

"When we went to Washington before the Interstate Commerce Commission," said Mr. Kurn, "for the first time at a hearing we were supported by the navy and army. We have received from them, as well as from Pensacola, the utmost cooperation.

"We have spent about \$11,000,000 to get to Pensacola, the greatest port on the Gulf of Mexico. With

the assistance of the Louisville and Nashville, we hope to make it the greatest city on the Gulf.

"The Louisville and Nashville and the Frisco are working together one hundred per cent. Let Pensacola join with these two roads, forgetting any differences that may have existed in the past, and work together to make Pensacola the great world port it should be."

The Rev. Charles Haddon Nabers, pastor of the First Presbyterian Church, presided. Mr. Nabers first introduced representatives of army, navy and city, who welcomed the officials and guests to Pensacola.

Lieut. Col. Walter Singles spoke for the army; Rear Admiral J. J. Raby for the navy, and W. H. Watson for the citizens of Pensacola.

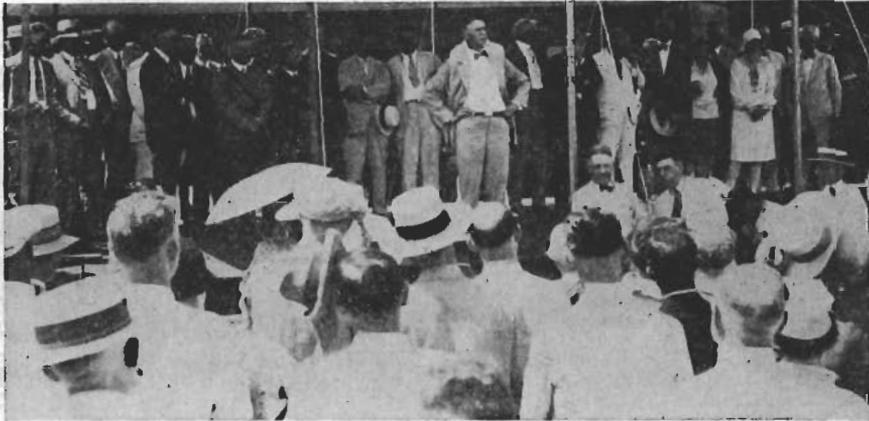
Mr. Kurn was followed by several citizens from other towns who were guests of the Frisco on the trip to Pensacola.

Mr. W. L. Allen, president of the Sheffield Steel Corporation, of Kansas City spoke on "Pensacola In Relation to the Industry of the West"; Ed. Overholser, president of the Chamber of Commerce, Oklahoma City, had as his subject, "The Great Southwest's Interest In Pensacola."

Mr. Walter S. Dickey, president of the W. S. Dickey Clay Manufacturing Company of Kansas City and owner of the *Kansas City Journal-Post*, spoke on "The South as Viewed by the West." Mr. John Edgar, vice-president Happy Feed Mills, Memphis, told them "How Happy Memphis Feels About It."

As Mr. Dickey took his seat, cries of "Brown!" "Brown!" rang through the room, the cry becoming so insistent, that at length Mr. Brown rose, making a short address.

"There is a definite and steady flow of wealth in this direction," he said,



Vice-President E. T. Miller of Frisco, responding to address of Welcomer Sam Pasco at Pensacola.

"and I predict that more and more of this wealth will pour into the southeast and be absorbed."

He spoke briefly of the possibilities of Pensacola, and of the future of this city, working for its own advancement, and the continued advancement of the entire southeast.

The banquet hall and entire patio of the San Carlos first floor were crowded with visitors and guests.

One would naturally think that after a very long train ride, and such a day as the visitors had had in Pensacola, the Pullman berths on the special train would be inviting to the trippers. One might think that, but the thought is at variance with the facts. Thoughtful Pensacola hosts ("best ever" the trippers called them) had arranged a dance in the spacious ball room of the San Carlos, and from the close of the banquet until after midnight the Frisco guests and their hosts and hostesses made merry to the orchestra music.

When the trippers arose next morning, their trains were moving easily northward on the return trip. Leaving Pensacola early in the morning the two specials made an uneventful run to Demopolis, arriving there at noon on Friday, June 29.

The necessity of reaching Pensacola promptly on the down trip had made it impossible to stop at Demopolis, but the trippers were anxious to see more of this thriving Alabama city which had done so much to help the Frisco on its way to the Gulf.

The two specials were greeted by other cheering throngs at Demopolis, and after the formality of a panoramic picture taken by official photographer Alvin C. Krupnick of Tulsa, hundreds of automobiles conveyed the visitors to the city park of Demopolis, where

another delicious barbecue was served.

On May 14, 1928, Mr. Percy G. Coleman, president of the Demopolis Chamber of Commerce, had made history by driving the last spike in the Frisco's new track, at a point a few miles north of Demopolis. On the occasion of the Frisco barbecue in Demopolis, June 29, therefore, it was fitting and proper

that President Coleman should preside over the festivities as master of ceremonies. In a brief address, Mr. Coleman told of Demopolis' delight at the Frisco's entry to Pensacola, and of their genuine pleasure to entertain the trippers. Judge Houston of Aberdeen, Col. F. G. Jonah of St. Louis, chief engineer of Frisco Lines; and Mr. S. S. Butler of St. Louis, general freight traffic manager responded for the Frisco.

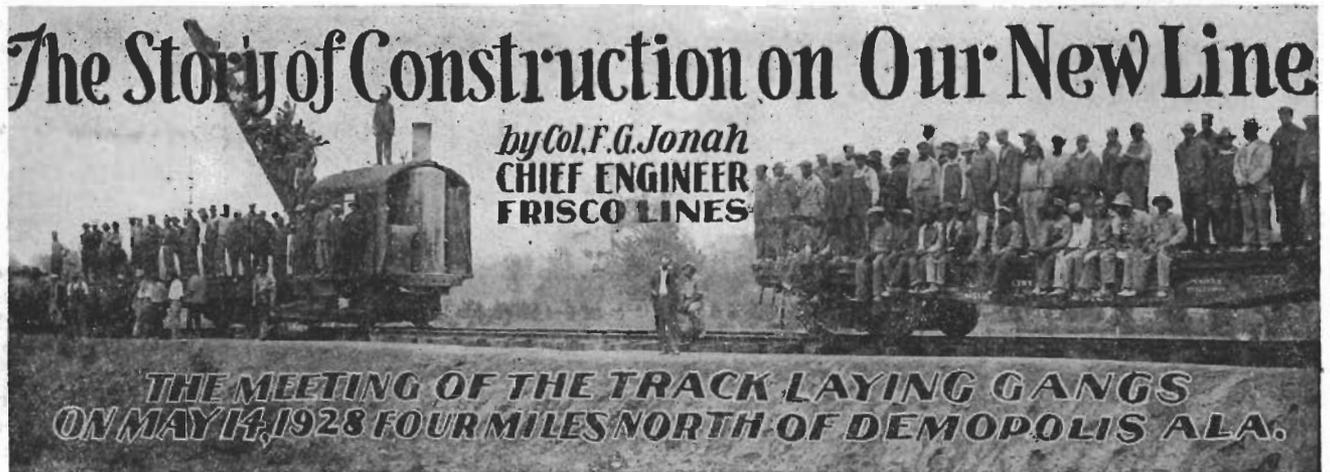
A tour through this beautiful city was made before the trippers again boarded their train for the homeward journey.

With the departure from Demopolis on the northward journey the official receptions to the Frisco's special party were over. At Amory, cars carrying the Birmingham delegation were cut out and moved south on the Kansas City Florida special, and upon the arrival of the trains at Memphis one special was discontinued and the Pullman cars sent to their respective cities by regular service. One train ran special to Kansas City, carrying the cars from Tulsa, Oklahoma City and Wichita, to be cut out at Springfield.

And so the Frisco's celebration in honor of the road's greatest achievement became a matter of history.

Along the line of the Southern extension, which now becomes a part of the Southern division, the residents who have watched this new trunk line railroad project its rails southward to the gulf, will long remember the first passenger trains which ran to Pensacola.

And the 230 business men from the middle west, representing every phase of industry touched by Frisco rails will not forget a trip that personally acquainted them with a splendid new railroad and its admirable port at Pensacola.



WHEN the Interstate Commerce Commission approved the acquisition of the Muscle Shoals, Birmingham and Pensacola Railroad by the Frisco, it was decided to build a connection to it from some point on the parent line. After very complete surveys on two suggested routes it appeared beyond question that the proper place was Aberdeen, utilizing the existing Aberdeen Branch which led out of the main line at the important terminal at Amory. The survey showed that the fertile Tombigbee Valley could be followed for more than 100 miles, that a five-tenths grade line and easy curves could be secured for the whole extension, and that the line would pass through the flourishing towns of Columbus, Aliceville, Boligee, Demopolis and Linden, and that every acre traversed by the line was most productive territory on which a great variety of crops could be grown, and that there was also vast tracts of timber land within easy reach of the road.

The right-of-way was promised, and for the most part granted by the citizens of the counties through which the survey was made.

Meantime a program of rehabilitation was started on the M. S. B. & P., which contemplated virtual rebuilding of the road. This work began in May, 1926, and finished in 1927, so the connecting link became a matter of great urgency, and the work was undertaken with the determination to finish it as speedily as possible.

Contract for the grading and trestle bridging on the first section, Aberdeen to Aliceville, 57 miles, was let to Ross, Wogan & Co., of Kansas City, November 15, 1927. They put outfits on the line and had work under way in December. Their outfits had scarcely got their camps up when one of the greatest floods in the Tombigbee River occurred, and mules and camps had to be moved to high

ground. Again, in March, 1927, another flood caused work to stop, and these floods filled all the sloughs and creeks with backwater and it was midsummer before grading could be done in many places. This firm did its work well and expeditiously under the circumstances.

A contract for track laying and ballasting had been let to the C. G. Ker-

shaw Contracting Co., of Birmingham, Ala., January 26, 1927, and operations started in February.

The contract for the third section, Demopolis to Kimbrough, mile 108 to mile 151, was let to J. A. Kreis & Sons of Knoxville, Tenn., January 23, 1927, and operations started in February.

The summer of 1927 was a dry one in that section of the country and favorable for grading operations, so that by the end of the year the grading work had been almost finished.

In order to hurry the completion of the line, it was decided to lay rail and ballast track from Kimbrough north.

The track laying and ballasting from Aliceville to Demopolis was let to the Kershaw Company, November 21, 1927, and the track laying north from Kimbrough to J. A. Kreis & Sons August 10, 1927, and the ballasting on same to R. F. Carr, Memphis, Sept. 1, 1927.

The rail for track laying north from Kimbrough was sent around from Birmingham to Kimbrough over the Southern Railway, and the ballast came from the pit at McCullough, 62 miles north of Pensacola, the pit being operated by the Memphis Stone & Gravel Co. The track laying gangs met about four miles north of Demopolis on May 14, 1928.

It was decided upon early in the construction that the track laying must not be delayed for bridging so the pile driving and track laying was kept up with the grading. There were numerous rivers to cross, necessitating steel spans and long trestle approaches. The Buttahatchie, Luxapilla, Lubbub, Sipsey, Black Warrior and Chickasaw Bogue, together with numerous girder spans made this an undertaking of some magnitude. The plan of bridging was to use all native pine piling, native pine caps, ties and guard rail, and Oregon fir stringers. These were purchased by the company, shipped to the nearest point to



COL. FRANK G. JONAH

shaw Contracting Co., of Birmingham, Ala., for the 57 miles in May, 1927, and track laying started in June. The line was finished and turned over to operation, both passenger and freight, as far as Columbus December 16, 1927, and to Aliceville for freight February 1, 1928.

The contract for the grading and trestle bridging on the second section, Aliceville to Demopolis, mile 57 to mile 108, was let to the C. G. Kershaw Contracting Co., of Birmingham,

work, sometimes on foreign lines, and hauled by trucks to the openings. Trestles were driven across all the river spans except the **Warrior**, the trestle being utilized by the work trains in track laying and ballasting, and subsequently as falsework in the erection of the steel spans.

The most important bridge was over the Black Warrior near Demopolis, and it was seen at once that this was the key to rapid completion. This is a navigable stream, so a government permit was necessary for construction. The river is subject to very sudden and extreme fluctuations and many foundations had been built along this river by other railways and highways and often attended by great delay due to floods. The summer of 1927 was remarkably free from this trouble and the contractors, the W. Horace Williams Company, New Orleans, La., were able to complete the substructure in record breaking time. It seldom happens that the most important bridge on a new line is finished before the track reaches it, but such was the unique experience here. The structure consists of a lift span of 184 feet to permit free navigation, two approach spans, each 100 feet, and 140 feet of trestle approach each side. The steel was fabricated by the Virginia Bridge Company at their Birmingham plant, and floated to the bridge site on barges of the Warrior River Bay Line (Government service). The Kansas City Bridge Company were given the contract for the erection of this and all the steel bridges. They erected derricks on both sides of the river, unloaded the steel for their bridge from the barge, erected it, and had it in operation five days before the track reached it.

They devised a very ingenious method of erection which did away with the necessity of falsework in the river, which could hardly have been maintained in two extreme rises which occurred during erection. Their plan was to support the center span in its raised position by temporary brackets attached to the lifting towers. Thus there were no interruptions to navigation and no danger of losing the span as there would have been had the erection been done on falsework. Bridging a navigable stream is indeed a great undertaking, and a good idea of the steps necessary may be obtained from the following detailed history of the construction.

History of Bridge in Detail

Dec. 6, 1926—Letter from Chief Engineer F. G. Jonah to Major T. H. Emerson, Mobile, Ala., requesting clearance data.

Dec. 8, 1926—Letter Chief Engineer F. G. Jonah to General Attorneys, Aberdeen, Miss., transmitting copy of draft of bill to be introduced in Congress.

Dec. 9, 1926—Letter engineer's office, Mobile, Ala., to Chief Engineer F. G. Jonah, giving clearance data requested Dec. 6th.

Dec. 13, 1926—Senate Bill No. S-4740, introduced by Senator Underwood.

Dec. 13, 1926—House Bill No. HR-



The Warrior River bridge lift span under construction showing the temporary bracket support.

15017, introduced by Congressman McDuffie.

Jan. 12, 1927—Above bills passed in Senate and House.

Jan. 21, 1927—Act approved by President of United States.

Feb. 9, 1927—Application to War Department, District Engineer, Mobile, Ala.

Mar. 4, 1927—Notice of hearing on application advertised by Engineer's Office, Mobile, Ala., for March 15, 1927, at Demopolis, Ala.

Mar. 15, 1927—Hearing on application at Demopolis, Ala. No objections.

Mar. 22, 1927—Bids for bridge piers sent out.

Mar. 28, 1927—Permit granted by War Department.

Apr. 6, 1927—Received above per-

mit, filed in Secretary's office No. 26788, chief engineers No. 12245.

Apr. 25, 1927—Bids received for construction of piers.

May 9, 1927—Contract for piers given W. Horace Williams Co., secretary's No. 27041.

June 13, 1927—Started work on pier excavation.

June 20, 1927—Contract for pile approaches made with W. Horace Williams Co.

Sep. 24, 1927—Concrete foundations completed.

Sep. 28, 1927—Contract for erection of steel to Kansas City Bridge Co.

Sep. 28, 1927—Contract for steel work awarded Virginia Bridge & Iron Co.

Dec. 2, 1927—Two barges of steel left Birmingham.

Dec. 6, 1927—Steel shipment received at bridge site and unloading began.

Dec. 12, 1927—First barge unloaded.

Dec. 15, 1927—Pile approaches completed.

Dec. 16, 1927—Started erecting steel.

Dec. 27, 1927—Second barge unloaded.

May 3, 1928—Lift span raised and lowered.

May 5, 1928—Bridge ready for rails.

May 8, 1928—First engine across bridge in A. M.

Contracts for station buildings and miscellaneous structures were let to the C. G. Kershaw Contracting Company, excepting the stations at Columbus and Demopolis, which were let to the Will F. Pauly Company of Springfield, Missouri.

Fencing from Aberdeen to Aliceville was let to Messrs.

White and Thornton, Aliceville to Kimbrough to the A. Johnston, Jr., Co., of Chicago.

Bridge work was done by such well known firms as J. W. McMurry Contracting Co. of Kansas City, Hedges-Weeks Construction Co. of Springfield, Mo., United Construction Co., Cincinnati, Ohio, and Reid & Lowe of Birmingham, Ala.

Contract for concrete coaling chutes was let to the Ogle Construction Company of Chicago. All track ties were furnished by Roscoe Hobbs, and he kept a plentiful supply up to the front at all times.

The most modern types of equipment were used by contractors, including caterpillar tractors, shovels and trucks.

The engineers had headquarters in
(Now turn to Page 50, please)

Our New Southern Extension and Its Industrial Possibilities

by J. B. Hilton

INDUSTRIAL COMMISSIONER
FRISCO LINES

WITH the completion of our new line (generally referred to as the Pensacola Line) from Aberdeen, Mississippi, to Pensacola, Florida, a new through route is opened from Saint Louis, Kansas City and Memphis to Central and South America trade territory through the best harbor on the Gulf Coast at Pensacola, Florida. It also opens new trade districts and routes as our new line traverses the country from the north to the south, whereas, most of the lines run in a generally east and west direction.

Our new line practically parallels the Mississippi-Alabama line, passing directly through the fertile Tombigbee Valley, and stays very close to the Alabama River with the immense timber tracts as well as the productive high land adjacent to the Perdido River. The new line will open up some of the very best farm land to be found in the south and will also assist in providing additional and better markets for the immense timber products as well as affording a new gateway for the grain and other commodities produced along the main line of the Frisco. It is felt that the opening of this new line will afford many opportunities for industrial development, some of which are covered in the following suggestions.

Cotton is one of the principal agricultural products, the two states, Mississippi and Alabama, producing approximately three and a half million bales during 1927. Some new gins have been established or are in the course of construction to handle this year's crop, but there are several points where gins could be operated at a profit and at one or two points there is an excellent location for the establishment of a cotton compress. We are in a position to offer an attractive proposition in the way of concentration rates, etc. Directly associated with this crop is the cottonseed oil mill, and with the opening of this new trade territory through

short line mileage to distributing and consuming centers, there should be further development in this industry.

The exodus of the cotton mills from the New England territory to the South is well known and needs no comment other than the reason for such movement, which is cheap electric power, surplus of labor, good living conditions and availability of raw materials. Several textile mills have moved into the territory adjacent to our new line, but with the elements mentioned above available in this territory, there should be greater development in this industry.

Dairying in the South is not especially new, but the development in the past few years has been remarkable, with the past two years bringing milk condenseries, cheese plants, large creameries and powdered milk plants. The cost to produce milk is considerably less than in the north, due to the climate and the longer grazing period, which in some instances covers nine or ten months of the year. Furthermore, two and sometimes three forage crops can be grown. This tends to lessen the cost of milk production and the next few years should see many more milk condenseries, cheese plants, etc., established in this territory.

Dairy development in some parts of the South has proven the truth of the slogan which has been adopted "Prosperity Follows the Dairy Cow" and in localities where dairying is carried on extensively, bankers report a decided improvement in conditions. There are many places along our new line where additional condenseries, cheese plants or creameries can and should be established. In this connection, quite a lot of cattle is grazed in the cutover lands and river pastures with prospects of several people going into raising of beef cattle on an extensive scale as weather conditions, long grazing season, abundant water supply and cheap land together with good service to the market cen-

ters, makes this a very attractive proposition.

Long and short leaf pine, cypress, oak, gum, hickory, chestnut, ash, cottonwood and sycamore timber abounds in the territory served by our line to Pensacola affording a steady supply for many years to come, creating a large field for the location of various woodworking plants, saw mills, crate and box manufacturing plants, handle factories, stave mills, etc. Announcement was made recently of construction of a large creosoting plant to treat ties, timber, etc., at an important Frisco point. This plant will handle from three to five thousand cars a year.

In the long leaf pine territory, an important industry is the naval stores, producing pine oil, rosin and turpentine. This production comes from the live tree or the gum process as well as from the old stumps by the steam solvent and the destructive distillation industries. During the past year eight Southern States produced 30,000,000 gallons of turpentine, 2,000,000 barrels rosin and 2,700,000 gallons of pine oil. This gives an idea of the magnitude of this industry and an indication of the possibilities of further production.

There are many tracts of timber where reforestation can be carried on in connection with naval store supplies and pulp or paper mills operated very successfully. The growth of long leaf yellow pine is very rapid, insuring an almost inexhaustible supply of timber. Records of the American Paper and Pulp Association show production of all grade of paper in 1927 amounted to 6,650,000 tons or about 78.7 percent of capacity, while sales were 6,610,000 tons or 99.5 percent of production. If there is actually an over-production, as is sometimes claimed, the manufacturing conditions in the South are so favorable (cheap power, ample water supply, unlimited supply cheap labor, rapid growth of timber, etc.) that mills located there

may operate at a profit and shut down the mills in a less favored district.

The mineral resources contiguous to our line to Pensacola constitute an important factor in connection with the development of this territory. Among these resources are the oil and gas possibilities in northeastern Mississippi. We have every assurance that this development will progress rapidly in the near future. Gas is already being produced commercially at the rate of approximately five to eight million cubic feet per day, with other wells drilling. One of the most encouraging features is the fact that some of the most eminent geologists have passed favorably on the prospects and another is that some of the largest oil producers in the country lease or control considerable acreage. Progress is being watched with considerable interest with the hope and expectation that oil will eventually be located.

Another important mineral resource which should be developed is limestone for fertilizer purposes. Limestone is found in abundance at various points along our new line and this, in connection with nitrates from Chile and potash from Germany imported through the Port of Pensacola, furnish cheap raw materials for manufacture of commercial fertilizer. Latest figures available are for 1925 and show that the production of fertilizer was 485,000 tons in Alabama with sales amounting to 585,000 tons. In Mississippi production was 150,000 tons, sales 258,000 tons. With much raw material available and sales much above production, the indications are for great expansion along this line, especially in view of the opening up of more farming lands ad-

acent to our new line.

Vast deposits of various kinds of clay suitable for manufacturing of brick, tile, etc., are available, as well as clays suitable for ceramic industries, with only limited production at present.

Deposits of fine cement shale and alumina bearing clay are available in Northeast Mississippi. This state used approximately 1,000,000 barrels in 1927, all of which was produced in other states. There are excellent



A stand of Long Leaf timber in Escambia County, Florida, showing the manner in which the trees are worked to secure the gum or dip from which turpentine and rosin are produced.

locations for the establishment of cement mills in Mississippi.

Sand, gravel and limestone are encountered at various points and will be put on the market for building construction and building of good roads. Alabama in 1927 used the balance of its first \$25,000,000 road bond issue. Contracts aggregating \$8,000,000 were let for 808 miles of road, including 226 miles of paving, 236 miles of gravel or chert, 105 miles of sand or clay and 205 miles of grading and drainage. Plans for 1928 are on same basis as 1927. Mississippi completed 215 miles of road in 1927 and had at the beginning of 1928 about 200 miles under construction and 175 miles of proposed new work. During 1927 Florida let contracts for 725 miles of

highway at a cost of \$14,000,000 and present plans provide \$17,000,000 for 1928. This indicates the possibilities for production of sand, gravel, crushed rock, etc.

The improvement of roads naturally means increase in gasoline consumption, hence a good opportunity for the location of bulk oil and gasoline stations.

Development of hydro-electric power in Alabama and Mississippi is progressing rapidly and the large power companies have honeycombed these two states with high power transmission lines, affording cheap electric rates for industrial plants. The power companies have extensive improvements under way this year, looking forward to the increased demand for power, due to the decided trend of various industries to the South.

To recapitulate, the territory along our new southern extension affords a remarkable opportunity for industrial expansion, on account of a happy combination of excellent climate, pure water, raw materials of all kinds, extensive hydro-electric power at cheap rates, abundant coal supply, plenty of cheap labor, good schools and colleges, rapid transportation to consuming markets, as well as first class export facilities and in at least one of the states through which this line extends, industries are granted tax immunity for at least five years. The South, as a whole, realizes the necessity for more favorable laws for the incorporation and protection of industry and many states have passed and have under consideration favorable legislation which should prove attractive to those having investments under consideration in that territory.

ARDMORE POULTRY SHOW

International Exhibit to Be Held
August 14-18

FIVE thousand people are expected to be present at the International Poultry Show, to be held in Ardmore, Okla., August 14-18, and the City of Ardmore and its Chamber of Commerce are marshalling forces to handle the crowd.

The International Poultry Show is all that the name implies. Exhibitors will be represented from every state in the Union and from Cuba, Canada

and several foreign countries. Twenty-nine nationally known poultry experts and show judges have donated their services and will come to Ardmore from all parts of the country.

Mr. E. B. Rigg, secretary of the American Poultry Association of Ft. Wayne, Ind., announced that an appropriately lettered ribbon is to be given the champion bird in each variety. A certificate of merit will also be awarded the champion bird of each breed. A gold medal will be given the grand champion of the show.

All awards are to be made in accordance with the American Standard

of Perfection and the Official rules of the American Poultry Association. Only standard varieties are allowed to compete.

Cash prizes of several thousand dollars, twenty or more loving cups, given by Ardmore business concerns and by Oklahoma statesmen, and a long list of special ribbons from poultry concerns are to be awarded the winning birds.

Special trips out of Ardmore barbecues and picnics are planned for the guests and Ardmore is looking forward to one of the biggest times in its history.