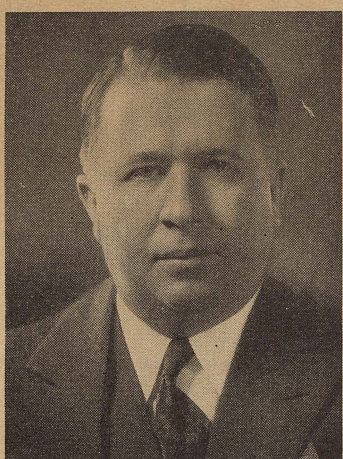


## Presenting—



Silliman Evans, a director of American Airlines, Inc., was born in a parsonage in Texas, April 2, 1894, the son of a Methodist minister. It was during his school vacation that he first worked in a print shop, a job which influenced his entire subsequent career.

From 1911 until 1913, he studied at Polytechnic College, now Southern Methodist University. He left there to become a reporter with the Fort Worth Record, to which he later returned at the age of 21 to become Managing Editor, one of the youngest of his rank in the country. In the meantime, he had worked with the United Press in Chicago and later with the International News Service in that city.

During the war, Mr. Evans served as special representative abroad in the Diplomatic Corps. When peace came, he returned to newspaper work, on the staff of the Fort Worth Star-Telegram. It was as a member of the staff of this paper that he gained his chief experience as a newspaperman.

During his career as an active reporter, Mr. Evans gained the confidence of many of the men who subsequently became the most prominent men in his native State of Texas, among them being Vice-President John N. Garner.

Mr. Evans's first major venture outside of the newspaper field was in 1926, when he became vice-president of the Texas Air Transport, and later of the Southern Air Transport. In 1929, he moved up as vice-president of the American Airlines, where he remained, with headquarters in New York, until 1932.

Mr. Evans then left the aviation field to accept appointment as Fourth Assistant Postmaster General in the first Roosevelt administration.

In his postal job, Mr. Evans was in direct control of the business end of the vast post office department. His section employed 14,000 persons, bought and distributed all the supplies used in the postal service, operated the great fleet of 10,000 motor trucks, operated and maintained all the post office buildings throughout the country and rented and leased those not Federally owned.

In one year of operation, he turned back to the treasury \$5,000,000 of the \$45,000,000

## Nashville Gets Brand New Face Amid Confusion

### Heavy Passenger Traffic Demands Expansion

Nashville—Shortly NA Reservations and Ticket Offices will present a new "face." Plans are now in progress to enlarge our present ticket office, put in a new counter and provide more space to take care of the heavy passenger traffic. We have already had installed the rotating rack reservation card system and by now all the NA boys are familiar with it—we hope.

"NA just won't be the same without Crich" seemed to be the general comment when Chief Agent Richard H. Crichlow bid us all goodbye to accept a new position in Passenger Service. Crich leaves an impressive record behind him, having joined AA in 1931 at Sky Harbor Airport near Murfreesboro, Tenn., his home town, and having worked in ticketing and reservations there and at NA. Congratulations Crich, and our best wishes go with you.

From Fort Worth, Texas, has come genial Paul Hunt to replace Crich as Chief Reservations and Ticket Agent. Congrats are again in order for Paul and for Jimmy Durham, the latter has just been promoted to Chief Operations Agent at NA. He is another Sky Harbor veteran and has a fine record in his field.

Harwell P. Tilly III has just arrived as an Apprentice Agent. Harwell hails from Jonesboro, Ga., a good ole Southerner, Suh! To our stewardess personnel we welcome Misses Evelyn Leedy and Catherine Warns. Marguerite Bladow has departed for BU on vacation relief and Marjorie McGuire to FV for same reason.

Congratulations to W. L. Ellis on his promotion from Porter to Apprentice Commissary Clerk, and to R. L. Tucker on his promotion from Porter to Maintenance Cleaner. Our two new Porters are George Ellis Lannom and Ivan

(Continued on page 11)

budget. His was the only large bureau in the government which operated under the budget in that fiscal year. He achieved this record without curtailing a single service and without dismissing a single employe in the interest of economy.

It was partly his extraordinary record in the Post Office Department that brought him in the fore in Washington, D. C., when an executive was sought in nearby Baltimore to shape the new business and financial policy of the Maryland Casualty Company.

Stepping into control of The Maryland as President and then Chairman of the Board, Mr. Evans strengthened The Maryland's position among the country's front-rank casualty and surety companies.