

# DEDICATE CIVIL WAR MARKER, MAY 6

SPRINGFIELD, Mo., was the scene of many notable events in the days of the Civil War, and the Frisco Railroad has been fortunate in having two markers placed on its property, commemorating historical happenings. One is placed on the lawn of the Frisco general office building and designates the place where the first log cabin school in Greene County was built, and the second marker commemorates Zagonyi's daring attack on Springfield, October 24, 1861. It was dedicated on May 6 by the University Club of Springfield with appropriate ceremonies. The last marker was placed in the space allotted for the flower garden at the Union Station.

The dedication ceremonies consisted of a dinner at the Frisco station for the members of the Club and their wives, when Professor G. H. Benton of Drury College gave the story of the battle. W. V. Cheek, president of the club, gave the monument to the Frisco Railroad, and C. J. Stephenson, assistant to general manager, accepted the monument for the railroad.

The monument is the seventeenth one which has been placed in Springfield, and Dr. E. M. Shepard, historian of note, is chairman of the committee which directs the placement of the markers.

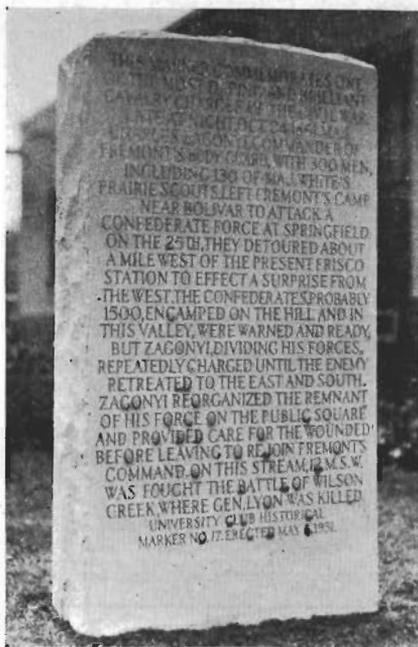
The charge of Charles Zagonyi, commander of Fremont's bodyguard, on October 24, 1861, with some 300 men against probably 1,500 Confederates in the valley where the Frisco station is located, was one of the most brilliant in the history of the Civil War, Dr. Shepard said. Dr. Shepard remembers when a grove of sycamore trees grew where the Frisco tracks now come into the city and that the bullet holes, made during the battle were easily seen in the limbs and trunks.

There has been some dispute as to whether or not it was truly Fremont's bodyguard that Zagonyi commanded, but Dr. Shepard says there need be no dispute, for the story of how Fremont ordered Zagonyi to organize his bodyguard was written by Major Overholmer, judge advocate in the service of Fremont and published only a year later in the *Atlantic Monthly*. The story, as told by Dr. Shepard, is an interesting one. General Lyon had sent to Fremont time and again for reinforcements, which Fremont had refused or neglected to send. When Lyon was killed, popular sentiment turned against Fremont and he

## Memorial to Zagonyi's Raid on Springfield, Oct. 24, 1861, Erected in Frisco Park

felt that he should do something to win back the favor of the people. It was then that he planned the raid on Springfield, held at that time by the Confederates.

Zagonyi, who had known military service in Hungary, was selected to organize the Fremont bodyguard,



The marker dedicated May 6 at Springfield, Mo., appears above.

which was to make the raid. He was a stickler for pomp and show and recruited the finest bay horses in all the region around St. Louis and trained his men in grand style. They were sometimes called a bit slightly, "the sidewalk cavalry."

When everything was in readiness for the trip to Springfield from St. Louis, Fremont with Zagonyi and his men went by train to Jefferson City, then marched west to Warsaw, where they were met by General Siegel and General Hunter with their forces. The Osage River was flooded, but the men made a bridge with slabs cut entirely with axes. They crossed on October 22. Two days later they were encamped near Bolivar and scouts told

them there were only about 400 Confederate men in Springfield, as Confederate General Price had left, taking his trained men with him.

Fremont then sent Zagonyi south to take Springfield by surprise, but when he arrived within five miles of it, scouts told him that there were 2,000 Confederates in Springfield awaiting him. Zagonyi would have been justified in turning back, but instead he rallied his men, took a 12-mile detour into town and made his charge, routing the poorly armed, ill-trained Confederate men, about 130 of whom were killed. The number wounded was never known. Zagonyi lost about 70 men and nearly every one of his men was wounded. Following the firing, they marched into town and onto the public square and seized the town.

Dr. Shepard told of an amusing incident. A Major White, who had recently seen hard fighting but who was to make the charge with Zagonyi, was sent ahead with a few men because he could not travel as rapidly as the cavalry. He planned to meet Zagonyi and his men before going into Springfield, but became ill and was forced to secure a buggy. He did not know that Zagonyi had taken a 12-mile detour, and came into Springfield ahead of him, practically alone. He was immediately seized by the Confederate soldiers and imprisoned, one of the most indignant men imaginable.

Following the relating of the story by Professor Benton, President Cheek, in a short address, turned the stone over to the trust of the St. Louis-San Francisco Railway Company for its care and keeping.

The response to his address was made by C. J. Stephenson. He said that he was not so familiar with the battles waged during the Civil war, but that he could tell the assembled crowd of many battles of the railroad, how it had been the pioneer in building into this part of the country, of the towns settled sparsely and then densely along the Frisco's main line, and that one of the greatest battles of the ages was at this time being waged by the railroads toward its unfair competitors, the trucks. He also said the Frisco felt more than honored in having two of the seventeen markers placed on Frisco property, and that he could assure the members of the club that both markers would be given excellent care and attention.

## They Opened Tulsa's Depot May 12

These men opened the new Tulsa Union Depot. They are, left to right, seated, E. E. Rinehart, ticket agent, Tulsa Union Depot; O. L. Young, superintendent of terminal; J. H. Hune, Frisco special agent, and J. C. Briggs, traveling auditor, Frisco. Second row: J. M. Vonesh, traveling auditor, Pullman Company; G. S. Christy, traveling auditor, Santa Fe; C. R. Welch, traveling auditor, Frisco; C. E. Thomas, traveling auditor, Santa Fe; J. E. Manning, night ticket agent, and Floyd E. Thompson, ticket agent.



To Mrs. F. C. Harvey, Kansas City, Mo., went the distinction of buying the first ticket in the new Tulsa Union Depot. She appears standing at the window making the purchase from J. E. Manning, night ticket agent.

### MERITORIOUS SERVICE

#### EASTERN DIVISION

**J. L. Copening**, operator, Aurora, Mo., discovered brake beam down on No. 31, April 27, and stopped train. Ten merits.

**P. L. Moore**, operator, Swedeborg, Mo., discovered brake beam down and notified crew. Ten merits.

**J. J. Swift**, engineer; **J. R. Thomas**, fireman; **O. A. Smith**, conductor; **R. J. Stricker** and **W. C. Montgomery**, brakemen, when handling Train 38, discovered automobile stalled on westward main track east of Valley Park and flagged No. 9 on Valley Park hill, notifying engineer so that he could approach this crossing under control. Ten merits each.

#### SOUTHWESTERN DIVISION

**W. M. Estus**, telegrapher, Sapulpa, flagged Train 534 because of brake beam dragging. Five merits.

#### CENTRAL DIVISION

**J. H. Hodnett**, agent at Jenson, Ark., voluntarily returned to the office at 8:30 p. m. after he had gone off duty, advising dispatcher's office of an electrical storm in the vicinity and helping wire chief in making test, saving twelve hours' delay in clearing wire trouble. Five merits.

**B. T. Burge**, brakeman, while flagging switch movement over street

crossing at Hugo, saw an automobile approaching at such speed that it could not stop. He gave the engineer a stop signal, ran in front of car and turned angle cock, causing cut of cars to almost stop before striking automobile thereby preventing personal injury to its occupants. Ten merits.

**J. J. Ford**, section foreman, while patrolling track, was passed by Train 733 and noticed brake rigging down and dragging on one of the cars. He stopped the train and had the condition corrected. Five merits.

**J. B. Ellison**, conductor, secured material from carman at Fayette Junction, took it to Christie and made repairs to car with broken train line, saving delay and expense. Five merits.

**L. W. House**, ticket clerk, used his automobile to take an old lady passenger from Fayette Junction to Fayetteville so she could make a connection. Five merits.

#### RIVER DIVISION

**B. McAdams**, conductor, and **E. S. Burgess**, brakeman, shoveled coal ahead on Engine 1297, Train 832, to save delay at Crystal City while the coal passer was walking track ahead of 805. Commended.

**W. M. Webber**, agent, Burdette, secured passenger business away from a bus line and opened station on Sunday. Commended.

**O. H. Marshall**, brakeman, given let-

ter of commendation for influencing public to use Frisco service in preference to bus line.

#### NORTHERN DIVISION

**H. Mathewson**, engineer; **A. T. Bowman**, fireman; **C. Wagoner**, conductor; **Wm. Redden** and **F. J. Shearer**, brakemen; all of Fort Scott, Kan., and **C. McReynolds**, section foreman, Carl Junction, unloaded car of horses when one was down and in bad condition and built a partition in the car to separate this horse from the others, doubtlessly preventing the horse from being killed. Ten merits each.

**J. L. Reynolds**, conductor, and **L. A. Heinrich**, brakeman, Fort Scott, Kan., repaired drawbar on car of gasoline, permitting car to go forward without delay. Ten merits each.

**J. L. Reynolds**, conductor, and **Wm. Redden**, brakeman, Fort Scott, found a drawbar lying in middle of track and replaced it in the car from which it came. Ten merits each.

**E. T. Brodie**, conductor, Sapulpa, Okla., gave financial assistance to a woman passenger who was called from Chicago to Oklahoma recently because of the death of her brother and injury to her mother. Commended.

#### BIRMINGHAM TERMINAL

**O. M. Reeser**, foreman, found sill step loose on car and had bad car ordered for penalty defect. Commended.

# NEWS of the FRISCO CLUBS

## Joplin, Mo.

The Joplin Frisco Employes' Club has recently undertaken a solicitation and publicity program that promises to be exceptionally effective. This enterprising club, through its publicity committee, has had club stationery printed with a red Frisco emblem at the top of the page and with important facts about the company's taxes, local payroll and other expenditures listed along the left margin. A letter of appreciation on this stationery is sent to each patron who has routed freight over the Frisco. At a meeting of the club, held May 7, with twenty-five members and two visitors in attendance, A. L. Franklin, chairman of the publicity committee, reported sufficient stationery had been ordered to maintain this activity on an extensive scale.

Another committee making a report at that session was the legislative committee of which Dempsey Southard is chairman. J. H. Douglas, chairman of the traffic committee, announced that A. L. Allison, engineer, and O. E. Hackworth, cashier, had been appointed to assist him in handling traffic matters.

Prior to the meeting, the club had written several letters to consignees requesting that they give their business to railroads and several favorable replies were read in this session. J. E. Springer, who was recently appointed division freight and passenger agent at Joplin, made a brief talk, which was followed by a general discussion in which nearly all members took part. The next meeting was set for the first Thursday in June.

## Oklahoma City, Okla.

A male quartet from the Douglass High School of Oklahoma City presented an enjoyable half hour of songs of the old South as the chief entertainment feature at the business and social session of the Oklahoma City Frisco Employes' Club, held April 16. The quartet was comprised of Messrs. William Dowd, George Wills, Orville Lovett and Alonzo Williams and was directed by Miss Zelia N. Breaus.

Arrangements for the program were made by Mrs. J. O. Earley, chairman of the club's entertainment committee. The program was followed by a dance. In the business section of this meeting, a report on solicitation, disclosed that members of the club had shown considerable activity along this line of endeavor since the last session. C.

T. Mason, superintendent of the Southwestern division, was a visitor at this meeting.

## Neodesha, Kan.

The Neodesha Frisco Employes' Club held an especially enthusiastic meeting May 5, which was attended by about twenty-eight members and the following visitors: W. H. Bevans, superintendent of the Northern division, Fort Scott; Geo. F. Macgregor, executive general agent, Kansas City; T. U. Young, special representative, St. Louis; Robert Holland, retired roadmaster; A. Love, retired engineer, and G. M. Gamble, retired telegrapher, all of Neodesha; E. N. Walker, veteran passenger engineer, Wichita, and Geo. Taaffe, agent at Cherryvale.

The meeting was called to order by A. Malmgren, president of the club, who expressed his gratification at the attendance by both members and visitors. He also reported the tips and business that had been secured since the last meeting of the club. Mr. Bevans was the first speaker and he began by complimenting the club upon the large number of tips they had turned in and urged all members to keep up their solicitation work. Mr. Macgregor also made a brief talk and he likewise praised the club for the amount of business it had secured and urged members to trade with merchants who patronize the railroad.

Following Mr. Macgregor talks dealing chiefly with solicitation and competition were made by a number of visitors and members. O. C. Miller, agent, called attention to the good work of Geo. Harbin in solicitation activities, pointing out that he secures a great deal of business and never misses an opportunity for lining up shipments or passengers.

Mr. O'Hara suggested that the club and the Ship-by-Rail Club join in a picnic and upon a motion by E. E. Carter it was decided that the club would go to Lazarus, the kind of picnic and transportation to be decided upon later.

## Fort Worth, Texas

The program of high-grade entertainment and the large attendance at the meeting of the Fort Worth Frisco Employes' Club of May 7 marked it as one of the outstanding social sessions of the season.

The attendance was approximately 325 and, besides employes, included members of their families and a number of visitors. The feature event on the program was an act by W. E. Salisbury, a representative of the American Arch Company, who is an accomplished magician. Mr. Salisbury, who is a former vice-president of the Society of American Magicians, came to Fort Worth from St. Louis to attend the meeting upon an urgent invitation from A. T. Todd, storekeeper. A sensational feat performed by Mr. Salisbury was nailing Mr. Todd securely in a wooden box and then sawing the box in two. Mr. Salisbury was accompanied to Fort Worth by Mr. Thomas Mahar of New York, also a representative of the American Arch Company. Other numbers on the program were: A dance entitled, "Dance of the Dolls," by little Misses Pauline Gilbert and Bettie Rew Logan; a soft shoe dance by Miss Leland Leach, daughter of Roy Leach, mechanical department, in which she was assisted by Clarence Mann, and a clever song and dance number by Master Rudolph Pettiet, costumed as a "man-about-town," with cane, gloves and a high hat.

A drawing for an attendance prize of \$5.50 followed the entertainment. It was won by Mr. John D. Wacey of the mechanical department. The remainder of the evening was spent in dancing to music furnished by Russell Ward's eight-piece orchestra. Announcement was made during the evening that members had turned in 165 traffic tips during the month in comparison with 104 during the preceding month.

## Hugo, Okla.

The enterprising Hugo Frisco Employes' Club, which recently scheduled a series of business and social meetings with employes and residents of neighboring towns, held the second session of the series at Soper, Okla., May 1. This meeting was well advertised and drew an attendance of approximately 300, including business men, farmers and citizens of Soper.

Mr. Clark, agent at Soper, and Mr. Hall, section foreman there, arranged a highly entertaining program, which included several numbers by an orchestra, of which Mr. Clark and his clerk, Mr. Butler, are members. There were also several numbers by a boys'

quartet and a novelty duet by Misses Dennis and Adtkins.

Mr. Scott Ferguson, a Soper business man, took charge of the business section of the meeting and introduced S. Kelton, president of the Hugo club. Mr. Kelton made a brief talk, dealing principally with unfair competition and the amount of taxes Frisco Lines pays. At the close of his talk Mr. Kelton called for an expression of the views of local business men and Mr. Larecy, a merchant, responded with a talk in which he urged all present to patronize the Frisco and praised the employes of Soper for their part in the development of the community. Mr. Butler, also a Soper business man, then spoke, stating that he was in sympathy with railroads and pleased with the service he received from them.

W. P. Roberts, brakeman, a member of the Hugo club, was called upon and made a talk praising the spirit of the people of Soper and told of the pick-up and store-door delivery plan that is now being formulated by Frisco Lines. A musical number followed Mr. Roberts' talk and following that Mr. Kelton concluded the session by telling those present that the services of the Hugo club were at their disposal at any time and inviting all to attend the social meeting which the club planned to hold at Hugo later in the month.

The first of the series of meetings which the Hugo club scheduled recently was held at Fort Towson, April 24, and brought out all of the local business as well as local employes and other citizens.

S. Kelton, president of the club, presided at the session and outlined the present railroad situation, emphasizing the amount Frisco Lines pays in taxes. He made a strong plea for the business which the men present control. Mr. Hall, president of the Bank of Fort Towson, was the next speaker and expressed himself as being in favor of railroads over other forms of transportation. A number of other business men made talks also and almost without exception said they favored railroads.

L. C. Beazley explained the new merchandise schedules which Frisco Lines has established from Paris and Dallas, giving merchants first morning delivery from Paris and second morning from Dallas. H. M. Cloud pointed out that the railroads meant much more to the people of Fort Towson than busses and trucks because of the ties the roads buy in that community.



The charming little miss whose picture appears above is Virginia June Donaldson, 11-year-old daughter of F. H. Donaldson, trainmaster at Springfield, Mo.

For the past few months Virginia has been studying dancing and is the star pupil of the Anna Louise Hor Bostel Dancing Studio at Springfield. Her first public appearance was at the Frisco Veterans' Reunion of 1930, when she quietly slipped away from her mother and won first prize in the Charleston contest. She has excelled in tap, ballet and acrobatic dancing and will appear at the Shrine Mosque in Springfield at a public performance sometime in June.

Members of the Frisco Employes' Clubs at Springfield are anticipating her appearance at one of their entertainments in the near future.

Following these talks cigars were passed by members of the club and a general discussion was entered into. A number of the merchants were of the opinion that store delivery would regain a great deal of business for the Frisco. It was suggested that a division picnic be planned and that business men of towns in the vicinity of Hugo be invited to attend.

#### Cape Girardeau, Mo.

Solicitation and methods by which the club could bring the company before the public were the principal topics discussed at the meeting of the Cape Girardeau Frisco Employes' Club held May 7. Ten members were in attendance.

The solicitation committee reported that considerable business had been secured by members since the last meeting and John Neal, president of the club, urged all members to try to get business from firms which were not using the Frisco at that time. Edgar Willer suggested that club members might use tire covers with the Frisco emblem on them. Action on this matter, however, was deferred

for later discussion. A. Phillipson made a motion that each member in attendance bring another member with him to the next meeting and all were urged to do all possible toward having a large attendance at the next session.

#### St. Louis Terminals

Plans for the club's annual picnic was the chief matter before the meeting of the St. Louis Terminals Frisco Employes' Club held April 30.

It was agreed that the annual outing should be held in July and it was also decided that the Terminals Club should join the St. Louis Men's and Girls' clubs in their annual boat excursion, which is set for June 17.

F. J. Lawler, assistant general freight and passenger agent, spoke on the problems of traffic solicitation and J. L. Livingston, milk traffic agent, talked on the influence of truck competition upon shipments of dairy products. C. C. Mills of the accident prevention department, was also a speaker at this session. He compared safety methods in the different forms of transportation. A report on solicitation showed that members had been

unusually active in that line of activity during the month preceding the meeting.

### Sherman, Texas

Adoption of a new set of by-laws providing for election of officers was the principal business transacted at the meeting of the Sherman Frisco Employes' Club held May 11 with fifty-nine members in attendance.

It was agreed that the present president and secretary should continue in office and Gordon Moore was elected vice-president and H. Reifentath, treasurer, in this session. The new by-laws required that the president appoint executive, finance, program, refreshment and traffic committees, and the following were appointed to comprise these groups: Executive committee (the employes each committeeman represents follows his name), H. E. Fortner, engineers; R. L. Clinton, firemen; A. L. Lawrence, switchmen; Cal Baxter, brakemen; Brice Vestal, conductors; T. E. Giddens, machine shops; Clyde Ford, clerks; W. C. Clark, maintenance of way; B. B. Walker, carmen, and W. W. Johnson, roundhouse employes. Finance committee, J. J. Bryan, chairman; E. L. Sweet, T. A. Dickson, W. A. Morgan and Max McLinsky.

Appointment of program, refreshment and traffic committees was postponed until a later meeting. It was decided that the first Monday in each month should be the regular meeting date for the club.

### Fayetteville, Ark.

The meeting of the Fayetteville Frisco Employes' Club held May 6 was opened with an interesting talk by L. J. Price, recently elected president of that organization. Seventeen members were in attendance.

Mr. Price placed particular stress upon the importance of employes attending all meetings and urged all to give their best effort. Hugh Hays, president of the Rogers club, who was a visitor at this meeting, made an enthusiastic talk, pointing out the necessity of employes co-operating in advancing the interests of the company. Others making talks in this meeting were D. G. Lehn, agent; F. E. Branaman, assistant superintendent; E. A. Morsani of Lincoln, Ark.; W. E. Lark, agent, Prairie Grove; C. Mitchell, agent, Farmington, and J. W. Mayes, agent, Elkins, Ark. Mr. Price brought the meeting to a close at 10 o'clock, requesting each member present to bring two more employes with him at the next session, which was set for May 13.

## These Frisco Daughters Graduate This Spring

Thirty-seven "sweet girl graduates," all of them daughters of Frisco employes, appear on the opposite page. They received their diplomas this spring from high schools and academies throughout Frisco-Land, and the Magazine is proud to publish their photographs, and wish them well. They are as follows:

1. Margaret Lucile Smith, Wichita High School, East, daughter of Ray Elmer Smith, engineer, Wichita;
2. Elsie Hale, 17, Central High School, daughter of W. O. Hale, express messenger, Cape Girardeau, Mo.;
3. Aileen Alice Hulehan, 18, Central High School, daughter J. T. Hulehan, agent, Cape Girardeau, Mo.;
4. Mary Masters, Drury College, Springfield, daughter of F. H. Masters, freight car distributor, Springfield, Mo.;
5. Alice Lorene Hoopaw, 16, Ft. Smith High School, daughter Emmitt Hoopaw, car repairer, Ft. Smith;
6. Virginia E. Piper, 16, West Plains High School, daughter B. F. Piper, agent, West Plains, Mo.;
7. Thelma Nease, 17, Cabool High School, daughter Will C. Nease, section foreman, Cabool, Mo.;
8. Margaret Backsches, 17, Amory High School, daughter F. G. Backsches, manager and wire chief, Amory;
9. Evelyn Stamper, 18, Joplin High School, daughter Mrs. E. S. Richards, wife of E. S. Richards, machinist, Joplin;
10. Mildred Graves, 19, Enid High School, daughter M. L. Graves, night roundhouse foreman, Enid;
11. Daisy M. Turner, 18, Enid High School, daughter C. A. Turner, machinist, Enid;
12. Elizabeth Allred, 16, Tulsa High School, daughter J. M. Allred, Tulsa;
13. Lizetta Wehling, Southeast Missouri State Teachers College, Cape Girardeau, Mo., daughter of J. J. Wehling, train dispatcher, Chaffee;
14. Mary Lucille Turner, 16, Hope High School, daughter G. H. Turner, agent, Hope, Ark.;
15. Wilma M. Clark, 21, State Teachers College, Springfield, daughter of R. S. Clark, clerk, mechanical department, Springfield;
16. Helen Boatright, 18, Joplin High School, daughter of B. B. Boatright, car department employe, Joplin;
17. Edna Lee Owens, 17, Neodesha High School, daughter J. H. Owens, yard clerk, Neodesha, Kan.;
18. Ruth Virginia Hobart, 17, Webb City High School, daughter C. H. Hobart, soliciting freight and passenger agent, Webb City, Mo.;
19. Margaret Davis, 17, Central High School, daughter T. E. Davis, machinist, Kansas City;
20. Maxine Cargill, 18, Capitol Hill High School, daughter W. P. Cargill, boilermaker, Oklahoma City, Okla.;
21. Rowena Frances White, 18, St. Anne's Academy, Fayetteville, Ark., daughter J. R. White, boilermaker, Ft. Smith;
22. Fanny Greene, 18, Winfield High School, daughter L. A. Greene, section foreman, Winfield, Ala.;
23. Jacqueline Potter, 16, Enid High School, daughter W. J. Potter, engineer, Enid;
24. Dorothy Montgomery, 16, Sherman High School, daughter C. V. Montgomery, general foreman stores department, Sherman;
25. Irene Burge, 16, Central High School, daughter of J. R. Burge, locomotive engineer, Cape Girardeau, Mo.;
26. Doris Thompson, 18, Springfield High School, daughter J. W. Thompson, general foreman, reclamation plant, Springfield;
27. Lorene Kilpatric, Willow Springs High School, daughter A. W. Kilpatric, conductor, Willow Springs;
28. Naomi Lucille Pearson, 18, Central High School, daughter J. T. Pearson, section yard foreman, Cape Girardeau, Mo.;
29. Mildred Hammersly, 17, Ft. Smith High School, daughter H. H. Hammersly, locomotive engineer, Ft. Smith;
30. Josephine Olson, 20, Paris Junior College, daughter E. S. Olson, master mechanic, Paris, Texas;
31. Ledia M. Oexman, 18, Joplin High School, daughter Fred C. Oexman, car department, Ruth Yards, Joplin;
32. Margaret Irene Harris, 19, Neodesha High School, daughter G. C. Harris, roadmaster, Neodesha;
33. Delphine Jordan, 24, Austin College, Sherman, Texas, daughter C. C. Jordan, chief clerk to master mechanic, Sherman;
34. Mary Lou Smith, 22, M. S. C. W. College, Columbus, Miss., daughter Victor Smith, roadmaster, Amory, Miss.;
35. Clara Seanor, 17, Joplin High School, daughter G. L. Seanor, general foreman, roundhouse, Joplin;
36. Margaret Allard, 18, Southeast Missouri State Teachers' College, Cape Girardeau, Mo., daughter Harry Allard, claim agent, Cape Girardeau, Mo.;
37. Mable Webb, 18, Muskogee Central High School, daughter S. P. Webb, carpenter, Muskogee, Okla.

### Tulsa, Okla.

Approximately 175 employes and their friends attended the business and social meeting of the Frisco Employes' Club of Tulsa, Okla., held in the assembly room of the Public Service Company there April 17.

The business section of the session was given over chiefly to a discussion of solicitation and reports on tips and

business secured. It was brought out that a number of members had been soliciting quite actively since the last meeting and considerable business had been secured. Mrs. W. P. Kent, chairman of the entertainment committee, announced that a net profit of approximately \$25 had been obtained by the dance which the club held in the Tulsa Elks' Club, April 7.