

BRIDGE DEDICATION ATTRACTS 20,000

TWENTY thousand people from Alabama, Florida and Mississippi, with a generous sprinkling of business men and industrial leaders from Memphis, St. Louis and other mid-western cities, gathered in Pensacola, Florida, on June 12 and 13 to take part in the mammoth celebration arranged in honor of the official dedication of the three mile bridge across Pensacola Bay, another more than a mile in length across Santa Rosa Sound, and the opening of the luxurious \$150,000 Casino on Santa Rosa Island.

The grand opening climaxed a building project begun early in 1930, when a group of St. Louis, St. Paul and Minneapolis financiers decided on one of the most ambitious development programs of the depression days. Since the beginning of construction, 2,500 men have been on the pay rolls of the Pensacola Bridge Corporation, and today's completed development has been adjudged the finest in that section.

The celebration in honor of the project's completion began when the Frisco's "Sunnyland" came to a stop in Pensacola's station at noon of June 12. Officials of the railroad and business men from the central west who were aboard the train, were met by Pensacolians in their cars, and driven over the Pensacola Bridge, and Santa Rosa Sound Bridge to the Casino on Santa Rosa Island, where invited guests were entertained at a "stag day" pre-celebration, held one day in advance of the official opening of the development. As the party approached Pensacola Bridge over the newly completed approach road, they saw a tremendous structure of reinforced concrete three miles in length, containing 293 spans, and constructed at a cost of \$2,000,000. A navigation opening with an electrically operated draw-bridge with a clearance of 80 feet horizontal and 17 feet vertical, provides an opening for ocean-going craft at the approximate center of the bridge. A road has been constructed across the Peninsula from the end of Pensacola Bridge to the beginning of Santa Rosa Sound Bridge. The latter structure cost \$250,000 and is a creosote pile structure with a timber deck. Its length is 6,106 feet, and it, too, has a navigable opening of the swing type with the same clearance as the draw-bridge on the longer causeway.

The Casino on Santa Rosa Island

Pensacola is Host to Huge Throng June 12 and 13 —\$3,500,000 Project Opened to Public

is a splendid building of reinforced concrete and hollow tile structure with its floors elevated 18 feet above sea level. Its bath house accommodates 500 persons, its dining room 300, and its dance hall 200. A fishing pier 1,200 feet long is in process of completion, and reaches from the casino out into the gulf where water is 22 feet deep. The casino cost of construction was \$150,000.

These were the sights which greeted the eyes of the visitors to the pre-dedication party, and they provoked many remarks of amazement. Particularly gratified with the splendid project were Pensacola's citizens who had long wished for a bridge from the Peninsula to the city proper.

Tradition has it that Andrew Jackson in one of his attacks on the Spaniards at Pensacola, in advancing from the east, found himself at the end of Santa Rosa Peninsula wishing for a bridge to take him to the town across the bay. "Old Hickory" was disappointed, but a century later other bold minds saw the vision again and their courage and skill now have wrought it into reality. Among the early Pensacola pioneers of the project were Mitchell A. Touart, O. H. L. Wernicke, A. C. Blount, P. W. Reed, Max L. Bear, John W. Malone and J. S. Reese.

During the afternoon of June 12, the invited guests of the city and of the Pensacola Bridge Corporation, spent happy hours at the Casino, and many enjoyed a swim in the beautiful beach. Visitors who have spent summers on Atlantic and Pacific seacoasts, or upon the beaches of the great lakes resorts, were amazed at the clearness of the gulf waters and the whiteness of the gulf sands. Almost unanimously they pronounced it the most beautiful beach they had visited. Promptly at 7 o'clock the visitors, numbering 300, were served a bounteous banquet in the ball room of the Casino, and a short program of talks by Pensacola business men and backers of the project followed. An entertainment program of dances and boxing closed the pre-dedication ceremonies at midnight.

The official dedication began

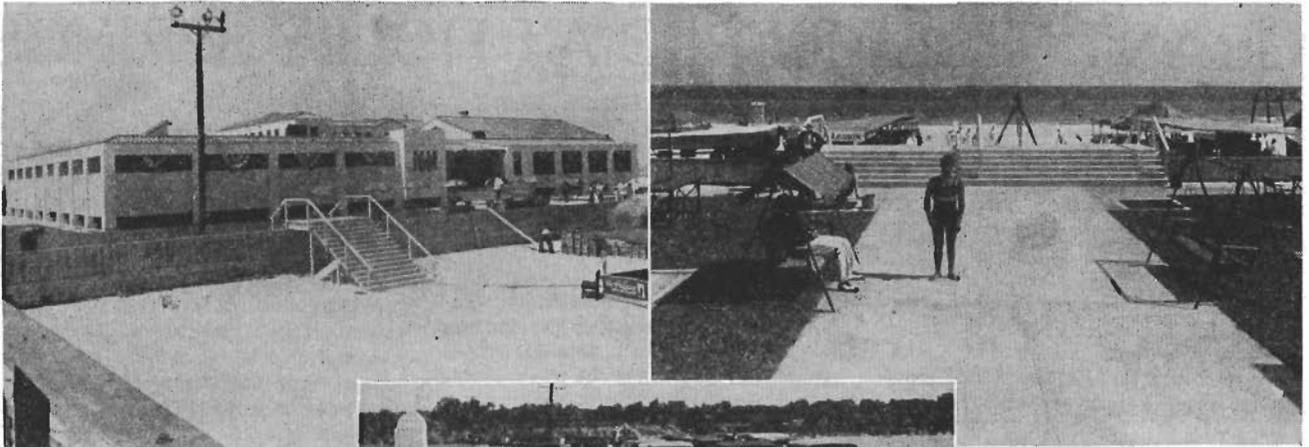
promptly at 9 o'clock the next morning, when one of Pensacola's famous parades marched down Palafox Street. Headed by the grand marshal, Mr. Julius F. Wernicke, son of one of the original sponsors of the bridge project, the parade contained bands and troops from the U. S. Army post, bands, bugle and drum corps and marching sailors from the Naval station, American Legion units, Spanish American War Veterans, Boy and Girl Scouts, fraternal and labor organizations, and dozens of private cars carrying officials and visitors.

When the parade reached the Pensacola end of the three mile bridge, it halted for the formal opening ceremony. Allan G. Siems, of St. Paul, president of the Pensacola Bridge Corporation, formally presented the bridge to Pensacola, and the Mayor of the city, Hon. Harvey Bayliss made formal acceptance. While a seventeen gun salute was being fired by the 13th Coast Artillery, and a squadron of airplanes from the Naval Air Station zoomed and dived over head, little Miss Patricia Ruth Patterson, 11-year-old daughter of R. G. Patterson, resident vice-president of the bridge corporation, cut a silver cord and the bridge was officially opened to the public.

The parade then proceeded over the two bridges and to the casino on the island, where an all-day carnival, featuring all of Pensacola's many attractions, was given to the public.

First on the program was the official dedication ceremony at the Casino. Addresses were made by Secretary of State for Florida R. A. Gray, representing Governor Doyle Carlton, who was unable to attend; Major-General Lyttle Brown, chief of the U. S. Army Engineers, who spoke in behalf of Secretary of War Patrick Hurley; Cary D. Landis, attorney-general of Florida; Birch O. Mahaffey of St. Louis, one of the financial backers of the project, and A. C. Blount, president of Pensacola's Chamber of Commerce. Rear Admiral T. P. Magruder, commanding the Eighth Naval district of which Pensacola is a part, delivered the final address of the ceremony. Both the U. S. Naval Station and Thirteenth Coast Artillery Bands furnished music for the event, and Mr. J. E. Yonge presided as master of ceremonies.

After the ceremony the crowd, numbering many thousands of people, inspected the casino proper and soon



A view of the new Casino on Santa Rosa Island at Pensacola appears at left above. The locker rooms are in the left wing and the large ballroom is located at the right. A view of the gulf and beach down the cement walk from the Casino, appears at the right above. Life lines in the water forty feet from the shore guard against deep water, and a corps of life guards with life boats,

are constantly on duty. The center picture shows Miss Patricia Ruth Patterson just before she cut the silver cord, officially opening the bridge. Mayor Bayliss, of Pensacola, stands just behind her in a white suit. Allan G. Siems, president of the Pensacola Bridge Corporation, is at Mayor Bayliss' left, with naval officials and citizens of Pensacola in the background of the picture.

the surf was filled with shouting children and smiling grownups enjoying the cool waters of the Gulf of Mexico. A dinner was served in the Casino dining room at noon, and at 2 o'clock, a program of boat races began in Santa Rosa Sound, under the direction of R. G. Patterson, commodore of the Pensacola Yacht Club. Skippers from eight of the gulf coast yacht clubs competed with skippers from the Pensacola club and the Naval Air Station in a series of fish class sloop races. Later in the afternoon a program of motor boat races was run. Following these events a lull in the official program provided time for another plunge in the surf until dinner was served.

The night program was fully as thrilling as that of the daylight hours. An anti-aircraft battery from the coast artillery post at Fort Barrancas gave an exhibition of searchlight and anti-aircraft firing. Tracer bullets were used and the spectacle was of great interest to the throngs of witnesses. Following the gun fire, a huge display of fireworks consumed an hour and then the program brought most of the throng into the Casino or on its cooling verandas, where dancing continued until well past midnight.

Diner: "A cutlet, please, but not a large one."
 Waiter: "Take a large one, sir. They are all very small."

THE FRONT COVER

A high-flying naval aviator and his cameraman took the remarkable view shown on the front cover, just before they headed out over Pensacola Bay for a bird's-eye view of the new project. Directly in the foreground is a view of Pensacola's waterfront, showing the approach to the new bridge. At the long bridge's distant end is the peninsula. Then the piling of the shorter bridge over Santa Rosa sound is dimly discernible beyond. A faint outline of the forty mile long island appears on the far horizon. The Casino, which was dedicated as a part of the lavish program in Pensacola, June 12 and 13, was erected on that part of the island which shows most plainly just beyond the line of piling. We are indebted to the United States Naval Air Station at Pensacola, and to Mr. R. G. Patterson, resident vice-president of the Pensacola Bridge Corporation for permission to publish this splendid air photograph.

WIN FLOWER PRIZES

Wives of Clinton employes took a great interest in the Spring Flower Show held at Clinton, Mo., on May 28th, and Mrs. W. W. Clark, wife of Conductor Clark won two first prizes with her Oriental Poppies and roses. Mrs. W. S. Knapp, wife of Engineer Knapp won three first prizes.

**BEGIN GRAIN MOVEMENT
 4,000 Cars Handling Bumper Crop
 on Frisco Lines**

FRISCO Lines has completed storage of 4,000 grain cars to handle the exceptionally heavy wheat movement in its territory, and has materially increased car forces at Oklahoma and Kansas points to insure sufficient cars for shippers' demands, according to an announcement today from the Frisco's general offices here.

The Frisco expects an increase of 48,000,000 bushels over 1930 in the wheat producing states of Kansas, Oklahoma, Texas and Missouri, according to figures made available today by the agricultural department of Frisco Lines. Wheat estimates for these four states are; Kansas 170,000,000 bushels; Oklahoma 50,000,000 bushels; Texas 40,000,000 bushels and Missouri 23,000,000 bushels.

The Frisco expects to move approximately 18,500 cars of wheat during 1931, according to its estimate. All of this grain will be loaded on Frisco Lines and these figures do not include grain received from connections.

Wheat harvest in the Frisco's territory began in Texas, reached southern Oklahoma June 1st and gradually moved north, crossing the Kansas line about June 15th. Missouri's crop will be harvested in July.

GRANT REMEMBERED AT HOLLY SPRINGS

HOLLY SPRINGS, Miss., on the Frisco's Southern division, besides proudly boasting that it is ninety-five years old, has two buildings in its town of great historic importance. The two are the home occupied by General Ulysses S. Grant prior to his campaign against Vicksburg, and the palatial residence used as his office. Both are in a remarkable state of preservation, and their interiors hold furniture of the period of the war. They have lost none of their true old Southern heritage of hospitality, and to look at them from the street, is to wish for a view inside.

While these two homes, the Grant home, now occupied by Mrs. M. A. Greene, and the headquarters occupied by Mayor C. N. Dean and family, are perhaps the most historic, Holly Springs is generously supplied with old buildings which stood before the war, and still stand on their original foundations.

The Frisco Magazine is greatly indebted to John M. Mickle of the South Reporter for the story of Holly Springs and its historic background. Mr. Mickle was born in 1860, lived in Holly Springs during the Civil War, and is one of the few men in that city with dates and history at his command.

He tells of moneyed interests in Holly Springs which built at New Orleans, one of the largest iron works in the entire country at that time. Besides turning out ornamental iron fences for Holly Springs homes (many of them standing there in a fine state of preservation at this time), this plant made small arms and cannons, later to be used in the Civil War.

Holly Springs was the center of activities during Grant's campaign against Vicksburg, and he had accumulated at this point about \$2,000,000 worth of supplies. These supplies consisted of ammunition, flour, feed for stock, food for his men, clothing, etc.

The supplies were left in charge of a regiment of men, while General Grant went south toward Vicksburg. Mr. Mickle says that a Rebel spy from the ranks of Brigadier General Van Dorn received a meal in the home of his mother, while getting the lay of the land. And shortly after the main body of Grant's army had started their march toward Vicksburg, Van Dorn dashed into the town with his Cavalry troops. He could not remove all the

Union Army Commander's Headquarters Still Stand in Mississippi Town

supplies and so he burned them. The ammunition, stored in what is now the old Masonic Hall, was blown up.

General Van Dorn went to the home where General and Mrs. Grant were residing and entered the home, looking for important papers. A Mrs. Govan lived in the house at the time.



John M. Mickle (above) is a reporter on the "South Reporter," Holly Springs' newspaper, and gave the Magazine a great deal of the information in the accompanying story.

Van Dorn made a thorough search and finally came to Mrs. Grant's private bedroom. Mrs. Govan stood at the door and asked him as a gentleman, not to enter her private bedroom. He swept low in a Southern bow, left the home, returned to his troops and after burning all houses in which were stored Federal supplies, left town that afternoon.

Hearing of the great loss to his supply base, Grant then changed his plans and went down the Mississippi river. Memphis, Tenn., at that time was in the hands of the Federals and he made that his point of mobilization and moved by boats to Vicksburg where he inflicted a fatal blow to the Confederacy.

A great deal of the town of Holly Springs was destroyed by raids. All empty houses were burned by the

Federals. The east and north sides of the square, containing Federal supplies, were destroyed during Van Dorn's raid.

"This little incident might be interesting," Mr. Mickle said.

"Neither side, during the war, maintained a postoffice here. There was a small brick store on the corner named Simpson's store. Here the business folks collected. Two cracker boxes were placed here, one where the Confederate soldiers slipped letters in for the various families from the boys on the front and the other box was used by the families to place mail which they wished delivered to the boys on the front. Any soldier on leave would go to the cracker box and see if any of the mail was going to any buddy he knew and if so he would deliver it personally. He usually brought some in to deposit in the other box. It was rather a slow means of getting messages in and out, but those cracker boxes were never molested."

But Mr. Mickle says that the inhabitants of Holly Springs were thrifty and enterprising and after the war ended in 1865 they began to rebuild. Most of the destroyed buildings were rebuilt by 1870.

Another invasion, perhaps more deadly in loss of life than the war, occurred in 1878 when Holly Springs was devastated by a yellow fever epidemic. The population before the epidemic was approximately 2,500, and 500 were lost. Every available building in the town was given over to nursing cases, and from August 31 until November, Holly Springs citizens died by the hundreds. Yellow fever took its toll among the Mississippi Press Association members, taking its president, W. J. L. Holland, a resident of Holly Springs, and four other editors of the state.

The old home which the General and his wife occupied during the war is now the property of Mrs. M. A. Greene. It is a beautiful type of old southern architecture, wonderfully well preserved, and while the house has changed hands several times, it contains much of the original furniture there during Grant's time. Its ceilings are high, its walls thick, and it has the traditional long winding staircase and the long hallway to the front door. Three huge mirrors, extending from floor to ceiling, are among the most prized possessions.

The home which Grant used for his headquarters is now occupied by Mr.

and Mrs. C. N. Dean and Mr. Dean serves Holly Springs at this time as its mayor. The huge iron fence around this home was made in the iron works in Holly Springs and is of a most decorative design. This home is spacious and grand, replete with antique furniture of various periods and enhanced by gardens of old-fashioned flowers.

Holly Springs was surveyed in 1836, incorporated in 1837, and its population was mostly of the Anglo-Saxon and Scotch-Irish descent. While most of the early settlers came from Virginia, North Carolina and Georgia, there were a goodly number from the New England states. The town grew rapidly, and the people went about the erection of schools and churches in a most businesslike manner. Some of these old churches stand today, as they were originally built, their ivy-covered walls hiding the cracks which age has brought.

Three fine schools were built before the war, the Holly Springs Institute, the Franklin Female College and the St. Thomas Hall for boys. Some of the leading citizens of Holly Springs were cadets at the latter college, which was a military one, including Major General E. C. Walthall, of the Confederacy, later United States senator. During the war the city of Holly Springs furnished one Major General, about eight Brigadier Generals, a number of Colonels and Captains to the war.

Holly Springs claims some world-famous characters as its past citizens. Commodore Matthew F. Maury, who served with the old navy when war broke out and who went into the Confederate navy, made charts of navigation which are used at the present time the world around. Russia offered him a handsome fee after the war to come abroad and reorganize her navy. He often visited his sister, Mrs. Nancy Holland, who resided near Holly Springs.

Dr. J. H. Ingram, rector of Christ's Episcopal Church at Holly Springs, and the author of the famous books, "The Prince of the House of David" and "The Pillar of Fire," is buried in the cemetery at Holly Springs.

A. M. Clayton, lawyer of that city, later became Chief Justice of the Supreme Court of Mississippi; Roger Barton was the leading criminal lawyer of the state for many years, and Judge J. C. Trotter, later of the Supreme Court, was a resident of Holly Springs. Miss Kate Freeman Clark is a native of Holly Springs, and her painting, "A Summer Afternoon," is now on display in the Brooks Memorial Art Gallery at Memphis. She is an internationally known artist and has a representation of her work in the New York Public Library also.

The old court house in the center of the square which appears quite modern, is merely the old court house, with an addition, and contains the same material, beneath the new outside walls.

For all its modern improvements and its keeping abreast of the times, Holly Springs still follows and represents the agrarian traditions. Its people live, as all people must live, on and by the land. It is significant then, that a large state experimental station, established in 1904, is located there and its most notable success has been in reclaiming lands from erosion.

In its natural resources, in civic pride, in handsome buildings, in educational opportunities, in artistic and intellectual accomplishments, Holly Springs rests as readily on its worth today, as on its charming antiquity.

Below, at left, appears General Grant's residence in Holly Springs during the Civil War days, and at right is a view of the old home which served as his headquarters. Both pictures are recent ones, and the houses are practically the same today as they were in '61.

SAVING PER DIEM

When foreign equipment comes on Frisco Lines, tarrying "is what it does the least thing of" to express it as would an Octavus Roy Cohen character. The three cases which follow illustrate the interest that Frisco employees take in this important matter of saving per diem.

Car MP 94469, loaded with yellow pine lumber for a new high school building at Vanduser, Mo., was forwarded from Meridian, Miss., via the Y. & M. V. on May 30 and arrived in Memphis May 31. At that point it was delivered to Frisco Lines and left there in train 832 the morning of June 1. It was put in train 851 from Hayti on the same morning, arriving in Vanduser at 9:50 a. m., and spotted for unloading shortly after. It was released at 9:00 o'clock the next morning and delivered empty to the Missouri Pacific at Morley by train 854 the same day. Among those responsible for this speedy handling was B. R. Hargrove, agent at Vanduser, who took pains to see that the car did not remain long at his station.

The second instance occurred at Prairie Grove, Ark., where Maurice Buttram is agent. Car ATSF 26743, loaded with flour and feed consigned to the Prairie Grove Milling Company, arrived there in train 757 at 11:50 a. m., May 29. The car was spotted and unloaded by 3:30 p. m. and was moved out empty in train 756 at 10:00 p. m. on the same day it was received.

The handling of Car CMSTP 716955, loaded with crackers for the National Biscuit Company at Wichita, is the third example. This car was received at Wichita at 2:25 a. m., June 11, and went around the horn to the hole track. It was spotted, unloaded and later switched out and brought back to the yard, moving out empty in train 332 at 5:30 p. m. on the same day it was received. According to J. H. Doggrell, superintendent of transportation, this was exceptionally good handling.



WOMAN TELEGRAPHER AT NEWBURG

NEWBURG, MO., one of the important division points on the Frisco's Eastern division, boasts of having as one of its employes, and its only girl employe, Miss Helen Fellows, woman telegraph operator. She is one of the most competent women operators to be found on Frisco Lines today and one of the few now employed in that capacity. She works from midnight until 8 o'clock in the morning.

Miss Fellows lives with her father and mother at Newburg, where her father is division storekeeper. Her brother, Don Fellows, is the Frisco's florist at Springfield, Mo. The reporter found her preparing for her night's work, and while she feels that she had done nothing unusual, the nature of her work is of interest to not only Frisco employes, but outsiders, as well.

Her years of service number sixteen, and during that time she has thoroughly proven her ability. She was employed in the office of the car accountant at Springfield in 1916, and in 1917, when the telegraph school for girls was inaugurated to train girls as operators to take the place of the boys who had to go to war, she enrolled there. She says that her reason for taking the course was purely a patriotic one, but it finally proved to be so fascinating that she chose telegraphy as a profession.

Eighty girls were enlisted in the first school, but many of them dropped out after the first few lessons. After three or four months a few outsiders were taken in who paid for their tuition, in the hope of being placed after the Frisco girls had had the preference of the positions. H. D. Teed was then superintendent of telegraph and J. H. Brennan, now superintendent of telegraph, was his assistant. A. B. Sherwood, now wire chief, held that same position at that time, and the three of them undertook to train the class of girls.

After studying from May until November of 1917, she received her first appointment and left to take the third shift operator's position at Franks, Mo.

"I remember Mr. Brennan went there with me the first night, for which I was most grateful. Before we went, he tried in every way to tell me that living conditions would not be as nice as they were at home and that there were only about six houses in Franks, and I would have to be really interested in my work to stay. Well, when we got there there were three

Miss Helen Fellows Handles "Graveyard" Trick at Key—Has 16 Years Service



HELEN FELLOWS

houses, counting the section house. I remember that night distinctly and I also remember the morning sunrise and I wrote home that I had never seen anything so beautiful in all my life. There wasn't anything to obstruct the view," she said.

And here her mother interrupted by saying that she probably thought the sunrise more beautiful because it meant that the first trying night was over.

"I really enjoyed my stay there and I remember the first week I bought the store out of candy. They didn't have such a big supply, but I finally got down to eating Baker's chocolate.

"I stayed there one month and three days and got bumped. Then I went to Northview, Mo., for a month; to Marshfield, Mo., for a month, then to Dixon for a month. All my service has been on the Eastern division. And all these positions were as extra operator. My first regular job was at Eureka, Mo., where I remained from February to June, and then went to Valley Park. At the latter point I was bumped by a wounded soldier who had returned and so I went to Sullivan, Mo., and I was at that point when the Armistice was signed. I also worked at Richland, Brookline,

Moselle and finally came to Newburg in 1923, where I have remained."

Her duties consist of copying orders, clearing trains, copying and sending messages, and lately she has been assisting in the selling of tickets. The crews get their running orders at Newburg, and there are none of the passenger men with whom she is not acquainted, and but few of the freight men.

She says that her most exciting experience came while she was at Moselle. An embargo had been placed on a number of loaded cars of freight which were on the siding, and several times they had been broken into, but they were unable to apprehend the thieves. One night about 11:00 o'clock a young boy of the town came to her and told her that a car without headlights had been going up and down past the station for some time. She said that when the operator came to relieve her at midnight that she would see if there had been any trouble up that way, for the relieving operator lived near the siding. No trouble was reported when the operator arrived, but within a short time the agent came to the station and reported that they were into the cars. He phoned the special agent and they went to the one road leading from town and piled ties in the center and on the sides to make it impassable. Then with guns they went up to the cars. The thieves got away in their automobile, but when they came to the ties, abandoned the machine and one of them was captured that night and the other three later. It happened that the gang was well known around St. Louis and the career of Rhinehart, the man captured the first night, had been written up in the St. Louis papers.

They brought him to the office and tied him to a chair, and Miss Fellows had to carry on her work at the telegraph key amid the turmoil.

The next night was even more exciting, for they brought the stolen goods into the office and left her alone with it. The balance of the robbers had not been caught at that time, and she feared they would return for the loot. But with a trusty automatic by her side she finished her work and later, to her relief, found they had all been rounded up.

It seems that the love of flowers is a common one in the Fellows family, and Helen Fellows claims it

(Now turn to Page 21, please)