawmakers of the nation. To proceed with the waterway proposal without a more thorough investigation of all interests at stake would be unwise.

SPORTS ACTIVITIES—Group below spent a day casting about in the Gulf off Mobile last month. They are, left to right: Captain Graham, J. H. Wright, T. M., Ashcraft Wilkinson company; L. P. Williams, T. M., Southern Wood Preserving company; A. J. Engel, G. M. and O. F. T. A.; George Leyhe, T. M., Armour Fertilizer Works, and W. H. Murray, T. M., Georgia Power Company, all of Atlanta. Two center photos show a bit of pleasant pheasant hunting in South Dakota. Left to right are Ivan H. Wente, St. Louis, general freight agent for our railroad; T. R. Atchison, general traffic manager of the Ralston Purina company of St. Louis, and Harry Griesedieck, Jr., vice-president of Griesedieck Western Brewing company of Belleville, Ill. The hunters had a great time, as the pictures indicate. Extreme right are Misses Earline and Dorothy Dean Earnest, daughters of Section Foreman Earnest of Prairie, Miss. The girls recently won first and second in a beauty revue at Aberdeen, Dorothy taking first and Earline taking second place prizes.
EVERYONE HAD A BIG TIME AT THE MERIDIAN FAMILY PARTY...

The G., M. and O. family at Meridian had an enjoyable party the night of October 24 at the Hamasa Shrine Temple in the Mississippi rail center.

It was a big party in more ways than one—everyone had a good time and the occasion was a social event in the city that evening. The spacious ballroom was gaily decorated in Rebel colors and a floor show, consisting of G., M. & O. talent, was enthusiastically applauded. More than 500 persons were present, it was estimated.

Master of ceremonies for the occasion was Attorney R. E. Wilborn of Meridian. Vice-President and General Manager G. P. Brock was among the officials making brief talks. Mr. Brock read a message from Mr. Tigrett, in which our president expressed great regret at not being able to be present because of illness. The program of music, song and talent acts was ably arranged by Mrs. Claudia Vick, one of the rate clerks at Meridian, who worked unselfishly to make the party a success. She was assisted by Miss Hazel Carter, Hostess.

The program follows:

Introductions by Mr. Wilborn; Speeches by officials; Musical selection, "The Wise Old Owl," by Sarah Margaret Rayner; Song by Mrs. Walton Moore, "Jonah and the Whale," and "Shortenin' Bread"; "The Waitz You Saved For Me," by Carolyn Fraser; Reading, The Three Nit-Wits", by Miss Jodie Green; "The Ferry Boat Serenade," by Carolyn Fraser; "Star Dust," by Sarah Margaret and Carolyn; Negro Spirituals by a quartet of Negro shop workers, and a Community Sing led by Miss Carter. Music was furnished by John Struble's orchestra, and general dancing followed the program.

Refreshments, including punch, sandwiches and other snacks, served to make the party even more enjoyable. Color scheme for the evening was red and white.

AFTER TWENTY-FIVE YEARS

A. R. Walley, district passenger agent at New Orleans, reports that a Hammond, La., resident has settled a $1.00, 25-year-old debt which the railroad never had on its books.

Martin Zinzel wrote the railroad offering to pay for a trip he took from Abita Springs, La., to New Orleans about 25 years ago. Mr. Zinzel explained that he had taken the trip after recovering from a long illness in Abita Springs and somehow failed to pay.

After giving the matter careful consideration, officials of the line accepted Mr. Zinzel's offer.

"I like the Rebel," volunteered a passenger on the New Orleans run the other day, "because it's run by a live organization. I like it because they make you feel like they want you to ride their trains and because officials of the line believe in keeping up with the times."

Did you know that the railroad tax bill in 1940 was $398,724,967 — the greatest in any year on record?
THE LETTER BOX

Meridian, Miss.

Gentlemen:

It was a pleasure to make a trip to St. Louis this week over your road on "The Rebel" and this is to let you know it was very pleasant in every respect. All members of the crew were most courteous and considerate of our comfort, especially your Hostess, Miss Bell. She is quite efficient and a perfect lady. She was right on the job to reserve return passage, met us at the Bus Station and took charge of us.

We enjoyed the trip and will be glad to recommend your services to friends.

Wishing you continued success, I am,

Very truly,

(Signed) W. M. Stallowth, Stallowth & Phillips Lbr. Co.

Likes To See "Rebel" Cars...

Granville H. deWitt, writes from South Charleston, West Virginia: "G. M. and O. cars make regular trips up here from somewhere down home and as there are several of us Southerners up here working and some from towns on the G. M. & O. lines. The rail cars are always greeted like news from home, its big Rebel Route seems to grin at us up here in this Yankee country."

Likes Our News...

October 27, 1941.

Gentlemen:

We have just received a copy of The Rebel Route News and find it very interesting. It is complete with articles of interest to all of us who take pride in claiming the G., M. & O. to be the leading railroad of the South from the standpoint of service to its patrons and of the courtesy and friendliness of its personnel.

The pictures displayed in the "News" are also very interesting.

We thank you for sending the copy and wish for you and the G., M. & O. continued successful operation thru years to come.

Cordially yours,

A. J. Guyton, Cashier.

Bank of Blue Mountain.

Thanks Mr. Maples...

November 1, 1941.

Dear Mr. Maples:

I'm sure that all the girls would like to join me in a sincere expression of our appreciation for everything that you did to make our recent trip to Jackson, (Miss.) such a pleasant experience. I think we were envied by all the other delegates (to the state Baptist Student Union convention) because of our luxurious means of transportation and we were certainly grateful for the courteous consideration of the Gulf Transport company and its representative.

(See picture page 6.)

Sincerely,

(Queenie) Lucy Carleton Wilds,

Sec. R.S.U., Blue Mtn. College.

Hostess Helps Traffic Dept...

St. Louis, Mo.

October 27, 1941.

Miss Norma Addison, Hostess.

Thanks for yours October 17th, calling attention to your report about a number of lumber people from Meridian attending government letting at St. Louis.

We appreciate such information and hope you will continue to call this to our attention, because you sometimes will develop information as to miscellaneous movement with which we might not come in contact with in our regular rounds of solicitation.

H. H. Wentz,

G.F.A., Solicitation

YOUNG AND OLD AT THE MERIDIAN PARTY

The Cameraman was busy at the Meridian party as these shots testify. Top picture: Mrs. P. K. Gwin, wife of night Chief Dispatcher Gwin; F. W. Kahlmus, Road Master; Sarah Margaret Rayner, step-daughter of Night Chief Dispatcher Gwin; Mrs. F. W. Kahlmus; Mrs. F. M. Bullock; Mrs. E. W. Green; E. W. Green, Chief Clerk to Superintendent.

Second Picture: Trainmaster and Mrs. Bob McAlpine with Mr. and Mrs. Bouran of the Mobile Operating Dept.

Third Picture: Mr. and Mrs. Col. (Meridian Agency) and Mr. and Mrs. Fred Kelly (Operating Dept., Meridian).

Fourth Picture: Miss Margaret Costello (Operating, Mobile) and Mr. and Mrs. Johnson, Asst. to Gen. Manager.

Fifth Picture: Mr. and Mrs. C. T. Rowe, Shops; Master Mechanic Stevens and Sarah Margaret Rayner.

MESSAGE FROM MR. TIGRETT

Mr. Tigrett, who took an unusual interest in laying plans for the Meridian party sent the following message when he was unable to attend:

"Because of the value which I always placed upon my acquaintances and friendships among the employees of the Gulf, Mobile and Northern I was determined upon the completion of the merger to extend this happy relationship, in as far as possible, among the former Mobile and Ohio people, and the social gatherings which have been planned for two or three of the larger points on the railroad have been at my own more or less selfish suggestion.

"Nothing but physical disability, therefore, could prevent my getting to Meridian tonight, and in telling you of my keen disappointment I send you also my affectionate greetings.

"I hope your party will be a delightful occasion."

MERIDIAN ENGINEER RETIRES

Switch Engineer Michael Edward Kelly of Meridian stepped into retirement September 27 after many long and useful years of service with the railroad.

Engineer Kelly, now 76 years old, was employed as an engineer on the Southern division of the G., M. & O. The record shows him in service as of April 16, 1906, with a probability of previous railroad service. Mr. Kelly resides at 811 Twenty-Fourth street, Meridian.

Miss Nina Lee Howard, secretary in the President’s office at Jackson, Tenn., returned recently from a trip to New York, where she saw all the sights she possibly could in the time allotted. She’s back at work now, however, looking forward to another vacation.

Converting half of that freight house into a usable warehouse for a Meridian wholesaler was a commendable job. The new arrangement serves the interest of the railroad and the shipper alike and relieves a space shortage brought on, somewhat, by Meridian’s growth.
GULF TRANSPORT BUSES IN DEBUT

Three shiny new buses of the Gulf Transport Company made an auspicious debut October 10 when, in a charter movement, they transported 57 Blue Mountain College girls from Blue Mountain, Miss., to Jackson, Miss., the state capital, for the annual Baptist Student Union convention. The girls making the trip on the convoy of buses are shown above upon arrival at the Mississippi capital. Both girls and buses are posed in front of the picturesque capitol buildings, which are just across the street from the First Baptist church, convention headquarters. There were 105 Blue Mountain College co-eds at the convention, the largest single unit registering for the meet. Among those making the trip via bus were Miss Lucy Carleton Wilds, student secretary of the college; Miss Jessie Davis, secretary of the B. S. U. council of the college, and other student officers. Hostess Hazel Carter, alumnae, also made the trip. More than a third of the enrollment was present at the convention. This was the initial trip for the trio of buses, which are now in regular service on Rebel bus routes. Drivers of the buses were T. H. Mitchell, J. D. Mason and J. T. Smith. (See letter box.)

RAILROAD BOILERMAKER DIES

O. M. Forster, 63, familiarly known as "Dutch" by his many railroad friends, died of a heart attack October 19 at his home in Louisville, Miss. Funeral services were conducted on the afternoon of the 10th by his Lutheran pastor and burial was made in the Masonic cemetery there.

A skilled mechanic and boilermaker, Mr. Forster came to this country in 1910 from Germany. He was born in Hamburg, and attended the University of Hamburg. Later, he served an apprenticeship at the Royal Navy Yards at Hamburg. Entering the employ of our railroad in 1917 at Mobile, Mr. Forster was transferred to Laurel and then, in 1927, to Louisville.

He is survived by his widow, Mrs. Dora Forster, three sons and three daughters and two grandchildren.

CO-ORDINATED SYSTEM

(Continued from Page 1)

when the shippers want their merchandise and it has been the experience of the GM&O that small schedule adjustments will frequently do much toward turning a hitherto hostile shipper or receiver into a friend. This efficient service for G. M. and O. patrons combines the speed and dependability of rail transportation with the flexibility of highway transportation—the train for the long haul, the truck for the short haul and local deliveries. Trucks, too, are utilized for the handling of mail and express to eliminate delays to the G. M. & O. streamlined Rebel trains..."

PASTURES ARE GREEN FOR MR. LIGHTNER OF VINEGAR BEND

Pasture grass will thrive on uncultivated land, and stock will thrive on the grass. Thus, Alabama, and other states of the Rebel Southern belt, have another natural opportunity.

Unusual success at turning former farm lands to stock grazing is reported by F. P. Lightner of Vinegar Bend, Ala., Mr. Lightner's success in this venture is concrete proof that the South can be made a greater stock raising land.

Several years ago when farm labor became uncertain, Mr. Lightner stated in a letter to R. L. Robison, industrial agent for the G. M. & O. at Jackson, Tenn., he quit planting his fields of 35 to 40 acres and just turned the cattle sheep and horses in to graze. He had to supplement the grazing with some feed, of course.

Result: Mr. Lightner has a thriving pasture acreage and a thriving group of stock.

"I have a fine permanent pasture of the highest quality," writes Mr. Lightner, "Lespedeza three and four inches deep, and carpet and dallis grasses. But the most interesting thing is that I have learned that it is not necessary to have cultivated land for such a pasture. My fields have a slight slope and water runs off in heavy rainfall. So the excess seeds from the fields wash off into woodland and these grasses are now established in the wooded pasture and also outside of the fenced fields.

"And to all appearances these grasses and lespedeza thrive better in partial shade than the open sun. Remember, I've applied no commercial seed or dressings in the way of fertilizer. My only complaint is that I have weeds but I had weeds already. They are native."

And so, these are the experiences of Mr. Lightner. Our industrial and agricultural department pass them on in the hope that other landowners may benefit.

DID SOMEBODY SAY BOWLER?

What's this we hear about one Julius Henry (Andy) Anderson of the traffic department "offering" to teach left-handed bowling! ... Some of the boys in the department claim Henry is an expert bowler (Pardon, the type got pied) and ask his expert tutelage for the coming season. How about it, Bowler Anderson?
HOSTESSES' DUTIES
(Continued from Page 1)

roads in the employment of hostesses, uses uniformed young ladies to provide an extra touch of personality on the silver and red trains which, incidentally, were the first streamlined trains in Dixieland.

And appropriately enough, some of Dixie's former debs are riding the rails as hostesses. Employed by the railroad to lend charm and a home-like atmosphere to the luxurious coaches on the streamliners, the pretty hostesses are always at the service of persons riding the trains.

Include Two Mobilians

Mobile's two ex-debutante hostesses, Misses Rosemary McCown and Jean Bell, interviewed Saturday on the trials and tribulations of a hostess, told how they shortened the rail lines for many a passenger by offering conversation; how they performed many and varied duties, such as feeding babies to offering first-aid treatments, and how their work was both absorbing and educational—a study of human nature.

The hostesses have been employed since July 10, 1933.

"The most interesting feature of the work," commented red-haired Miss Bell "is the variety of personalities you deal with along the line."

They Tend The Babies

Miss Bell said, and Miss McCown nodded agreement, that hostesses are called upon most often to heat the milk for babies' bottles (which they enjoy, incidentally, because they all like little babies) and to look after children generally by putting them off at the proper stations and seeing that they are happy.

"No one is any trouble," say the hostesses, "but the men want the most attention."

Since men are the majority among travelers, the hostesses are helpful in providing information on connecting transportation links, such as airplanes, buses and other trains.

Encounter Real Adventure

The hostesses tell of an instance recently when one hostess had a real problem on her hands. Given custodly of a child whose relatives were to meet it at a certain station, the hostess learned on reaching the station that no relatives were there. She took the child, a 9-year-old, on to St. Louis, in the meantime telling the station agent at the child's destination to contact relatives. The hostess then cabled for the child and, on the return trip, turned it over to its relatives.

On another occasion, a man suffered an appendicitis attack on the train. The hostess in charge furnished ice packs and made him as comfortable as possible on the train. At Meridian, the passenger-patient was transferred to an ambulance, taken to a hospital and operated on.

Miss McCown tells of an elderly man who summoned her and after a friendly chat, remarked, "Thank you, I just wanted to be hostessed."

Questions fired at them most often, say the hostesses, are: "How did you get the name Rebel?" and "How would you like to be an air hostess?"

The answer to the second is provided by the hostesses themselves, who say they prefer the rail streamliners to any other type of transportation, and to prove it last summer took long vacation trips on streamlined trains so they could compare their service with the others while enjoying their vacations.

EIGHT IN SERVICE

The Gulf, Mobile & Ohio has eight hostesses in its service at present. Three have headquarters at New Orleans and five in Mobile. Each hostess must be a college graduate. Hostesses are hired for their charm and personality. Before a new hostess is inducted into the service, she is given a month's training in first-aid and how to handle passengers. She makes a run with each of the other hostesses.

The Rebel hostesses wear stylish uniforms which conform with mildly seasonal styles. They are made by a fashionable New York designer and the only thing which remains the same year in and year out is the badge they wear.
CIVIC CLUBS ENTHUSIASTICALLY GREET NEW COLLEGE CLUB CAR

Amid much ceremony, the new Montgomery-Artesia service was inaugurated on Monday, October 27, the College Club car going into its regular runs...

Chamber of Commerce officials were on hand to greet the new service at Montgomery, where Rebel Hostess Elizabeth Waggener accepted a bouquet of roses on behalf of the Gulf, Mobile and Ohio railroad from Stanhope Elmore, chairman of the traffic committee of the Montgomery C. of C.

Arrangements at Montgomery were handled by Paul Fuller, secretary-manager of the Chamber of Commerce. Other members attended the arrival of the train along with Montgomery rail officials. The G. M. & O. personalities present included D. L. Jones, DFTM at Montgomery, and others of the Montgomery office.

Editor Hank Lewis of the Crimson and White, University of Alabama publication, and a bevy of co-eds, pretty and personable, were on hand to do the greeting at Tuscaloosa. Trainmaster W. R. Barr and others of the railroad fraternity swelled the crowd as the College Club car, pulled up at Tuscaloosa.

At Columbus President Ralph Webb of the Chamber of Commerce and representatives of The Exchange, Kiwanis, Rotary and Pilot Clubs were present to welcome the new service. D. F. T. M. Cason had a big hand in the welcome.

The new Montgomery-Artesia service opens a new travel channel to points in the South and Midwest, since it connects with the Gulf Coast Rebels at Artesia.

BUY DEFENSE BONDS

Written by Miss Porter Pope,
Sec. to A.G.T.M. Gill

When opportunities and duties encompasse you, and for all your frantic efforts, things remain undone—don’t you wish for another hand to help out? Right now, our government, too, needs three hands from all of us, and shows us the way to do a “three handed” job in a simple way.

By buying Defense Bonds, we are told we help accomplish three important purposes—defense of our country now, discouraging of inflation (high cost of living to us), and provision for the rainy day that economists assure us is inevitable after the war.

So important do some corporations consider response to the appeal our Government is making, they are compelling employees to make periodic investments. Let us learn from the lessons of the conquered countries of Europe, and begin now with a voluntary program of sacrificial investments in the bonds of our country—the best bonds on earth.

INTERESTING OLD RECORDS

In going some of the records from Pier No. 8 at Mobile recently, there was found a Mobile and Ohio railroad discharge voucher dated December 31, 1875, written out by the machinery department, with M. T. Carson as the official signing. The 66-year-old discharge voucher, in a good state of preservation, was forwarded to the News by L. A. DeOmmells, auditor of miscellaneous accounts.