



Father Bandini, Founder of Tontitown, in His Church

ditions were wonderfully similar to the land from whence they came.

Having found a promising location, about six miles from the town of Springdale, in Washington County, Arkansas, where a suitable tract of land could be secured on a basis of about ten dollars per acre, on very easy terms, Father Bandini returned to his sorrowing people, gathered up his little flock and led them into the promised Canaan. Immediately upon their arrival, with renewed courage and under such able leadership, they set to work building their simple homes. Having comfortably located their families they at once constructed in the center of their new colony a place to worship and a parsonage for their pastor.

The new village was named Tontitown, in honor of Enricho Tonti, said to be the first Italian nobleman to enter the State of Arkansas.

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A Gathering of the Italian Colony at Tontitown

# The Western Methodist Assembly on Beautiful Mount Sequoyah

By REV. C. L. BOND

Superintendent of Western Methodist Assembly

LOCATED atop Mount Sequoyah, overlooking the remarkably pretty little city of Fayetteville, Arkansas, with a view in the distance of the University of Arkansas and of the mountains, the vales, the streams and the wooded hillsides for miles around, the Western Methodist Assembly is one of nature's own spots.

Perhaps nowhere in all the Ozark country, filled as it is with beauty spots, is there a site more advantageous or more satisfying to the eye. Certainly none is better adapted to the purposes for which this is used.

Twelve conferences of the Methodist Episcopal Church, South, in the States of Missouri, Oklahoma, Texas, Louisiana and Arkansas, at their annual conference sessions of 1921-22, provided for the appointment of commissioners to represent the various conferences and authorized the establishment of an assembly west of the Mississippi, this assembly to be so organized and developed as to care for the summer and vacation activities of the Sunday School, Epworth League, missionary and educational work and to provide social and recreational facilities.

Acting under this authority, the commissioners investigated many sites in the Ozarks and finally chose that at Fayetteville—truly a "city beautiful" in the heart of the wonderful Ozark section.

Promptly upon the selection of a site, the commissioners secured a legal charter under the laws of the State of Arkansas and officially adopted the name, "The Western Methodist Assembly." The name of East Mountain, on which the Assembly is located, was

then changed to Mount Sequoyah, in honor of the Cherokee Indian chieftain of that name.

In March of this year a program of improvements was planned and work on these was begun as soon as weather permitted. A complete water and sewerage system was installed with a 50,000-gallon steel water tank from which the water for the assembly is provided, this being pumped from the city reservoirs. The city obtains its water from the clear, swift-flowing west fork of the White River, which is impounded about two miles away and elevated 400 feet into the city reservoirs where it is filtered and scientifically treated to insure purity. Thus the assembly is at all times assured of a supply of pure water and the protection of a modern, sanitary sewerage system.

Other improvements made included the rebuilding and modernizing of a large, two-story residence, used as the home of the superintendent, the erection of 14 two-room and four-room cottages, chapel building, two dormitories which are used for sleeping quarters, an office building, a drug store building, a modern and up-to-the minute cafeteria, a gate lodge building, both of these latter being built of beautiful brown sandstone rock, an open air auditorium, bath houses and other minor buildings. An autoists' camp was provided with shower baths and proper sanitary equipment. The portion of the grounds set aside for assembly purposes only has been fenced and two miles of splendid road have been built. A part of the grounds around the "Sky Line Drive" has been platted into lots which are being sold to persons desiring to build summer cottages here.



Horseback Riding Is Popular at Mt. Sequoyah

The assembly was officially opened on June 20th, with a suitable program. Hon. Josephus Daniels, ex-secretary of the Navy, Governor McRae of Arkansas and Vice-President J. R. Koontz of the Frisco Lines were among those who spoke at the dedicatory ceremonies. Various programs were given during the summer months, including the various agencies and activities of the church, such as the Epworth League, the Sunday School, the educational and missionary work, church extension, social service, temperance and prohibition. Special musical programs were given during the entire summer session, also high-class Chautauqua numbers and attractions were provided.

Recreational and playground activities were special features and it was truly a delight to watch the children and the "grown-ups" alike at play and getting the benefit of the fresh, pure air of the Ozarks.

All of these features and attractions made it possible for each person who attended the assembly to find something of real interest.

From the date of the opening on June 20th to the closing date on August 26, more than 12,000 people visited the assembly, which was in continuous session for 68 days with a program expense of more than \$5,000. During the summer more than 80 speakers appeared on the program, these including teachers, preachers and lecturers of note.

During the first sessions of the assembly, visitors represented a total of 25 states of the Union and everyone who visited the grounds left, carrying its praises to every section of the country.

Plans are now under way by the executive committee to provide accommodations for the increasingly large number of visitors who will come to the assembly next season and it is the confident prediction of those who have visited the grounds and spent some time within the delightful environment provided, that within a few years the assembly will have grown to be one of the greatest summer assemblies in the United States.



Women's Dormitory at Mt. Sequoyah

It really needs a visit to Mount Sequoyah to obtain anything like an adequate idea of the magnificence of the idea and of the splendid accommodations provided. The grounds are ideally located, no finer site could have been selected. One feels the pure air of the mountains and feels exhilarated and refreshed because of this. The programs given are such as to add to the mental and physical enjoyment alike and no finer view was ever offered than that of the assembly in session.

Golf links are to be constructed, in fact were even this season placed under way and this is to be added to the delights of the place.

Visitors from far and wide who came this year have promised to return next year and are even now making reservations until from the nucleus of an idea has grown an institution whose only problem is now to find accommodations for all who wish to avail themselves of the pleasures, enjoyment and benefits to be found here.

### Oil-burning Locomotives Prove Worth

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The advantage of fuel oil for locomotives, and especially those used in passenger service has been emphatically demonstrated by the service given by these new engines. A fuel performance of six-tenths gallon of oil per car mile is obtained on practically every run. This remarkably low fuel consumption is made possible by the long runs without stops, the general design of the locomotive with its special fuel-saving appliances and the complete control of the fire to suit the power requirement which is only obtainable with liquid fuel. The advantages in the fuel oil in adding to the comfort of the passengers and the general cleanliness of the trains have also added greatly to the popularity of these trains.

The practical limits of weight carried per axle and the capacity of locomotive best suited to the heavier passenger traffic of the Frisco is no doubt reached in these locomotives. While the future may develop some improvements in design of details, the size and capacity have probably been reached.

## YOUR RAILROAD

The Frisco Is Your Railroad.  
It Is What You Make It.  
Think That Over.

# How Perishable Freight Is Handled

By R. E. BAGENT

Transportation Department

**P**ERISHABLE FREIGHT consists of such articles that from their nature rapidly decay or deteriorate and become valueless.

Time was when the producers of perishable commodities were limited in distribution to the immediate neighborhood of production, consequently a very small acreage of available land was devoted to such production. With the advent of the refrigerator car the extent of the distribution field was increased, and ever increasing as the refrigerator car was improved upon and perfected until today perishable products produced in any part of the continent may be safely, quickly and profitably transported to and marketed in any other part.

The result has been that each year more and more acres of land have been devoted to the production of fruits, vegetables and other perishable products in territories particularly adapted to their production, to the financial benefit of those who, formerly, had been forced to use their land in production of less profitable crops and to the enjoyment and benefit of those located in other sections where, by reason of soil and climatic conditions such products could not be produced in sufficient quantities.

The railroads, therefore, with the refrigerator car, and with employes specially trained in the handling of perishable commodities, are to a great extent, responsible for the perfection of the business of producing and marketing perishables which has taken its place well up in the front among the large businesses in which the nation is engaged. Only a few years ago the railroads reported their perishable movement in terms of hundreds of cars, while now the reports are of hundreds of thousands.

With the handling of the enormous production of perishable products of the present day comes the severest test of railroad transportation. Special equipment—the refrigerator car—must be provided, frequent inspections made, fast schedules maintained, and an increased number of employes added to maintain the accessorial services of refrigeration, ventilation and heating, which are not required in handling other classes of freight.

The Frisco, while not among the largest perishable-conveying roads of the nation, is fast becoming one of the largest of such in the Middle West. The number of carloads of fruits, vegetables and dairy products

produced on our own line is increasing yearly and by reason of prompt service, adequate schedules and efficient facilities for taking care of necessary accessorial service we are increasing yearly the routing over our rails of such commodities produced along other lines.

To enable us to continue to increase in this regard, every employe concerned, however slightly, must remember that the handling of perishable freight is, to a certain extent, a separate branch of transportation and is entitled to distinctly different methods than the handling of dead freight.

The primary endeavor of those engaged in freight transportation is to get cars to destination with the least possible delay; but in connection with the transportation of perishable freight there are other factors of equal, and under some conditions, greater importance than the handling of a car without delay. Under ordinary conditions the proper accessorial service will offset delay in the delivery of perishable freight at the destination in good condition, while schedule handling without such proper service will be productive of claims for damage to goods, and it is the purpose of this paper to outline briefly some of the more important phases of such service.

It is divided into three kinds: Refrigeration, ventilation and heating. The extent of each such separate service desired being outlined fully in definite instructions carried in shipper's car order and on the bill of lading.

Accessorial service begins with the preparation of a car for the purpose for which an order is received. All refuse matter should be removed from the car, particularly from the drain pans under the bunkers, doors and hatch plugs fit tightly, and boards or paper removed from the openings at top and bottom of bulkheads to permit free circulation of air between bunkers and body of car. If car is to be used, under ice drain pipes should be open to permit the free escape of water.

At the loading station, before the car is given over to the shipper for loading, agent or other railroad employe should inspect it carefully to determine if it is entirely suitable for the purpose for which it has been ordered; if it is clean and has been properly iced; if ventilating devices are in good condition and in proper position for the purpose intended; if drain pipes are open and permitting water to escape freely from the

bunkers; that bulkheads are not covered with paper or other material so as to destroy circulation in the car. During loading, he should see that shippers arrange the load in accordance with recognized standards for such loading, to the end that the car may properly function in the performance or refrigeration, ventilation or heating. After loading, he must see that lading is properly braced, doors properly closed, hatch covers and plugs properly in place and insist on shippers giving him, on bill of lading, definite instructions as to the service of refrigeration, ventilation or heating desired in transit. Accurate records should be maintained of such inspections, including prevailing temperature, amount of ice in bunkers when car was received and forwarded, position of hatch covers and hatch plugs, etc.

In transit, certain stations have been designated as regular inspection and icing stations, so arranged that carload perishable freight will receive such inspection at least once in each 24 hours. Here, regularly assigned employes are required to inspect the car immediately on arrival, determine and record the amount of ice in bunkers, position of ventilating devices, temperature, and attend to the carrying out of waybill instructions as regards icing, ventilating or heating. Train crews are required to watch closely such shipments while in their trains and readjust ventilating devices in accordance with waybill instructions and temperature changes, give advance notice to division points of special attention that may be necessary to individual cars at such points and notify the proper officials if

cars are delayed or set out, that special protective measures may be taken.

At destination, inspection is required as soon as possible after the arrival of the car and record maintained of the amount of ice in bunkers, position of ventilating devices, condition of drains, and temperature, repeating such inspection and record daily until such time as car has been placed on consignee's regularly assigned track or unloading has begun if on team track. During such time, the waybill instructions as to refrigeration, ventilation, etc., must be carried out.

There is not, or should not be, a time between the loading of a carload of perishable freight and its delivery to the consignee that it is not under the direct supervision of an employe of the carrier, and if such employe performs his full duty there should be no good reason for such freight reaching its destination in poor condition, provided the product has been properly packed and loaded by the shipper.

It is of enough importance that special mention should be made of the necessity of maintaining accurate and definite record of all inspections of and services performed on carload perishables. Often, from the inherent nature of the product or from neglect in preparing it for shipment, damage will be evident at destination in spite of 100 per cent service on the part of the carriers. In such cases the absence of a record of service is just as bad from the carrier's standpoint as though the service had not been performed.

## Suggests Slogan for Retired Men

By J. H. LIVINGSTON, Milk Traffic Agent

THERE are a great number of "The Old Guard" veterans on the retired list of the Frisco who have served the road long and faithfully and who, I believe, would be glad, indeed, to still serve us if only some means of doing so was suggested to them. To my mind there is nothing so monotonous and tiring as complete inactivity and I believe that these "old boys" feel the same way.

With that in view, I suggest the following slogan for these retired veterans and for, likewise, increasing the business of the Frisco Lines. How is this: "Secure Frisco routing, or at least one shipment of freight or one ticket this year."

It is my belief that the old boys will take real pleasure in this effort to secure some business for the road which they so long served. It would also have the effect of creating a general interest in the affairs of the company among those who have officially retired from

active duty and would give them the pleasure also of knowing that their services were still of real value.

Of course, the slogan need not, by any means, be confined to the retired employes. It could well be practiced by every employe on the lines, regardless of position, without interfering with present duties.

By following the "Stop, look, listen" plan with prompt action, when unrouted business is discovered, much new business could be obtained and other business diverted to the Frisco Lines. I am sure the results would be surprising and pleasing to all.

And there is a certain satisfaction which always comes from the knowledge that one has actually accomplished something worth while. The "old boys" would feel that their time of service had not actually passed and that they were still of almost as great value to the company as when they were actually on its active payroll.