

# Agricultural Opportunities Along Frisco's New Line

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FRISCO LINES



**I**MMEDIATELY after the war between the states, a railroad was projected in Northeastern Mississippi and Southern Alabama, by General Nathan Bedford Forrest, the Confederate cavalry leader. Times were hard and money scarce, and during the panic of 1873, the project failed. General Forrest returned to his home in Memphis, broken in health and fortune, and died four years later. Before his death he predicted that some day his work would be taken up and a railroad completed.

His prediction came true a half century after his death. The St. Louis-San Francisco Railway has completed a railroad along the survey made by General Forrest, which will give the Frisco an outlet to the Gulf of Mexico at the great harbor of Pensacola. The new link of the Frisco runs from Aberdeen, Miss., to Kimbrough, Alabama, connecting with the Muscle Shoals, Birmingham & Pensacola Railroad, acquired and rehabilitated by Frisco Lines. Linking up this important Gulf Port with the industrial and agricultural territory now served by the Frisco Lines, will undoubtedly open up a great trade with both Central and South America, giving the manufacturers and farmers of the South and the Middle West transportation facilities that will enable them to materially expand their present markets.

This new line of the Frisco, south from Aberdeen, Miss., penetrates the heart of a wonderfully fertile district in the northern part of what is known as the Tombigbee River district. This river derives its name from an old Chief of the Chickasaw Indians, since at one time a portion of this territory belonged to the Chickasaw tribe and was ceded to the United States by a treaty in 1816. A portion of the territory was also owned by the Choc-

taws and later ceded to the government.

The early settlers depended on water transportation only, and Aberdeen was substantially the head of navigation for the Tombigbee River.

The Tombigbee Valley has two distinct types of soil. It is located in the heart of the black prairie belt that lies athwart northeast Mississippi, running southeast from Tupelo, Miss., ending below Linden, Ala., to the southeast and crossing to the east side of the Tombigbee River and the new Frisco road in Greene County, Ala., in the vicinity of Aliceville. The soil in the prairie belt is of lime formation, very fertile and practically inexhaustible.

East of the Tombigbee River in Monroe and Lowndes counties, the soil is a fine sandy loam, admirably adapted to all general purpose farming.

The climate is ideal with short winters and long, delightful summers. The average rainfall in the northern district is about 47 inches. The average temperature in winter is about 42 degrees Fahrenheit, and about 80 degrees in summer. In the southern district the average rainfall is about 62 inches, and there is a very long growing season, and rare storms or sudden changes of temperature.

The crops that grow best in the northern district are: corn, hay, alfalfa and cotton. Sweet clover grows wild along the roadside, and is considered one of the best pasture plants in this district. Japan clover is one of the important hay and pasture plants of the loam soil and takes the place of alfalfa on this type of soil.

Corn in this district has a very long growing season. It is planted from March 1 to July 10, enabling the farmer to grow oats or clover, followed by corn. The yield varies from 25 to 75 bushels per acre.

Cotton has, and always will be, one

of the leading money crops of the south. This is a splendid cotton producing territory and cotton always will be recognized as one of the staple crops of this district.

Too much cannot be said of the opportunities in this land for dairying. Abundant pasturage, long growing season, inexhaustible water and ideal soil and climatic conditions for the growing of forage crops, are rapidly making this one of the leading dairy sections of the country. The industry is growing by leaps and bounds, and several milk condenseries have been located in the nearby vicinity. There are also a number of splendid creameries furnishing a local market.

Many pure bred and high-grade dairy herds, consisting of Jerseys, Guernseys and Holsteins, are located in this section.

Truck crops, such as sweet potatoes, Irish potatoes, watermelons, cantaloupes, cucumbers, beans, tomatoes, etc., can be, and are grown, in a large commercial way. All leading truck crops such as beans, peas, turnips, cabbage, okra, kale, sweet corn, etc., can be produced at a time when there is a good market demand.

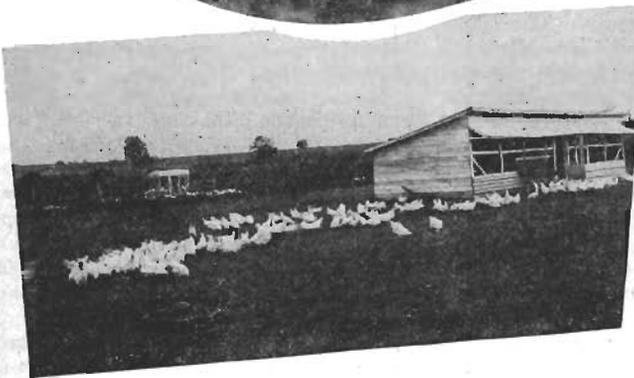
The southern district, between Kimbrough and Pensacola, specializes on fruits and berries. Satsuma oranges are being grown profitably in the Pensacola district, and the acreage is being rapidly increased. The Satsuma orange has a wonderful flavor, and has the advantage of ripening from four to six weeks before other Florida or California oranges. The Satsuma tree begins bearing at three years, and produces commercially at five years. It is very prolific and requires no irrigation as there is sufficient rainfall at all seasons.

Many growers of Satsuma oranges have added a few grape fruit and kumquat trees to their orchards, as

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*Farming Scenes  
in  
Frisco's New  
Territory*



# A PORT AT LAST FOR FRISCO LINES

**S**EVENTY-NINE years ago this month, Mr. John M. Welmer, president of the Pacific Railroad, and his associates finished a memorable battle on the floor of the Missouri legislature, and emerged victorious. On that date, August 12, 1849, the legislature of Missouri authorized the incorporation of the Pacific railroad "empowered to construct a standard gauge railroad from Franklin, (now Pacific), Mo., a town thirty-four miles southwest of St. Louis, to Rolla, Mo, a distance of seventy-eight miles."

It is easy to imagine the elation of President Welmer and his officers. Only a few years before the school board of Lancaster, Ohio, had refused to allow the use of a school room for a meeting to discuss the possibility of a railroad thru their city, setting forth their reasons that a railroad was an instrument of the devil, and the idea of men of unsound mind. On all sides the vallant pioneers of what is now the great St. Louis-San Francisco Railway, had been beset by the hardships which hamper men with new ideas, and the battle before the legislature had brought them many heart-aches and disappointments before the act authorizing them to build was finally passed.

In August, 1866, the Pacific Railroad was reorganized as the Southwest Pacific Railroad, then in May 1868, again reorganized as the South Pacific Railroad Company.

Easily to be seen, these pioneering railroad men of seventy-five years ago, had determined on reaching the ocean, thus tapping the great middle and southwest with a line to carry its products to ship-side at a point on the west coast.

But the way was hard and money scarce, and the South Pacific in 1870 conveyed its franchises and property to the Atlantic and Pacific Railroad Company, incorporated July 27, 1866, by an Act of Congress with authority to construct a railroad "from Springfield, Mo. to the Pacific ocean."

At the date of acquisition by the A. & P., the property of the South Pacific consisted of 253 miles of completed single track standard gauge railroad, extending from Franklin to Peirce City, and thirty-nine miles of graded roadbed from Peirce City to Seneca, Mo.

With the formation of the Atlantic & Pacific Railroad, new life was breathed into the struggling parent property of Frisco Lines, and between

## *Being a Short History of the 79-Years' Effort of this Railroad to Reach Tidewater*

*Compiled from Records in Office of Auditor, Frisco Lines.*

1870 and 1876 the Atlantic and Pacific completed the line from Franklin to Seneca, then known as the Missouri Division, and constructed an extension, then known as the Central Division, from Seneca to Sapulpa, Indian Territory (now the State of Oklahoma). It also constructed a line of 563 miles from Isleta, New Mexico, to Needles, California. This line was known as the Western division and is now a part of the Atchison, Topeka & Santa Fe. Needles was the farthest west the Frisco ever built toward the long-sought Pacific port.

We first see the name of the present company in the records of 1878. In November, 1873, receivers were appointed for the Missouri Division, which was sold at auction September 8, 1876, to Mr. W. F. Buckley, acting for the St. Louis and San Francisco Railway Company, which was incorporated under the laws of Missouri, on September 10, 1876. Subsequent to its organization, the St. Louis and San Francisco Railway Company operated both the Missouri and the Central divisions of the Atlantic and Pacific. In 1890 the Santa Fe secured control of the St. Louis and San Francisco Railway Company.

But the Santa Fe did not long retain the property. In 1893, default of bond interest resulted in another receivership and in June, 1896, the property was bought at public auction by a purchasing committee and turned over to the St. Louis and San Francisco Railroad Company. This company was incorporated in Missouri, June 29, 1896, to acquire and operate, independently of the Santa Fe, the properties of its predecessor company, which by that time had been extended by construction and purchase to include some 963 miles of line. This did not include the 112 miles of the Central Division of the Atlantic and Pacific, which, however, it acquired in December, 1897, making a total of 1,075 miles owned.

Days of splendid progress for the parent companies of the Frisco, were these of the last few years of the

last century and the first few of the present.

Railroad circles were greatly startled in 1902, when the Frisco acquired control of the Kansas City, Fort Scott and Memphis Railway Company, through a "community of interest" which was in reality a purchase of all the common stock of that property. With this purchase the

Frisco also acquired control of the Kansas City, Memphis Railway and Bridge Company, and the Kansas City, Memphis and Birmingham Railroad Company, since all the stock of both of these companies was already owned by the Kansas City, Fort Scott and Memphis company.

The magnitude of this achievement is more easily understood when it is known that the purchase, in total, almost doubled the mileage of the Frisco system.

One year later another surprise was passed on to railroad men, when the Frisco acquired the Chicago & Eastern Illinois Railroad, thus securing an outlet to the Great Lakes and a connection with the parent property at St. Louis.

It began to look as if the ambitious dreams of President Welmer were to be realized at last, although his Pacific port had changed to a great lakes outlet.

Then in April of 1907, the Frisco acquired the Gulf Coast Lines, with a splendid terminal at New Orleans.

"At last," transportation workers said, "the Frisco has reached tide-water. With the construction of a link or so in Texas, the Frisco will have a through route over its own rails from the Great Lakes to the Gulf."

But that was not to be.

On May 27, 1913, when the Frisco's miles of road totaled 3,454, receivers were appointed, and the property sold under foreclosure on July 19, 1916. The new company bore the present name, the St. Louis-San Francisco Railway Company.

It seemed that Frisco Lines was not to accomplish the 75 year old dream of the original founders in reaching tide-water. From 1913 until 1925 the road continued its improvement in its physical property, completely recovered from the setback attendant on its receivership, and took a position of first rank among trunk line railroads of America.

Then in July, 1925, the railroad world received another surprise when President J. M. Kurn of the Frisco



*Proof that the visions of the promoters of the Kansas City Fort Scott and Gulf railroad have been carried out by their successors, is contained in the above picture. Torn from a timetable issued in 1883 by the K. S. F. S. and G. (a predecessor company of the Kansas City Fort Scott and Memphis, now a part of the Frisco), the illustration depicts a parlor chair car approaching Pensacola, Florida, with the busy bay of Pensacola clearly visible through the car windows. The timetable bearing this picture was sent President J. M. Kurn recently by Mr. W. A. Evans of Chicago. At the time the folder was printed it was in the vision of the management of the Gulf road to construct a line to Pensacola. The timetable was found in the back of a picture in the Union League Club of Chicago by General LeRoy T. Stewart, and is the only known copy in existence.*

announced the acquisition by his road of the Muscle Shoals, Birmingham and Pensacola Railroad, a 150 mile line extending from Pensacola, Florida, on the Gulf of Mexico, north to Kimbrough, Alabama. Approval of the purchase by the Interstate Commerce Commission followed shortly,

and the Frisco soon began the construction of its connecting link from Kimbrough north to Aberdeen, Mississippi, on the Frisco's own line.

The official opening of the new line, held June 25-30, crowned the efforts of many generations of Frisco officers in reaching tide-water. First

toward the Pacific, then to the Great Lakes, and finally to the Gulf of Mexico—that is the 75 year history of this railroad for a tide-water outlet for the tremendous tonnage originating in its middle western territory.

### MOVIES MADE OF PENSACOLA OPENING

Two thousand feet of motion pictures were made by Frisco Lines of the colorful scenes incident to the special trains which ran over the new line into Pensacola, Fla., the week of June 25-30. The pictures show the celebrations at Aberdeen, Columbus and Demopolis, and several hundred feet are devoted to the parade at Pensacola and to the steamship inspection trip. The Frisco's lift-span bridge over the Black Warrior River just north of Demopolis, Ala., is shown with the span lifting as it permits river traffic to pass, and the air regatta at Pensacola comes in for its share of the shots.

Two prints of the film, which takes twenty minutes to run, are being shown in various Frisco cities at this time. Frisco people who desire the film are requested to make arrangements with their local theatre men, then notify W. L. Huggins, Jr., Director of Publicity, Frisco Bldg., St. Louis, on what date the theatre will show the film. A print of the film will then be sent for all Frisco folks to see.

### EXHIBIT FARM PRODUCTS

The San Carlos Hotel, the scene of great activity during the celebration of the Frisco's entry into that city, was also the scene for the first agricultural exhibit of products grown in the Pensacola district. Mr. Fred L. Sanford, agricultural and industrial agent for Frisco Lines at Pensacola had 123 different articles on display, all grown within forty miles of Pensacola. The exhibit was arranged in haste only three days before the celebration, and attracted a great deal of interest among the business men of Pensacola. A permanent exhibit of local products is now planned and Mr. Sanford is confident that more than 250 different vegetables, grasses, fruits and farm products can be gathered together within a radius of fifty miles of Pensacola.

The new line started the year with a movement of more than 375 cars of Irish potatoes. Early sweet potatoes have just started moving. Early peaches have been moving for several weeks and it is expected that 200 cars of this commodity will be handled before the end of the season.

Mr. Sanford highly praised the fertile soil in this section of the country and says, "next year I feel certain that the Pensacola territory will ship 1,000 cars of produce over our line."

### RECORD BERRY CROP

A total of 2,460 cars of strawberries, the greatest volume of this commodity ever handled in one season by the St. Louis-San Francisco Railway Company, was moved during 1928, according to a report issued July 1 by W. L. English, supervisor of agriculture and refrigeration for Frisco Lines.

The largest previous movement on the Frisco was in 1922 when 2,117 cars were handled.

The season closed June 15 and the largest shipping points were Sarcoxie, Mo., with 326 cars; Springdale, Ark., 206 cars, and Monett, Mo., 194 cars.

The season's shipment was divided into 1,475 freight cars, 892 express cars and less than carlot express shipments equivalent to the balance.

As in past seasons the strawberries were distributed to almost every state in the union, with a particularly heavy movement to Canada, Mr. English states.

# On the Frisco's First Trains to Pensacola, Florida

*The 230 business men from Frisco's vast territory whose names follow, were on the special trains to Pensacola June 25-30.*

## TULSA, OKLA.

Howard O. McClure, President Atlas Life Insurance Co.

A. E. Bradshaw, Executive Vice-President First National Bank.

F. J. Ryan, President Ryan Motor Company.

C. A. Mayo, Mayo Hotel.

F. R. Halliburton, Vice-President and Treasurer Halliburton-Abbott Co.

Kirk E. Latta, Secretary to the Mayor.

Merritt J. Glass, Realtor.

T. H. Steffens, President Sand Springs Railway Company.

Alvin C. Krupnick, Photographer.

Matt Beard, President Highway Construction Company.

Day Waldrep, Representative Tulsa Junior Chamber of Commerce.

## JEFFERSON CITY, MO.

R. F. Campbell, Superintendent Traffic, Missouri Highway Commission.

## LIBERAL, MO.

Edwin M. Lipscomb, Vice-President Lipscomb Grain & Seed Company.

## WICHITA, KAN.

George Smallish, Secretary Chamber of Commerce.

George Graves, Traffic Manager Dold Packing Company.

Harry Constant, Vice-President United Sash & Door Company.

Charles Rose, Treasurer Wichita Trunk Company.

E. O. Moore, Traffic Representative Kansas Milling Company.

## NEODESHA, KAN.

E. A. Warren, Vice-President Standard Oil Company.

W. J. Small, President W. J. Small Hay Company.

## MADISON, ILL.

Joseph Grenzer, Vice-President, Barber Asphalt Company.

W. S. Darrow, General Manager Barber Asphalt Company.

## CARBON HILL, ALA.

Frank Cobb, Manager Galloway Coal Company.

## BIRMINGHAM, ALA.

A. R. Long, President Brookside-Pratt Mining Company.

G. C. Kershaw, President Kershaw Construction Company.

J. W. Kennedy, Assistant to the President, National Coal & Coke Company.

T. A. McGough, McGough Bakeries.

S. F. Knowles, Superintendent American Railway Express Company.

W. C. Adams, Adams, Rowe & Norman.

E. T. Willcox, Assistant Traffic Manager Seaboard Air Line Railway Company.

M. O. Travis, Secretary, Black Diamond Coal Mining Company.

E. D. McKinney, Traffic Manager Hammond Iron Company.

A. W. Vogtle, Traffic Manager, De Bardeleben Coal Corporation.

H. H. Knight, Traffic Manager Gulf State Steel Company.

Person Moore, Vice-President Pratt Fuel Corporation.

S. L. Yerkes, Vice-President Grider Coal Sales Agency.

Henry T. DeBardeleben, President DeBardeleben Coal Corporation.

W. S. Bruce, Traffic Manager Woford Oil Company.

Lee Allen Brooks, Sales Manager Cosby-Hodges Milling Company.

## SPRINGFIELD, MO.

George Olds, Managing Editor The Springfield News, The Springfield Leader.

A. L. Farnham, Manager Producers Produce Company.

Harry Cooper, Harry Cooper Supply Company.

Everett Beazley, Wood-Beazley Seed Company.

Forest W. Lipscomb, Secretary and Sales Manager, Lipscomb Grain & Seed Company.

H. A. Meyer, Treasurer The Meyer Milling Company.

Sam E. Trimble, Executive Vice-President Union National Bank.

D. N. McGregor, McGregor Hardware Company.

Ignace Glaser, Levy-Wolf Dry Goods Company.

R. R. Ricketts, President Springfield Seed Company.

Charles McGregor, McGregor Motor Company.

A. J. Eisenmayer, Eisenmayer Milling Company.

W. C. Eisenmayer, Eisenmayer Milling Company.

H. F. Fellows, President Springfield Wagon Company.

W. E. Ogston, President Service Ice Company, Ogston Contracting Company.

W. P. Keltner, President Springfield Creamery Company.

E. C. Hackett, Secretary Chamber of Commerce.

H. O. Parman, G. D. Milligan Grocer Company.

## OKLAHOMA CITY, OKLA.

Edward Overholser, President Chamber of Commerce.

Stanley Draper, Manager Chamber of Commerce.

I. G. Bentley, Manager Traffic Bureau, Chamber of Commerce.

C. T. Robinson, Manager Carroll-Brough-Robinson Wholesale Grocer Company.

T. A. Janeway, President Liberty National Bank.

W. F. Haven, Vice-President Security National Bank.

D. E. Malone, Alexander Wholesale Drug Company.

C. S. Harrison, Vice-President The Boardman Company.

R. W. Robberson, Manager J. B. Klein Iron & Foundry Company.

J. H. Johnston, Manager Oklahoma Cotton Crushers Association.

H. C. Martin, Nichols Realty Company, Inc.

## FORT SMITH, ARK.

H. S. Cutting, Secretary and Treasurer-Fort Smith Rim and Bow Company.

A. Y. Berry, Berry Dry Goods Company.

A. N. Sicard, President First National Bank.

Leigh Kelley, Real Estate Dealer.

W. E. Harding, Glass Manufacturer.

F. G. Speer, Wholesale Hardware.