

NEWS of the FRISCO CLUBS

Thayer, Mo.

The first 1931 session of the Thayer Frisco Employees' Club, held January 8, was an open meeting in which all business men of that city as well as employes were invited to discuss matters of general benefit. A. L. Carr, mayor of Thayer, presided over the assembly, which was comprised of approximately 150 persons.

The principal speakers were S. J. Frazier, superintendent of the Southern division; A. P. Matthews, assistant traffic manager; J. E. Whalen, fuel supervisor; J. D. Reeves, roadmaster, and C. B. Callaham, assistant superintendent. The principal topic of discussion was bus and truck regulation and all present agreed that this competition should be regulated in the same manner as railroads. R. V. Martin, president of the local Chamber of Commerce, who was in attendance, said that he would propose a resolution to his organization, asking D. L. Bales, senator of the 22nd District, and C. C. Jackson, representative, to use their influence toward passing such legislation. Following is the resolution which the Chamber of Commerce passed in a meeting held January 9 and forwarded on that date:

"Be it resolved, by the Thayer Chamber of Commerce, this January 9, that:

"We favor legislation which will put the trucks and busses which operate in competition with the Common Carriers, on a more equal basis with said Common Carriers.

"We address this communication to you, representing us in the State Legislature, and request that you see fit to act favorably upon this proposition.

"This organization is composed of citizens of Thayer, Mo., and we feel that the railroads have done the pioneering and have held a great part in the up-building of our county, state and nation, and that the time has come where it's impossible for them to progress further with more equalization of governing laws.

"We greatly commend the activities of trucks and busses in sections not reached by our railroads and feel that they have served toward the constructiveness of our rural sections, but we feel that railroads do not have a fair break in legislation, taxes, and restrictions, thus we ask for the

two classes to be put on a more equal basis of operation.

"Today, the railroads are among the largest taxpayers in our state. The Frisco Railroad paid to Oregon County, in 1921, county and state taxes of \$6,041.36 and in the State of Missouri a total of \$861,340.39."

The foregoing resolution was signed by the directors of the Chamber of Commerce. The Thayer Employees'



Paul A. Derington, agent at Casey, Okla., submits this cartoon of a Frisco agent sending out a call for prosperity. Paul promises to be a regular contributor with his cartoons on "Frisco Pen Lines."

Club addressed a resolution of similar content to the same legislators.

Election of officers for the ensuing year was the chief business of the meeting of the Thayer Club, held December 20. Twenty-five employes were in attendance.

Walter Davidson, section foreman, was chosen president and T. E. King, engineer, vice-president. T. H. Edmundson, clerk, was re-elected secretary. The meeting was opened with a report by Edmundson on the convention of club presidents which he attended in Springfield, December 8 and 9. Following this there was a discussion of Frisco Benefit work among needy families and the local

benefit committee reported that a number of families had been aided there. Edmundson, who was secretary of the baseball team which the Thayer Club backed during 1930, made his final report on the ball club in this meeting. It was agreed that the club should also have a team in 1931. Refreshments were served at the close of the business session.

Hugo, Okla.

The Frisco Employees' Club of Hugo, Okla., held a spirited meeting December 15, in which they decided to circulate a petition in Choctaw County, urging the Legislature of Oklahoma to promptly enact laws regulating the use of busses and trucks upon the highways of the state. The meeting was well attended.

It was pointed out in this meeting that the ever growing monopoly of the use of public highways by large trucks and busses has greatly increased the hazard of automobile travel and is destroying the highways, built and maintained by taxation. It was brought out also that the railroads who have built and maintained their own roadways have been required through taxation to contribute to the building and maintenance of public highways for the use of their competitors, and this, it was agreed, was a manifestly unfair situation which should be adjusted. Attention was called to the reductions that have been made in the ranks of employes at Hugo through curtailment of train service as a result of competition from motor competition. The present Frisco payroll in Hugo is about \$350,000 annually and the taxes paid by the company in Choctaw County are about \$92,000. It was related that if these sources of income in Choctaw County were to cease, it would mean the closing of about half of the Hugo business houses and possibly three of the public schools.

Committees were appointed in this meeting to circulate the petition and a committee with Dr. G. E. Harris as chairman was appointed to call on the local state senator and representative and present them with the facts before the legislature convened, urging that they use their influence toward bringing about regulation by the legislature.

St. Louis Terminals

The St. Louis Terminals Club's roster of officers underwent but one

Against Unfair Competition

At meeting held by Frisco Employes' Club of Hayti, Mo., on January 5, the following resolution was adopted for presentation to the state senator and representatives from that district:

We, the members of Frisco Employes' Club, City of Hayti, Mo., County of Pemiscot, earnestly urge you in behalf of all fair-minded citizens and ourselves, to use all of your influence in passing of bill taxing bus and truck lines operating in this county for the following reasons:

The bus and truck lines pay no taxes to our county.

They have cut the railroad payroll in this city from an average of \$14,000.00 per month in 1929 to \$7,000.00 per month in 1930. In doing this they have caused quite a few taxpayers to move from this locality to other localities in search of employment.

Whereas, the railroads of this county pay about \$50,000.00 per year taxes and maintain their own right-of-way, the trucks and busses pay little or no taxes and the taxpayers maintain the right-of-way for them.

The railroads pay their employes a fair, living wage and this money is spent in our locality. The busses and truck lines pay their employes a small wage and none of it is spent in this locality.

The railroads are forced to publish tariffs and furnish these to the public in conformity with the law. The trucks and bus lines publish no tariffs.

The rates charged by the railroads are made by the Interstate Commerce Commission. The rates charged by truck and bus lines are made by themselves.

The railroads are forced to quote their rates to the operators of trucks and busses. The truck and bus operators then make a lower rate to obtain traffic that rightfully belongs to the railroads.

The railroads are required to have shippers secure Plant Seed permits and comply with quarantine regulations governing interstate traffic, the truck lines are not required to do this.

The railroads are required to have shippers comply with Bureau of Explosive rules in packing this commodity, the truck lines are not required to do this.

As railroad employes and tax paying citizens we earnestly petition our law makers to correct this now existing condition.

FRISCO EMPLOYES' CLUB, HAYTI, MO.

change in the election held at the meeting of that organization December 18. The following were re-elected: John Daniels, president; Clarence Stookey, treasurer; and William O'Toole, secretary. R. L. Klein was chosen for the vice-presidency. Approximately seventy-five, including a visitor, J. P. Lyons, newly elected president of the St. Louis Men's Club, attended this session.

It was agreed in this meeting that club dues should be reduced from two dollars a year to one dollar and that membership cards should be issued only upon payment of dues. President Daniels appointed Fred Walker and Wilkie Wier to serve as an entertainment committee during 1931, and later in the meeting he gave a report on the convention of club presidents which he attended in Springfield, December 8 and 9. Nearly the entire discussion which followed in this meeting related to solicitation, motor competition, and co-operation among employes, with most of those in attendance taking an active part and making suggestions. A report on solicitation disclosed that business

had been secured by the following: C. R. Catlin, Roy White, John Daniels and H. Robinson.

Ladies' Club, Tulsa, Okla.

The Tulsa Frisco Ladies' Club, assisted by the Frisco Employes' Club, there, gave a Christmas party December 18, which was attended by approximately two hundred employes and guests. Each person in attendance brought a gift which was placed on a Christmas tree and these were later distributed by C. J. Quinn, president of the Employes' Club, and Mrs. J. C. Tegler, president of the Ladies' Club.

Dancing to music furnished by a local five-piece orchestra followed distribution of presents and refreshments were served during an intermission. A number of the presents were re-donated to be given to needy persons by the Ladies' Club. Among the out-of-town guests in attendance were G. W. Moore, assistant superintendent of motive power, and Mrs. Moore; Raymond Ivey, secretary to Mr. Moore; and R. B. Francis, road foreman of equipment.

Fort Scott, Kan.

The meeting of the Fort Scott Frisco Employes' Club, held January 9, was opened with an interesting talk by E. E. Swafford, newly elected president, in which he gave a report on the petitions that are being circulated for legislation against bus and truck competition. More than 2,000 names had been secured in Fort Scott, he said, and about 25,000 on the Northern division. The meeting was attended by sixty-five members and visitors.

E. A. Miller, general agent, in a brief talk told the meeting that business at Fort Scott was comparatively good and C. L. Payne, assistant superintendent, related the activities of neighboring groups of employes. Following this Swafford explained the "Red Ball" system on the Frisco, stressing its advantages to shippers, and Eugene Moore, car foreman, made a few remarks regarding passenger service. Brief talks dealing with the subjects of competition, solicitation and co-operation were then made by L. B. Clary, assistant superintendent, and C. R. Townsend, P. D. Hunt, and Joe Travis, firemen. J. O. Armstrong, division engineer, talked on the purposes of the club and J. W. Slaughter, agent, Railway Express Company, spoke about express service, urging all to solicit. An enthusiastic general discussion followed these talks with nearly all present participating. The following reported traffic tips since the last session of the club: E. E. Swafford; Dewey Queen, of the mechanical department, and Conductor German.

Election of officers for the ensuing year was the chief business transacted at the meeting of the Fort Scott Club, held December 12. Thirty-eight members and visitors were in attendance.

E. E. Swafford, manager and wire chief, FD office, was elected president, and J. O. Armstrong, division engineer, first vice-president. T. W. Moreland, chief clerk, was chosen as second vice-president and J. W. Slaughter, railway express agent, third vice-president. Claude E. Roderick, telegrapher, was re-elected secretary-treasurer.

Swafford opened his administration immediately after taking office by appointing committees to handle bus and truck petitions, assigning each committeeman a street in Fort Scott and extending him power to appoint necessary assistants.

Prior to the election, W. H. Bevans, superintendent of the Northern division, made an interesting talk in which he reported proceedings of the convention of club presidents, held in

Springfield, December 8 and 9. C. L. Payne, assistant superintendent, related his experiences in circulating the petitions for bus and truck regulation among merchants of various towns, pointing out that nearly all of them seemed anxious to sign it. He cited an example of a merchant who was greatly surprised at being informed that he was paying more on trucks shipments than the Frisco's first-class rate.

A report on solicitation disclosed that the following had turned in tips since the last meeting of the club: Claude Reeder, Mrs. Harry Moore, R. C. Darling and Harry Moore. A general discussion followed, in which the out-of-town visitors reported conditions at their respective stations.

Hayti, Mo.

The meeting which A. Hoag, president of the Hayti Frisco Employees' Club, called December 22, was attended by 29 enthusiastic employes and was replete with suggestions for combating bus and truck competition.

It was decided to circulate a petition among the merchants asking them to discontinue the use of truck service and F. X. Schumacher was appointed to call upon them with this petition. Cleo Goodin was elected to fill the office of club secretary, vacated by Frank Morgan, who resigned, until the next meeting which was set for January 5. It was decided that officers should be elected at that time.

St. Louis Girls' Club

The meeting of the St. Louis Frisco Girls' Club, held December 23, was featured by a Christmas program. Mrs. Louise Gibson presided and introduced the following officials: J. R. Koontz, vice-president in charge of traffic; J. E. Hutchison, special representative of the president; F. H. Hamilton, vice-president, secretary and treasurer; E. T. Miller, vice-president and general solicitor, and L. E. Martin, assistant to the president, who represented Mr. J. M. Kurn at the luncheon.

Prior to the luncheon, each girl had been requested to bring an inexpensive toy and these were distributed by Santa Claus, impersonated by "Uncle Charley" Baltzell. Two Red Caps from the Union Station assisted in the distribution. The toys were later sent to children of needy families in St. Louis. An interesting number on the program was a chalk talk given by W. E. Sarius, son of the Frisco agent at Chaffee, Mo. Miss Lucille Troester sang several songs, accompanied at the piano by Miss Emily Sparks, following which Mrs. Gibson gave a report on the convention of club presidents which she attended in Springfield, December 8 and 9. The meeting was

Bus and Truck Petition Signed by 93,616

DO BUSINESS and professional men in cities along Frisco Lines want regulation of busses and trucks on public highways? Do they believe the railways are being seriously injured by unlicensed motor competition?

Do they object to the increasing monopolization of highways by freight and passenger carrying motor trucks and busses?

The answer is, emphatically, **THEY DO!!**

For several weeks a petition embodying the above principles has been circulated among business men in Frisco cities and towns. Copies of the petition were handled by agents and operators and other employes.

The result, on January 18, a total of 93,616 signatures had been affixed to petitions circulated in eight Frisco states. Petitions were not circulated in Florida.

The tabulation of signatures, by states, is as follows:

Missouri	42,839	Alabama	7,361
Oklahoma	16,558	Mississippi	2,170
Kansas	12,945	Tennessee	1,632
Arkansas	9,508	Texas	603

A copy of the petition follows:

We, the undersigned citizens of.....County, State of....., feeling and believing that unrestricted motor vehicle transportation on the highways of the state has grown to an extent that privately owned transportation companies are monopolizing the use of the highways by operating thereon, as carriers of passengers and freight, motor driven busses and trucks of a size and weight and at a rate of speed that is damaging and will ultimately destroy the highways and is making ordinary travel thereon by the public generally hazardous and unsafe. And, in addition thereto, through unfair and unrestricted competition, causing serious loss, curtailment of service and reduction in number of employes of railroads that own and maintain their own right-of-ways, have the greatest number of employes and pay the largest amount of taxes of any industry in the State.

Therefore, in order that motor vehicle transportation may be placed upon a basis more comparable with the railroads and other forms of transportation, we respectfully petition your honorable body to enact legislation regulating motor transportation carriers, conferring jurisdiction upon the Public Service Commission over the transportation of property for hire as carriers on motor vehicles and providing for the supervision and regulation thereof, the payment by motor transportation companies of an adequate amount in license fees or taxes to compensate the State for the use of its highways and providing penalties for the violation of the provisions of the act.

closed with the appointment of a new entertainment committee comprised of the following: Misses Alma Jennings, chairman; Valmeta Grund and Helen Condon. One hundred and ninety four were in attendance.

Fort Smith, Ark.

Planning a program to be broadcast over Radio Station KFPW, Fort Smith, was the most important feature of the meeting of the Frisco Employees' Club, there, held December 15. About thirty members were in attendance. A committee was appointed to perfect arrangements for the program and it was decided that J. E. Hutchison, vice-president in charge of operation, should be the chief speaker if it were possible to have him there on the date of the broadcast, which was to be set as soon as plans could be completed.

It was agreed that instead of having the annual New Year Eve party, the members would devote their efforts to providing Christmas cheer for the needy families of Fort Smith. The next business meeting of the club was set for December 22.

Clinton, Mo.

Piano solos and readings featured the program of entertainment at the joint business and social meeting of the Clinton Frisco Employees' Club and the Ladies' Auxiliary to that club, held December 20, with an attendance of twenty-seven.

The piano numbers were given by Luther Denny Hunter, and readings by Miss Mary Joe Balke and Master Frank Rogers. Following these the meeting was devoted chiefly to a discussion of bus and truck competition in which it was decided that attention of merchants should again be called to the decrease in purchasing power of employes as a result of unfair competition. A report on the petition for regulation of unfair competition, which had been circulated by J. B. Brown, president of the Employees' Club, disclosed that approximately 250 signatures of dependable business men and farmers had been secured. The session was concluded with a general discussion of business conditions and solicitation.

Henryetta, Okla.

A report on the club presidents' convention in Springfield, December 8 and 9, by F. A. McClaren, president of the club, was the chief topic of discussion at the meeting of the Henryetta Frisco Employees' Club held December 16. Eight members were in attendance. A general discussion of solicitation and courtesy to patrons followed this report, with H. G. McKinstry, agent, making a very interesting talk on this subject.

Joplin, Mo.

Sam R. Landrum was elected president of the Joplin Frisco Employees' Club at a meeting held December 18, and W. E. Wade, first vice-president. The following were chosen as second vice-presidents: R. C. Crawford, L. O. Foster, Len Kneeland, Roger Fletcher, Chas. Ferdein and Rufe Kelley; and Wm. M. Roche was elected treasurer.

Following the election, H. B. Wilson, assistant superintendent, brought up the matter of petitions being circulated urging legislation to regulate busses and trucks and these petitions were distributed among the members for circulation.

A report of the treasurer at this meeting revealed that the club had a sizable balance on hand. In the matter of membership cards, it was decided that cards should be mailed to all employes and that they should be allowed to pay from twenty-five cents to a dollar for them as they wished. A report was made upon the "Railroad Day" which was held in Joplin December 16, as a result of a suggestion made in an earlier meeting of the club, and it was decided that the club instead of the company should bear the expense entailed by participation in this event. The Ladies' Auxiliary to the Joplin club elected Mrs. H. B. Wilson as their presiding officer for the ensuing year at a recent meeting.

Pensacola, Fla.

It was decided at the meeting of the Pensacola Frisco Employees' Club, held January 5, and attended by eight members, that a very determined effort should be made to bring out a large attendance for the next session which was set for February 2. Everyone present announced his intention of attending and each promised to bring two or more members to the next meeting.

It was agreed that each member of the club's board of governors should be given a supply of membership cards to distribute among the employes of his department as a start of a drive for membership. The remainder of the meeting was given over to routine business.

THREE SANTA CLAUS'



The Fort Smith Frisco Employees' Club departed from its custom of having a New Year's Eve party and instead used the funds reserved for this purpose to play Santa Claus to children of the unemployed Frisco people of the city. Appearing in the above photograph are three members of this progressive club who took an active part in distributing some forty sacks of Christmas goods, which included candy, nuts, oranges, apples, sweaters, dolls and toys. Reading, from right to left, they are, R. M. McGlasson, chief clerk to division freight and passenger agent; L. A. Tidwell, soliciting freight and passenger agent, and Ed Crandall, clerk, B and B department.

Oklahoma City, Okla.

Election of officers for 1931 was the chief business of the final 1930 meeting of the Oklahoma City Frisco Employees' Club, held December 18. Approximately 350 were present, including the following visitors: S. S. Butler, general traffic manager, St. Louis; M. M. Sisson, assistant general manager, Springfield, Mo.; C. T. Mason, superintendent, Sapulpa, Okla., and R. C. Canady, assistant superintendent, Enid, Okla.

C. A. Moody, conductor, was elected president, and E. E. Harlow, dispatcher, vice-president. Miss Bonnie Battern, stenographer, was chosen for the office of secretary and G. K. Hornung, chief yard clerk, for the treasurer's office. The following were elected vice-presidents to represent the groups preceding their names: engineers, F. S. Ellis; firemen, R. G. Martin; trainmen, W. E. Boyd, switchman; conductors, J. O. Earley; mechanical department, Francis Jones, mechanic; clerks, Walter Pipkin, demurrage clerk, and maintenance of way department, W. E. Fountain, B&B foreman. Following the election brief

talks were made by the visiting officials. A report on solicitation showed that the following had secured business since the last session of the club: Mrs. C. C. Mills, Claude Huff, conductor; W. L. Pipkin, demurrage clerk, and Bert McCaslin, conductor. At the conclusion of the business of the meeting, the Sunset Six orchestra appeared and the remainder of the evening was spent in dancing.

Salem, Mo.

James E. Smiley, engineer, was elected president of the Salem Frisco Employees' Club at that organization's first 1931 meeting, held January 12. B. L. Sankey, conductor, was elected vice-president and E. A. Mooney, brakeman, was re-elected secretary.

The discussion at this session was concerned almost entirely with truck competition, with nearly all present taking an active part and expressing willingness to co-operate in combating that competition. The meeting adjourned at 8:30 p. m.

Wichita, Kan.

Reports of business secured by members featured the meeting of the Frisco Employees' Air Capital Club of Wichita, Kan., held January 12, with fifteen in attendance.

Business had been secured by each of the following, it was announced: A. P. Heiberther, delivery clerk; C. M. Stillsmith, index clerk; A. R. Lester, yard clerk; Merle Calvert, switchman; H. B. Sigler, conductor, and C. W. McGee, switchman. H. E. Morris, assistant general freight and passenger agent, spoke briefly, informing the meeting that he was highly pleased with the proposed two-cent passenger rate and that he believed that it soon would result in enough new business to make it a paying proposition. The meeting was closed with discussion of the petitions that are being circulated for the regulation of bus and truck competition.

Tulsa, Okla.

Selection of officers for 1931 constituted the chief business transacted at the meeting of the Tulsa Frisco Employees' Club, held December 19, in the auditorium of the Genet building there. Approximately fifty members attended this session.

C. J. Quinn was re-elected president of the club and J. L. Porter was elected vice-president. O. Rainey was chosen as treasurer and Miss Letitia Maloney secretary. George Gladson was elected sergeant-at-arms. The newly elected officers each gave a brief talk of appreciation following announcement of returns. A report on solicitation showed that business had been secured by the following: Lon I. Burd, warehouse foreman; W. A. Bryan, rate clerk, and Miss Fannie

Club Members Get Less Business in 1930

Despite strenuous efforts throughout the year ruled by "Old Man Depression," soliciting members of the Frisco Employees' Clubs had to be content with a decrease in carlot, less than carlot and passengers secured through their efforts. Totals on solicitation reports for the year from all the clubs show 7,715 carlots compared with last year's 9,189; 7,319 less than carlot compared with 9,269 in 1929; and 3,982 passengers in 1930 compared with 7,905 in 1929.

Reports of club presidents made verbally at the annual convention in Springfield, December 8-9, indicated that a considerable reduction in reportable business was to be expected, however, and the final tally for the year is far from disappointing.

President Kurn expressed his gratification at the showing made. "We mustn't let this falling off cool the ardor of any of our solicitors among the club members," he said. "Redoubled efforts are highly desirable for 1931."

The detailed record for the year 1930 follows:

Club—	Carlots	LCL	Passengers
Ames.....	9	25	11
*Amory.....			
Arkansas City.....	3	34	7
Avard Sub-Division.....	24	54	11
Birmingham.....		No record kept	
Blackwell.....	374	234	33
Blytheville.....	95		7
Carbon Hill.....		No record kept	
Chaffee.....	47	73	17
Clinton, Mo.....	27	320	19
Clinton, Okla.....	34	68	7
Cold Springs.....			1
*Dora.....		42	54
Drummond.....			4
Eagle City.....	3	4	5
Enid.....	8	33	46
Fayetteville.....	80	63	102
Fort Scott.....	507	67	48
Fort Smith.....	21	90	29
Fort Worth.....	123	19	116
Hayti.....	12	45	34
Henryetta.....	20	31	22
Hobart.....	5	10	6
Hugo.....	3	5	7
Kansas City.....	1,320	155	301
Jonesboro.....	21	160	160
Joplin.....	19	61	45
Lawton.....	6	11	
Lebanon.....		Club recently organized	
Madill.....	54	15	15
Memphis.....	184	565	77
Mountain Park.....	2	4	2
Muskogee.....	97	581	398
Neodesha.....	68	17	32
North End Beaumont Sub.....	7		
Okeene.....	2	22	18
Oklahoma City.....	56	15	110
Okmulgee.....	40	5	3
Pensacola (1st 6 months only).....	73	76	63
Poplar Bluff.....	267		150
Perry Sub (1st 6 months only).....	26		17
Rogers (recently organized).....	2	6	11
Salem.....		No record kept	
Sapulpa.....	43	90	110
Sherman.....	201	9	7
Springfield Men and Girls.....	3,038	4,147	1,342
St. Louis Girls.....	21	50	103
St. Louis Men.....	13		38
St. Louis Terminals.....	426		68
Thayer.....	15		12
Thomas.....	7	16	7
Tulsa.....	78	3	103
Vernon.....	18	40	21
Wichita.....	216	29	133
Willow Springs.....		25	50
Totals.....	7,715	7,319	3,982

*Amory secured long haul on 1,005 carlots on which Frisco could have been short hauled and 132 standing routing orders.

*Dora, Ala., 161 carlot shipments routed for long haul.

E. Turley, clerk. The club's auditing committee gave its annual report on the treasurer's records, which during 1930 were handled by W. M. Kraft, and announced that the balance was \$31.46, complimenting Kraft upon the businesslike manner in which he had kept the records. This committee was comprised of P. L. Brendel and O. P. Rainey. The session was concluded with a general discussion of business conditions, competition and solicitation.

Hayti, Mo.

Election of the following officers was the chief business transacted at the meeting of the Hayti Frisco Employees' Club, held January 12, with twenty-one members in attendance: V. R. Kelly, president; O. H. Marshall, vice-president, and R. C. Goodin, secretary.

A report by F. X. Schumacher concerning a petition that had been circulated asking business men to discontinue shipping by truck, disclosed that all except one or two local merchants had signed it. R. C. Goodin announced that he had invited J. S. McMillan, superintendent of the River division; R. L. Ward and J. M. Crawford to speak at a mass meeting of employes and business men which was to be held in Hayti at a date set later. He also reported he had received a reply from the resolution sent Senator Roscoe Patterson recently. The next meeting was set for January 19.

Neodesha, Kan.

Solicitation and competition were the principal topics discussed at the meeting of the Neodesha Frisco Employees' Club, held January 1. Thirteen members were in attendance.

Among those making especially pertinent remarks regarding solicitation in this meeting were J. M. Hall and George Christy, conductors; Mr. Lyons, brakeman, and C. S. Havens, yardmaster. A. M. Reed, brakeman, made the suggestion in which all present concurred, that in event a two-cent passenger fare is established, an accommodation train out of Wichita in the morning to Neodesha or Cherryvale and returning in the afternoon carrying merchandise, would regain a great deal of business that is now handled by competitors. A. Malmgren, president of the club, gave an interesting report on the convention of club presidents which he attended in Springfield, December 8 and 9, and O. C. Miller and E. E. Carter told the meeting of three families that were helped through the company relief fund and of others that had applied for help. J. M. Hall was elected vice-president of the club for the ensuing year.