

A FISHERMAN'S PARADISE

Engineer Gooch Starts Season's Fish Stories—Have You One to Beat It?

THese be the days," remarked the veteran employee, "when a man just nacherly has to work hard to keep his mind on the job, what with his attention being constantly diverted by batting averages and the like. But the blamed killers that worries me the most is the fish-liars!"

Lying about fishing has been for generations one of the most favored all indoor sports. Frisco Lines has its quota of clever gentlemen who each year write the editor of this publication tall yarns about fishing prowess of salt or fresh water variety, sometimes submitting pictures of long strings as proof—but more often not. Engineer P. W. Gooch of Monett, did not send a photograph to accompany the letter he wrote recently concerning his famous eel catch. We venture that most of his fellow workers on the line have asked him many times for "proof" in the form of a picture. But "P. W's" eel story is an excellent example of the famous outdoor pastime of "fish-storying," and we are glad to print his story here as a glaring example of what spring and thoughts of rod and reel, fly and worm, will do to an otherwise truthful Frisco employee!

The scene of the catch takes place at the time of the opening of the Goldyke when the gold rush was in full swing. Mr. Gooch asked a friend of his to "grub stake" him, and, with nineteen men started out to stake a claim. Since he had taken it upon himself to hire the nineteen men for wages, grub and shelter, it was up to him to furnish them. And so it was his wont to cut holes in the ice and fish for salmon.

In talking to old timers who had looked to the scene, he learned of the habits of eels, of which there

HERE IS SPRING!

If any further proof is needed that "spring is here, tra la," read on, gentle reader, read on!

On April second the first car of strawberries to move over Frisco Lines left Huxford, Alabama, for Chicago where they commanded high prices. The car contained 680 crates, with 24 pints to the crate, and at twenty-five cents a pint, our statistical expert tell us the car of berries brought \$4,080. If we're wrong you might write us a letter about it!

Then, on April 15, the first car of early English peas for the 1930 season, left Atmore, Alabama. They moved in regular freight service, leaving Atmore at 7:00 p.m., and arriving in St. Louis at 10:30 a. m., April 17, where they were sold immediately. The operating department statistician can tell you how fast they moved if you care to harass that gentleman for the figures. But believe us, they moved rapidly—and how!

were a great number in the icy waters. Among other things he learned that they breed their young at the head waters of the stream and after the eels attain a certain growth they are taken to salt water, in the spring, at the time the ice breaks.

The old eels in taking them to salt water have invented a very ingenious method of transportation. They line the young eels up, placing an older eel at intervals. Then they "tail-up" like elephants, each grasping the end of the tail of the eel in front. The long procession then moves on. In case a young eel should get out of line, the one just behind will grab his tail and yank him back in line. No fisherman has ever been able to tell the exact length of the line, but it is estimated by old timers that it sometimes reaches forty miles in length!

On this memorable day, Mr. Gooch went out in the morning to catch a salmon for his hungry miners. It

CALF SHOW AT ST. LOUIS

Announcement was made recently of the third annual calf show and sale by the St. Louis Live Stock Exchange which will be held December 11 and 12, 1930, at the National Stock Yards, East St. Louis, Ill.

This show and sale is open to all boys and girls between the ages of seven to twenty who wish to enter a steer calf of Hereford, Shorthorn or Polled Angus Breed. A total of \$1,500 in prizes will be offered, \$200 of it going for the grand championship premium which will be awarded for the best calf of any breed, \$100 of it will go for the reserve champion premium and the remainder will be divided among three \$100 prizes to go to the best calf of each of the three breeds and a number of smaller prizes.

Last year several of the best calves came from points on Frisco Lines, one bringing twenty-five cents a pound.

was after a warm spell and the ice had melted considerably. He chopped a hole in the ice with his hatchet—dropped in his line and waited.

All at once there was a terrific yank at the end of his line. He braced himself with his spiked shoes, gave some slack on his line and then took it in. The "big fish" yanked at it again, and he felt that there was something besides a big salmon on the hook.

Then with the last terrific yank, and all slack taken out of his line the "head" of the catch came up over the ice—a young Lampres eel. On his tail hung an old eel, with teeth clenched, and a look of determination in his eye to hold or die, and on his tail a young eel and so on.

Placing the line over his shoulder, Mr. Gooch started running over the ice, and after a time he stopped, exhausted. On checking up he found that he had landed 350 yards of eels!!!

And now, gentlemen, let's hear from some more of the Frisco's fishermen!



St. Louisans Visit Tulsa and Okla. City April 6-9



This photograph of the group of St. Louis business men who visited Tulsa and Oklahoma City, April 6-9, was made in Union Station, St. Louis, just before the special train started.

A TRADE trip which was considerably more than the usual "good will" tour, and which had for its premise a genuine desire for better acquaintanceship and understanding, was made by the board of directors of the St. Louis Chamber of Commerce and the Industrial Club of St. Louis, April 6-9, to Oklahoma City and Tulsa.

The special train which conveyed the St. Louisans was arranged by Frisco Lines and left St. Louis as second No. 9 at 7:05 p. m., April 6. Vice-President J. R. Koontz and Assistant Vice-President J. N. Cornatzar accompanied the party.

The train arrived at Oklahoma City at 11 o'clock the next morning, and Oklahoma City business men greeted the St. Louisans with true southern hospitality, escorting them to the Chamber of Commerce, where a testimonial luncheon was served. A tour of the city's industrial, manufacturing and residential section was made in the afternoon, and a surprise feature of the trip was arranged at the oil fields on the edge of Oklahoma City, when a gusher was brought in for the especial benefit of the St. Louis visitors.

Not to be outdone by the Oklahoma Cityans, the St. Louis delegation played host at a dinner that evening, which was served at the Hockins Hotel. The special train left at midnight for Tulsa.

A visit to Tulsa's famed airport was the first order of business for the visitors when they disembarked from their train in Tulsa the morning of April 8, and several group luncheons

were attended that noon. Visits to Tulsa refineries and other industries were included in the afternoon schedule.

The St. Louisans entertained with a dinner to the Tulsa business men that evening in the Mayo Hotel, and departed from Tulsa at 10 o'clock as second number six.

St. Louis speakers at the various events included: Messrs. George C. Smith, Harold K. Bixby, J. R. Koontz, W. B. Weisenburger, Thomas Dysart, Frank C. Rand, Richard Hawes, and Harry B. Wallace.

A complete list of the St. Louisans who made the trip follows:

C. B. Adams, C. B. Adams & Co.
C. E. Allen, S. W. Dist. Mgr., Westinghouse Electric & Mfg. Co.
Judge Glendy B. Arnold.
E. F. Bisbee, Vice-President, St. Louis National Stock Yards, National Stock Yards, Ill.
Harold M. Bixby, President, St. Louis Aviation Corporation.
A. W. Brown, President, Hall & Brown Wood Working Machinery Co.
R. Vernon Clark, President, Clark Realty Co., East St. Louis, Ill.
Stanley Clarke, President, St. Louis Public Service Co.
M. D. Curran, Webster Groves, Mo.
Scott R. DeKins, Secretary, St. Louis Chamber of Commerce.
Thomas N. Dysart, Knight, Dysart & Gamble.
Frederick B. Eiseman, Vice-President, Rice-Stix Dry Goods Co.
A. B. Elias, President, Southwestern Bell Telephone Co.
C. B. Fox, President, Alcoa Ore Co., East St. Louis, Ill.
Dudley French, Graham Paper Co.
Clifford W. Gaylord, President, Robert Gaylord, Inc.
Kenneth L. Green, President, Green Foundry Co.
Felix E. Gunter, Vice-Chairman of Board, First National Bank.
Joseph Hanlon, St. Louis Post-Dispatch.
R. S. Hawes, Vice-President, First National Bank.
W. J. Hein, Vice-President, Mississippi Valley Trust Co.

W. L. Hemingway, Vice-President, Mercantile-Commerce Bank and Trust Co.
Jacob M. Lashly, Attorney, Hollingshead & Donnell.
J. S. Laurie, Vice-President, Schuyler, Vandervoort & Barney.
H. J. Littledale, General Manager, Butler Brothers.
John R. Longmire, I. M. Simon Company.
Robert L. Lund, Vice-President, Lambert Pharmacal Company.
C. H. McMillan, Vice-President, Mercantile-Commerce Bank & Trust Co.
James A. McVoy, President, Central States Life Insurance Co.
F. Lee Major, Vice-President, Boston's National Bank.
Douglas V. Martin, Jr., St. Louis Globe-Democrat.
Hiram C. Martin, President, Murphy Door Bed Company.
M. E. Meacham, President, Goodlow Lumber Co.
Carl F. G. Meyer, President, Meyer Bros. Drug Company.
Hiram Norcross, Vice-President, Missouri Portland Cement Co.
R. Fullerton Place, 1005 Arcade Building.
P. B. Postlethwaite, President, Wagner Electric Corporation.
C. B. Rader, Secretary, Merchants Exchange.
Frank C. Rand, Chairman of Board, International Shoe Company.
E. J. Russell, Architect, Maurice Russell & Crowell.
George C. Smith, Director, Industrial Bureau of the Industrial Club.
Tom K. Smith, President, Boatmen's National Bank.
R. H. Switzler, General Manager, St. Louis Refrigerating & Cold Storage Company.
Hillsman Taylor, President, Missouri State Life Insurance Co.
F. W. A. Vesper, President, Vesper-Buick Auto Company.
Harry B. Wallace, President, Cappie Company.
W. B. Weisenburger, President, St. Louis Chamber of Commerce.
J. Gates Williams, Francis Bros. Company.
A. O. Wilson, Vice-President, Mississippi Valley Trust Co.

COACH RIDING DECREASE

Total passenger revenues of all railroads in 1929 aggregated \$1,444 million dollars. Out of this total about 44 per cent, or \$637 million dollars, came from passengers in sleeping and parlor cars, while about 430 million dollars, or 49 per cent, came from passengers in day coaches. Hitherto revenue from day-coach passengers has always exceeded that from sleeping and parlor car passengers. In 1928 total passenger revenues aggregated \$1,154 million dollars, of which but \$561 million dollars came from sleeping and parlor car passengers. Since 1921 revenue from day-coach passengers has decreased 265 million dollars, while that from sleeping and parlor car passengers has increased 85 million dollars.

While the building of new railroads has been practically at a standstill in this country for some years there are actually 630 miles under construction at this time, while 1,186 miles of new construction has been authorized. Most of this new construction is in the way of extensions to lines already in existence.

sippi Valley Trust Co.

W. L. Hemingway, Vice-President, Mercantile-Commerce Bank and Trust Co.

Jacob M. Lashly, Attorney, Hollingshead & Donnell.

J. S. Laurie, Vice-President, Schuyler, Vandervoort & Barney.

H. J. Littledale, General Manager, Butler Brothers.

John R. Longmire, I. M. Simon Company.

Robert L. Lund, Vice-President, Lambert Pharmacal Company.

C. H. McMillan, Vice-President, Mercantile-Commerce Bank & Trust Co.

James A. McVoy, President, Central

States Life Insurance Co.

F. Lee Major, Vice-President, Boston's National Bank.

Douglas V. Martin, Jr., St. Louis

Globe-Democrat.

Hiram C. Martin, President, Murphy

Door Bed Company.

M. E. Meacham, President, Goodlow

Lumber Co.

Carl F. G. Meyer, President, Meyer

Bros. Drug Company.

Hiram Norcross, Vice-President, Mis-

souri Portland Cement Co.

R. Fullerton Place, 1005 Arcade Building.

P. B. Postlethwaite, President, Wagner

Electric Corporation.

C. B. Rader, Secretary, Merchants

Exchange.

Frank C. Rand, Chairman of Board,

International Shoe Company.

E. J. Russell, Architect, Maurice

Russell & Crowell.

George C. Smith, Director, Industrial

Bureau of the Industrial Club.

Tom K. Smith, President, Boatmen's

National Bank.

R. H. Switzler, General Manager,

St. Louis Refrigerating & Cold Storage

Company.

Hillsman Taylor, President, Missouri

State Life Insurance Co.

F. W. A. Vesper, President, Vesper

Buick Auto Company.

Harry B. Wallace, President, Cappie

Company.

W. B. Weisenburger, President, St.

Louis Chamber of Commerce.

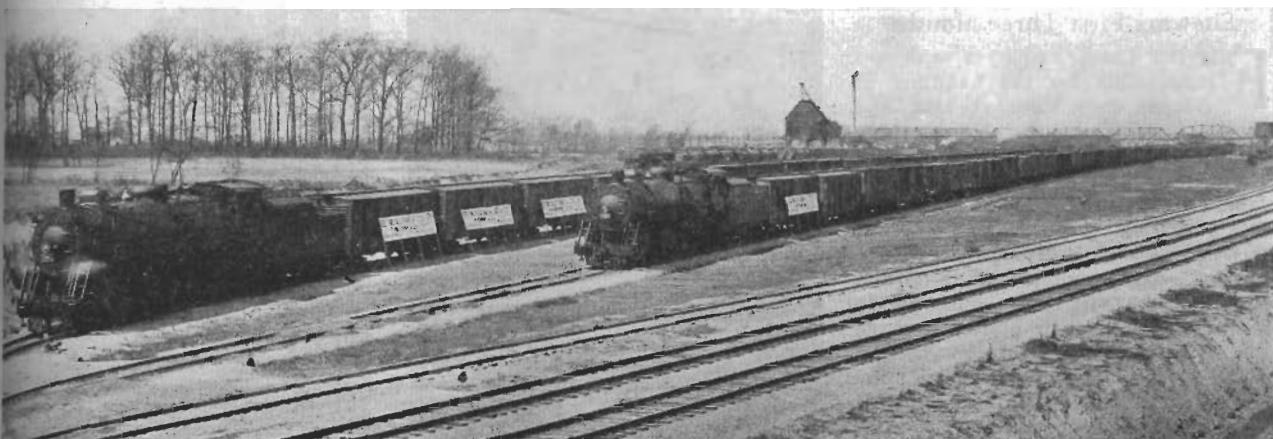
J. Gates Williams, Francis Bros.

Company.

A. O. Wilson, Vice-President, Mis-

sissippi Valley Trust Co.

Largest Cotton Shipment via Frisco Lines From Memphis to Carolinas



More than 7,700 bales of cotton, said by Memphis cotton men to be one of the largest shipments of this commodity ever made in the history of the textile industry, moved via Frisco Lines from Memphis, Tenn., to the Cannon Mills Company plants in Kannapolis, Concord and China Grove, North Carolina, on March thirtieth.

The shipment filled 114 of the Frisco's new freight cars, and was handled in two special trains. The cotton was shipped by F. M. Crump & Company of Memphis, and gathered from Blytheville, Ark., and Brownsville and Memphis, Tenn. A photograph of the two special trains just before they pulled out of the Yale yards outside Memphis appears above.

F. M. Crump & Company is one of the oldest and best known of the cotton buying and selling houses in the South. Mr. Dabney H. Crump is chairman of the board and Mr. John Hopkins is president. Other officers of the company include Messrs. H. B. Potts, vice-president; Sol Cohen, vice-president; J. C. Williamson, vice-president, and C. Herbert Taylor, traffic manager. All officers reside in Memphis except Mr. Williamson, who lives in Charlotte, N. C.

RAILROAD SCHOOL AT ENID

(Continued from page 7)

Injuries.

With the mention of personal injuries, H. F. Sinclair, "Treasurer" and claim agent, pleaded for more care in the maintenance of way men to avoid personal injuries, thereby putting a stop to a drain on the treasury. A nice reduction of .46 per cent on the Western division was reported for the month of February.

Mr. A. N. Beck, "Secretary" and storekeeper at Enid, spoke of several discrepancies in requisitions for supplies allotted these men, and Mr. Albert Russell, "Visitor" and assistant general chairman of the Brotherhood of Maintenance of Way Employes, made one point in his short, interesting address—that motor car accidents were inexcusable and that if it was not possible to flag properly and protect the curves, to leave the motor car in the shed.

Mr. W. J. Foley, "Visitor" and Master Mechanic, acknowledged his introduction and said that he had learned many interesting details while sitting in the meeting. Mr. F. C. Gow, "On the Board of Governors" and assistant superintendent, stated that each man should put forth 100 per cent effort. If the "Parson" had called for contributions to the birthday box, Mr. P. M. Bell, section foreman at Carmen,

Okl., would have had to drop in fifty-three pennies. He was the oldest member present and began his service at Hunter, Okla., in June, 1904. He has had many years of experience and there were three things which he stressed in his interesting address; making the material go as far as possible, preaching the law of accident prevention to his men, and keeping his territory in perfect order at all times. He is a member of the Frisco Veterans' Association and during his entire service he has only had 25 days off due to vacation, and nine days due to sickness.

Mr. C. Laubham, one of the members in good standing from Ames, Okla., is a native-born Russian and one of the best foremen on the division. He pledged his co-operation to the program at hand.

All this business had been discussed between the hours of 12 noon and 2:35 p. m., when the train left Enid which carried most of the members to their respective homes. The "Parson" had told them of their transgressions—and the members had absorbed the sermon and within each man's mind was the determination to put the lessons in every-day practice.

And the Railroad Sunday School was over. There will be another one in the fall of the year, with the "Parson" expostulating and the members rising to give experiences and suggestions for the betterment of any and all conditions.

CHANGE STATION GROUPS

Effective April 1, a revision was made in the grouping of the stations which compete in the various groups for the least error pennant awards. Henceforth, Group One will include only those stations which handle in excess of 20,000 shipments per month and Group Two will include stations which handle from 10,000 to 20,000. Group Three will be made up of stations handling from 2,000 to 10,000 shipments monthly.

Agents in the Group Three have been instructed to discontinue their monthly statements of tickets billed, shipments handled, etc., when their stations have fewer than the minimum number of shipments and to resume this statement when the number of shipments again rises above the minimum mark.

The revision is a result of the changed conditions that have come about among the stations since they were originally grouped. It is believed that it will tend to establish a more competitive spirit among the stations on the basis of equality in actual performance.

Tulsa, Okla., had the fewest errors in Group One during March and will retain the pennant for another month. Birmingham won the Group Two pennant. In Group Three perfect records were made by each of the following stations: Wichita, Enid and Pittsburgh. Each was allowed to hold the pennant of the group for ten days.

REDUCE CAR DAMAGE 20.5%

Careful Handling Results in Good Showing First Three Months

FRISCO Lines employes who are responsible for the handling of freight cars were vigilant and careful enough during the first three months of 1930 to make a reduction of 20.5 per cent in the number of cars damaged by rough handling during that period as compared with the first three months of 1929, a report issued April 7 by the car accountant Springfield, Mo., reveals. The decrease in the monetary amount of this damage was 35.2 per cent.

The per cent of increase in the number of cars handled per car damaged was 19.8 per cent during the first quarter of this year in comparison with the same quarter of last year and the per cent of decrease in the amount of damage per car handled was 32.11 per cent during that quarter of this year compared with the same quarter of 1929.

Central division ranks first among the divisions. No cars have been damaged on that division this year. Eastern division is ranked second in the report, having had but two cars damaged during the first quarter. Southwestern division is given third place, with three cars damaged during this period. During the first quarter, 90,907 cars were handled on the Central division, 184,407 on the Eastern division and 243,224 on the Southwestern division.

Texas Lines shows a slight increase, with six cars damaged during the first three months of this year, an increase



Miss Bernice Miller, 11-year-old daughter of Conductor and Mrs. C. C. Miller of Pensacola, Florida, is winning recognition as an acrobatic dancer. She is called upon frequently to perform for various charitable organizations and clubs of Pensacola. Her most recent performance was given for the American Legion at the Naval Hospital.

Besides these performances, she has appeared on programs at the Saenger and Isis Theatres of Pensacola and is a favorite at all entertainments of the Frisco Employe's Club of Pensacola.



Miss Irene Bryan, daughter of W. Bryan, chief rate clerk at Tulsa, Okla., was chosen as attendant to the football queen of Tulsa High School for 1930 season to come.

of one car over either 1929 or 1928. A total of 31,110 cars were handled during the first quarter of this year. The total for that period of last year was 34,889 and for 1928 it was 34,649.

Among the terminals, Springfield ranks first, handling 170,976 cars and damaging none of them. Birmingham was second with three cars dam-

aged out of the 179,078 handled. The report gives Tulsa third place. The total number of cars handled there was 211,080, and seven cars were damaged in handling this number.

A comparative statement covering rough handling on Frisco Lines during the period under consideration appears below:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL	
	1930	1929	1928	1930	1929	1928	1930	1929	1928	1930	1929	1928	'30	'29
Northern.....	18	25	36	\$ 623.00	\$1,317.00	\$ 2,040.00	240,788	259,100	244,973	.0075	.0096	.0147	3	7
Southern.....	20	12	11	1,528.00	1,267.00	648.00	261,708	257,561	225,064	.0076	.0047	.0149	6	5
River.....	15	4	14	838.00	75.00	608.00	92,760	100,643	99,400	.0162	.0040	.0141	1	4
Total Divisions, First District....	53	41	61	2,989.00	2,659.00	3,296.00	595,256	617,304	569,437	.0089	.0066	.0107	—	—
Kansas City.....	16	26	30	363.00	1,133.00	859.00	182,739	185,189	189,194	.0088	.0140	.0159	3	6
Memphis.....	19	21	31	1,076.00	437.00	1,886.50	150,941	149,855	233,310	.0126	.0140	.0133	6	5
Birmingham.....	3	4	8	98.50	57.00	57.00	179,078	184,407	183,257	.0017	.0022	.0044	2	2
Total Terminals, First District....	38	51	69	1,537.50	1,627.00	3,315.50	512,758	519,451	605,761	.0074	.0098	.0114	—	—
Eastern.....	2	11	13	93.00	571.00	2,111.00	184,407	196,975	194,798	.0011	.0056	.0067	2	6
Central.....	—	2	5	—	350.00	110.00	90,907	95,283	96,273	—	.0021	.0052	1	2
Southwestern.....	3	9	10	320.00	147.50	352.00	243,224	253,452	247,393	.0012	.0036	.0040	3	3
Western.....	3	—	—	80.00	—	—	50,905	57,000	53,833	.0059	—	—	4	1
Total Divisions, Second District....	8	22	28	493.00	1,068.50	2,573.00	569,443	602,710	592,297	.0014	.0037	.0047	—	—
St. Louis.....	11	14	23	468.50	210.00	603.00	168,988	186,434	179,396	.0065	.0075	.0128	4	3
Springfield.....	—	1	2	—	200.00	60.00	170,976	179,709	194,949	—	.0006	.0010	1	1
Tulsa.....	7	22	14	395.00	3,315.00	820.00	211,080	232,735	213,995	.0033	.0095	.0065	3	4
Total Terminals, Second District....	18	37	39	863.50	3,725.00	1,483.00	551,044	598,878	588,340	.0033	.0062	.0066	—	—
Birm'ham Belt....	1	—	—	3.00	—	—	29,024	30,513	—	.0034	—	—	—	—
Texas Lines.....	6	5	5	26.00	44.00	824.00	31,110	34,889	34,649	.0193	.0143	.0144	—	—
Total System.....	124	156	202	5,912.00	9,123.50	11,491.50								

1930 Compared with 1929

Per cent increase in number cars handled per car damaged.....19.8
Per cent decrease in amount of damage car handled.....32.11

Per cent decrease in number cars damaged.....
Per cent decrease in amount of damage.....

LARGEST BERRY FARM

(Continued from page 5)

500 peach trees, and 10 acres of dewberries, and then, not satisfied with this work, began this season's activities by planting 2,500 acres of the farm to cotton.

Proud of his handiwork, Warden Fountain held "open house" at the Moffett State Farm on April 14, to representatives of the Alabama state departments, officials of the Frisco railroad, and representative people from many nearby points.

Frisco officers who attended were: Messrs. M. M. Sisson, assistant general manager; M. W. Crow, general agent at Pensacola and Mrs. Crow; H. E. Gabriel, assistant superintendent Southern division, and Mrs. Gabriel; C. B. Michelson, farm marketing agent, St. Louis; D. E. Eicher, horticultural agent, Springfield; W. L. English, supervisor of agriculture, Springfield; Howard Humphries, superintendent of terminals, Pensacola, and J. B. Morrow, colonization agent, St. Louis.

Prominent state department visitors included: Charles A. Moffett, president of the State Board of Administration, Montgomery; Hamp Draper, associate member of the board; Lawrence H. Lee, legal advisor to Alabama's governor, Montgomery; E. B. Chestnut, warden of the Alabama state prison at Montgomery; W. W. Brooks, assistant state treasurer, Montgomery; J. H. Smith, warden of Speigner prison, Speigner, Ala.

53 YEARS A TRACKMAN

(Continued from page 4)

ident Prevention Department, and also asked that each foreman do an extra good job of keeping his track up in splendid condition.

And when retirement comes to this loyal veteran, he says that he is going to a little farm where he can plant a garden and have some cows and chickens and lead the simple life. Mrs. Herd, whom he met while at Dixon and to whom he was married on December 17, 1885, is equally enthusiastic over the thought of having her husband with her for the remaining happy years of their life, and both are eagerly looking forward to his retirement.

There were 31,500 persons killed in accidents to motor cars last year, while but 53,381 persons were killed in action, or died from wounds, among the American forces during the World's War.

A YOUTHFUL POET

Raymond Chesser, 13-year-old son of W. R. Chesser, Frisco engineer on fast freight between Pensacola, Fla., and Magnolia, Ala., has developed a talent for writing which has brought him much favorable comment. Short stories and poems which he has written have been published in the well known magazine, "Child Life."



One of his most recent poems was dedicated to Lodge 91 Brotherhood Locomotive Firemen and Engineers and Lodges 197 and 467, Ladies Society of the B of LB&E. Mr. Chesser, the father, is Legislative Representative and Local Chairman of Frisco Lodge 346, B of LF&E.

Mrs. Chesser was unable to locate copies of his short stories which have been printed in Child Life, but promised to send them to the Frisco Magazine at a future date.

The above mentioned poem was printed in the Locomotive Engineers Magazine and following its publication, Raymond received congratulatory messages from Mrs. Agnes G. Strong, Grand President of the society.

The poem, which is a delightful tribute to the organization and to the City of San Francisco, appears below:

San Francisco

San Francisco, San Francisco,
From Twin Peaks about;
San Francisco, San Francisco,
Many boats are out.

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

March 28—C. R. Piercy, Ashdown, Ark.

March 26—W. E. Haigh, Bessie, Okla.

March 25—G. E. Mills, Chaonia, Mo.

March 27—H. L. Eaton, Foreman, Ark.

March 31—H. A. Daly, Grove, Okla.

March 31—D. Asher, Holland, Mo.

March 6—N. E. Johnson, Clarksdale, Ark.

March 6—B. Robinette, Deckerville, Ark.

March 10—I. F. Yandell, Harold, Mo.

March 18—W. N. London, Rock, Okla.

March 6—R. B. Lemons, Sligo, Mo.

March 26—S. J. Huntsinger, Qulin, Mo.

The following were installed temporary agents at the stations which follow their names:

March 24—C. D. Rogers, Dell, Ark.

March 26—F. M. Carlock, Neely's, Mo.

March 24—W. J. Ludwig, Pocahontas, Ark.

March 24—C. F. Rogers, Salt Fork, Okla.

March 25—R. E. Essman, Stanton, Mo.

Change of agents made at Idabel, Okla., March 27. R. W. Berry was installed temporary agent vice H. L. Eaton. No audit of accounts was made as this is handled by cashier.

Arapaho, Okla., and Custer City, Okla., are now joint agencies with the A. T. & S. F. instead of the K. C. M. & O. The Santa Fe took over the K. C. M. & O. August 1, 1929.

Effective December 18, 1929, the Kansas City Southern closed their account at Holmas, Mo., and this is no longer a joint station with that company. Through an oversight on the part of the K. C. S. this information was not furnished by that company until March 10.

G. L. Henson was installed temporary agent at Mountainburg, Ark., March 19. Mr. Henson had been acting agent since February 10.

San Francisco, San Francisco,
Has the richest "Chinatown";
San Francisco, San Francisco,
Has many riches all around.

San Francisco, San Francisco,
Market Street is all alive;
San Francisco, San Francisco,
Sure is busy as a hive.

San Francisco, San Francisco,
Museums great and small;
San Francisco, San Francisco,
Marvelous, one and all.

San Francisco, San Francisco,
City I adore;
San Francisco, San Francisco,
I am with you forevermore.