

# PROGRAM

—OF THE—

## Patriotic : Entertainment

—TO BE GIVEN—

By the High School Students

At Mansfield Opera House

### Monday, February 22nd

—EIGHT O'CLOCK—

Music—Patriotic Selections..... Mansfield Concert Band

Duet—Violin and Cornet..... Ruth Haverty and Herve Costay

Vocal Duet—Wrap Me in the Dear Old Flag, Boys  
Lois Beach and Wade Ripper

—COLONIAL MISUET—

Pantomime Scenes—  
Soldier Leaving Home On the Field  
After the Battle Return Home

—STARS AND STRIPES JUBILEE—

Characters—  
Uncle Sam Columbia  
Thirteen Colonies U. S. Possessions  
Uncle Sam's Boys and Girls

EVERY PATRON OF THE SCHOOL IS CORDIALLY INVITED

Reserved Seats 25c General Admission 15c Children 10c

### Here from Indiana

Eli J. Norcross of Greenfield, Ind., is visiting relatives here. He spent four years doing horticultural and similar work without a week's vacation and is now enjoying a cessation from his labors. He owns 40 acres between Mansfield and Seymour and also a 10-acre tract northwest of Mansfield. He has bought and paid for this land and saved money, besides, he tells us, as a result of hard work and saving money.

### New Redistricting Bill

A redistricting of the state in the apportionment of members of legislature has been proposed. It provides for 146 representatives, the additional members being from the counties containing the larger cities and from St. Louis. It provides for 34 senators, the 13th senatorial district to contain Wright, Carter, Howell, Oregon, Shannon and Texas counties—some democratic district that.

### To Investigate Cases

Attorney General Gregory of Washington has detailed Assistant Attorney-General R.D. Hull to conduct an investigation of the trials in the federal court of those arrested in connection with the defunct Daniels Commission Co. of Willow Springs. M. W. Rose will be tried in St. Paul for his alleged connection with the company.

### Mt. Zion Notes

The order of services at Mt. Zion is as follows: Sunday school every Sunday at 10 a.m.; preaching at 11 a.m.; Young People's Meeting at 6 p.m.; evening services at 7 p.m.; prayer meeting every Wednesday evening at 7 p.m. A class for the purpose of studying "Lectures on the Apocalypse" by Seiss, has been organized. Class meets Friday evenings at 7 p.m.

### To Build Garage

Leases and contracts have been signed for the erection of an up-to-date garage in Mansfield between J. C. Carter's shop and the D. J. Landers Lumber Co.'s yards—and for its occupancy by the Mansfield Motor Co., R. N. Farren, manager. This company sells the well known and popular Maxwells. Read their ads each week in the Mirror.

FOR SALE—Scholarship in the Central Business College at Sedalia. Call at this office.

### A Splendid Program

A large and appreciative audience enjoyed the entertainment given at the opera house Friday night by the Mansfield Concert Band, designated and dressed for the occasion as the Mansfield Minstrel Band.

The program throughout was an excellent one and every number was heartily applauded, some very enthusiastic encores being given. The music was of a high order and Mansfield has just cause to feel proud of such an able musical organization.

The closing number was a humorous sketch, "Seeking a Servant," presented by the O. F. F. Club, with the following cast: Madame Grosbinet, Mae Hopper

Aanatasie, her daughter, Ina Bell Wallace.  
Marie, the servant, Mabel Co-day.

Mary Ann Eliza Smith, from England, Pearl Newton.  
Cleopatra Victoria, a negress, Opal Hoover.

Bridget Flanagan, from Ireland, Bertha Miller  
Amanda Widgery Fishook, from Maine, Eula Newton.

Rat in the Hole, an Indian squaw, Ruth Haverty  
Carmencita, a Spanish dancer, Mabel Hoover.

Hop Sing, from China, Ruth Hoover.  
Armina Benibuffer, a Turkish woman, Mildred Freeman

A reading was also given by Miss Haverty

### Frisco Officers Here

A special car was attached to local freight No. 240 Friday, arriving at Mansfield about noon, conveying members of freight claim prevention committee of the Ozark division of the Frisco, mention of which was made in a recent issue of the Mirror.

Those composing the party were G. E. Whitlam, superintendent of freight loss and damage claims, accompanying the inspection party, Superintendent C. H. Baltzell, chairman; W. T. Griffin, special agent; P. E. McCarty, engine foreman; T. A. Parr, conductor; Jeffrey Thomas, car inspector; P. S. Trussler, engineer; F. D. Thayer, conductor; C. B. Carson, platform foreman; D. L. Forsythe, master mechanic; E. Banks, switchman; H. A. Wright, brakeman; Paul J. Deckert, secretary.

### Jitney Jingles

Come here, my child; I'm almost wild  
To know what 'twas that bit thee  
O, mother dear, you need not fear,  
I'm only bruised by a jitney.  
—The Fort Worth Star-Telegram

### For Fair Treatment

The Young Men's Business Club of Mansfield held a special meeting last night at the office of the president, Dr. F. H. Riley.

C. H. Hensley, assistant superintendent of the Ozark division of the Frisco; O. E. Risser of Springfield, chairman of the Ozark division rate proposition, and F. W. Warnett of Springfield, a Frisco conductor, met with the club and presented the railroad rate proposition and requested the drafting of a message to John M. Atkinson, chairman of the public utilities commission; Senator Lee Welch and Representative Sherman Griffith. President Riley appointed C. A. Stephens, O. L. Robinett and J. D. Reynolds as a committee to draft the same. Their work was unanimously approved by the club, and the following was sent to the persons above mentioned:

Mansfield, Mo., February 18, 1915.  
Regarding the proposed increase in passenger and freight rates, which the railroads are now asking, we would say that if upon investigation you find the railroad companies are running at a loss and cannot operate profitably and maintain the present high standard of efficiency, it is our desire that you use your influence with the legislature for the repeal of the present maximum 2c passenger rate and the maximum freight rate, so the railroad companies will be enabled to maintain the present high standard of efficiency in train service, as well as improvements, and allow them a legitimate profit on their investment. [Signed] ERNEST CODAY, Secretary Young Men's Business Club.

### Railroad Rates

There has been much discussion of the railroad rate legislation, and much has been and is being printed pro and con. The Mirror presents both sides of the question, but we feel that much of the opposition is the result of a misunderstanding of the railroads' desire in the matter.

When the maximum passenger and freight law was passed, a sharp decline resulted; the passenger rate, for instance, being cut from 3c to 2c. We believe the cut was too radical, and we believe this opinion is rather general. Now the railroads are asking for the repeal of this law in order that the public utilities commission may, if it deems such action necessary, permit a rate increase sufficient to allow the railroads a profit—and certainly we think the railroads are entitled to a fair profit on their operations, as is any other business.

The public utilities commission should be in a position to determine the facts in the case—and if the maximum law is repealed by the legislature they could authorize or refuse a rate raise—but under the present law they cannot authorize a raise.

We believe the people of Mansfield are not averse to a raise, if a raise is needed, and by repealing the present law the legislature will give the public utilities commission power to act. So while we do not repeal the law.

A bill fixing the railroad passenger rates in this state at 2 1/2 cents per mile instead of 2 cents per mile which is the maximum that may be charged now by railroads, has been introduced in the state senate.

Why not pass it?

### W. T. Norcross Store Sold

Addison Brown of Springfield sold the W. T. Norcross stock of goods Tuesday to F. E. Rosback of Springfield for \$700. The stock invoiced about \$2,000. The store is closed for the present. The sale was made because of the fact that Mr. Norcross had made an assignment for the benefit of his creditors to Attorneys N. J. Craig of Mansfield and Addison Brown of Springfield as trustees.

Mrs. J. E. Craig entertained the Embroidery Club Thursday afternoon. Refreshments were served.

### 'Twas Ever Thus

Numerous petitions looking to the same ends are being circulated by railroad men in the employ of the railroad companies throughout the state. These petitions are being presented to the legislature, now in session at Jefferson City, asking that body to enact new laws, or to restore the old laws controlling railroads, so that a 3-cent per mile passenger rate and the old freight rate on car lots may be resumed, and this will be done. Railway officials are schemers for railway officials. For some time they have been doing and saying many things to create for them the sympathy of the people. They have cut down the forces of all departments from the poorly paid section hand up to the general offices, and in some departments have shortened the hours of labor with a corresponding wage decrease, to further "curtail expenses." But who has yet heard of the reduction of those princely salaries of the official, the reduction of their clerical force, or the cutting off of private cars and the immense expense of their maintenance and operation? These employees of the roads will tell you the roads cannot run on the present rate of revenue and put these men back to work whom they have laid off, but if the safety of the traveling public demands it they must do so or sell out and buy a small road they can manage to keep the "leaks" out of.

Many shop men and others were laid off just previous to the last election to create public sympathy and defeat the "full crew" amendment, and it was done. They "got us going" then, and are trying to "put another one over" on us now, and they will do it while we sit idle and let them pile up petitions before the legislature without accompanying remonstrances.

Suppose the railroads are losing money; are not the merchant and farmer, the artisan and laborer in our section losing money by not clearing as much owing to the shortness of crops for the past three years? Is that any reason why we must dig down into our pockets for more cash to furnish more luxuries for these poor officials? It would seem so.

If they are in earnest about retrenchment, and it is really necessary, why don't they "lop off" a few thousand dollars annually from the exorbitant salaries of each of those "higher ups"? Why don't they plug up the drain of thousands of dollars monthly from the use of their private cars, used exclusively by officials, and when they must make a trip do so in the day coaches or chair cars with "white folks" who pay their fares and assist in making it possible for the reads to maintain their business at a profit to the shareholders? Will they do either? "Not on your life." They know how to beat that game. They strut around with the four Aces up one sleeve and the joker up the other—telling "hard luck" stories and crying retrenchment from the housetops (and beginning and ending retrenchment at the small end)—knowing you do not know the game, and send out an army of their paid employees to solicit signatures to these petitions (it will doubtless cost them their jobs to refuse to go), and no matter how few the names on these petitions, they will win, for we will not "fool away our valuable time" circulating remonstrances.

No, we had rather be gouged a little deeper than to openly remonstrate; rather stand at the platforms or along the right-of-way and watch the specials of the "brass-collars" go by, knowing full well our hard money is paying all these bills, high salaries and all, than to remonstrate. We also pay the legislators to go to Jefferson City to enact laws authorizing these officials to gouge us.

If petitions act according to the wishes of the gougers, its "an even break" that remonstrances could be made to act according to the wishes of the gouged.

The railway officials know how to take care of themselves, but we (the people) seem to need a guardian. C. E. AUSTIN.

### Working Up Sympathy

More columns of pathetic appeals under scare headings of black faced type a half in high or more, on the patent sides of all the big city papers, on the first page of all the big city papers, and on some page of almost every paper or magazine you can pick up, telling us of the pitiful condition, and the direful extremities to which the poor railroads have been reduced by the unjust and unnecessary interference of legislators, courts of law, and the interstate commerce commission, with such things as freight and passenger rates, freight claims, rebates, over charges, and a few other such things that should, could, and of right ought to have been left entirely to the discretion and management of the good, trusty, honorable and philanthropic gentlemen who run, manage, and sometimes ruin the railroads and the small stockholders, while they themselves remain millionaires and gather to themselves more millions, that they may run, rule and ruin more railroads and stockholders—and gather more millions.

If any one doubts the perfect sincerity and unselfish motives of these benevolent gentlemen, just let him read the direful warnings of dread and direful consequences to the farmers and merchants, the bankers, doctors and lawyers, in fact, everybody in general, and the poor working men and real estate and loan agents in particular (and editors, too!)

If we don't every one of us get busy at once, or sooner, and sign petitions and write letters, and if need be go in a body (or in a special Pullman) up to Jefferson City, or anywhere else where legislators and interstate commerce commissions most do congregate, and never cease, quit or let up pleading, praying and beseeching the aforesaid legislators until they do of their own free act and deed grant unto the aforesaid railroads, their heirs and assigns forever, their constitutional right and privilege to do just as they please in all matters of rates and fares—freight or passenger—charges or over-charges, bait or rebates, without any hindrance from any person or persons whatsoever.

And say, Mr. Farmer or Stockman or Merchant or Whoever You Are, if, after reading about the campaign of the railway employees and their enthusiasm for a higher rate bill, about the "Monster Mass Meetings" at Springfield, after being interviewed by a few employees traveling by special train to attend those mass meetings, or by special permit leaving their regular employment to canvass the towns along the line to get signatures to their petitions (and when they can't the business men to sign, filling in with the names of school boys of 14 and 15 years old, as one of the employees did here in Mansfield last week); yes, if after considering the expense of all this petitioning and mass meetings and special train doings, the editorial write-ups and front page write-ups and patent side write-ups, of subsidizing the city press, and the country press, and the farm press, and the big magazines, and the little magazines, and the big politicians, and the little politicians, if in thinking of all this expense you get a hazy idea of a pile of money that looks as big as a mountain in comparison with all the money you ever saw in your life, and that makes you wonder where all the money comes from to do all this when the railways "can't pay even running expenses?"—

No, don't do anything about it. Don't write anything from the standpoint of the man who will have to pay the extra charges and ask your home editor to print it right on the front page of the paper right where he put railroad stuff, you're too modest a man for that, and he might think you just wanted to force yourself into notice.

Don't write to the man you helped to elect to state legislature and tell him that you and your neighbors don't want that bill made law because you believe it to be an unjust measure, one that will place an additional



**FORD FORD FORD**

Do not say you can't afford, but just buy a Ford, and then you can say you have the best car in the world for anywhere near the money. Now is a mighty good time to put in your order for your car as spring is right here, and one of the prettiest times of the year to drive a car. If Ford sells at retail 300,000 cars this year, between Aug. 1, 1914, and Aug. 1, 1915, he will refund to buyers from \$40 to \$60. They sold last year 249,349 cars. To sell 300,000 they would have to increase their sales only about 20 per cent over last year's sales. Ford production for August, September, October and November shows an increase of just about 100 per cent over the corresponding period of last year. Put in your order now, as later on cars will be hard to get.

**W. G. Reynolds**  
Agent for Wright County  
Mansfield Missouri

and unmerited burden on the ones who are already overloaded. Don't do or say anything to let any one know that you are opposed to that or any other selfish, hypocritical scheme of fraud and injustice, you might cause some one to get mad and say hard things about you, or it might "injure your business." Just keep still. Or, if you must give vent to your feelings, just swear and grumble around home, or give the railroads fits to a few old cronies down at the store, that won't hurt the railroad bill any, they'll go right on with their bill and fool the legislature into the belief that the people want it, or, at least, are not much interested in it any way.

After they've got all they ask for you'll find out where the money comes from, in the cut price on every pound of everything you have to sell and can't ship by parcels post, and in the extra charge on all you have to buy that is shipped in by freight or express.

But will that be the end of it? Not much! When they get what they ask for—they'll ask for more!

J. W. ROBERTS.

### From Mr. C. H. Baltzell

The following self explanatory letters have been received by City Marshal Roe Strong from Frisco Division Superintendent C. H. Baltzell:

You are hereby notified to report all parties swinging to locomotive engines or cars who are not employees, to the Frisco special agent. Also all witnesses to the same. Safety First.

Mr. R. Strong,  
City Marshal, Mansfield, Mo.  
Dear Sir:—The following is a bulletin I have issued about keeping the foot crossing open leading from our platform to the K. C., O. & S. depot. This I think should satisfy all concerned.

"I have another complaint of the foot crossing between Frisco and K. C., O. & S. depots at Mansfield, Mo., being blocked. The case reported to me shows 43 minutes with a train standing on this crossing and school children endeavoring to pass under the cars."

I wish you would have it understood by every one concerned that I am going to take some very severe action with responsible parties when this foot crossing is not opened immediately. Don't want this crossing blocked more than 5 minutes under any circumstances, and not blocked this long if it is going to be necessary to cut it. Safety First alone demands that crossing be cut so as to keep the public from trying to crawl through or under our trains.

Yours truly,  
C. H. BALTZELL,  
Superintendent.

### FORD

(Sing to the tune of Casey Jones)

Old Zeke Perkins sold his hogs the other day,  
And the gosh darned fool threw his money right away.  
Rode in town sitting on a board,  
And he came rid'n home in a darned little Ford.  
When he came to the house and got to the gate,  
He shut down the throttle and he pulled on the brake,  
He grabbed for the reins, got the throttle instead,  
And the gosh darned Ford kept chugging right ahead.

Chorus—  
Old Zeke Perkins bought an automobile,  
Old Zeke Perkins whiskers, they were red,  
Old Zeke Perkins lost the combination,  
And the gosh darn Ford kept chugging right ahead.

Zeke jerked on the levers and he turned on the gas,  
He kicked at the pedals and he broke out the glass,  
He cut all the wires and he pulled off the top,  
But the gosh darn Ford, it just wouldn't stop.  
He pulled out his knife, and he smiled so serene,  
Cut a hole in the tank, drained out the gasoline,  
He pulled out his gun, shot the tires full of lead,  
But the gosh darn Ford kept a-chugging right ahead.

When right through the fence and up through the lane,  
Miranda saw him coming and she like like to went insane,  
She ran out ahead, then stopped to see,  
And the Ford struck her squarely where the bustle ought to be.  
She reached out her arm as she went in the air,  
Just as Zeke went by, she grabbed him by the hair,  
She bounced on the seat, landed down in the bed,  
And the gosh darn Ford kept chugging right ahead.

He steered for the shed but just missed the hole,  
Struck an old pig, and you ought to see it roll.  
Out through the yard, then they landed in a heap  
In a big muddy pool 'bout six feet deep.  
Zeke grabbed Miranda and waded for the shore,  
He was glad that it stopped and it wouldn't go no more.  
He pricked up his ear, then looked back and said,  
"Why, the gosh darn Ford is chugging right ahead!"—Selected.

### The Square Deal Mill

Custom Work for the Trade  
Your Patronage Solicited  
W. F. Humbird, Manager  
MANSFIELD, MISSOURI

### Held for Taxes

Constable S. J. White chained the K.C., O. & S. R.R.'s engine to the track in Mansfield Tuesday because of the failure of the company to pay to Wright county the taxes due for the year 1914. The officials of the road got busy the tax was paid, and the engine went on its way to Ava rejoicing—but several hours late.

### A TEXAS WONDER.

The Texas Wonder cures kidney and bladder troubles, dissolves gravel, cures diabetes, weak and lame backs, rheumatism, and all irregularities of the kidneys and bladder in both men and women. Regulates bladder troubles in children. If not sold by your druggist, will be sent by mail on receipt of \$1.00. One small bottle is two months' treatment, and seldom fails to perfect a cure. Send for testimonials from this and other states. Dr. E. W. Hall, 2926 Olive Street, St. Louis, Mo. Sold by druggists. Adv.