

another session would be called within thirty days.

Springfield, Mo.

A sound motion picture entitled "Petroleum" was the novel contribution of the Mid-Continent Petroleum Company to the program at the joint session of the Springfield Frisco Men and Girls' Clubs, held June 8. About 150 were in attendance, including the following officials: C. J. Stephenson, W. L. English, J. L. McCormack, J. H. Brennan, J. A. Moran, G. M. Forrester and O. W. Bruton.

The picture, which was in natural colors, told the entire story of oil and gasoline from drilling the well to refining the crude product. Following the film W. L. English made a talk on the inauguration of store door delivery on less than car-load shipments.

Men's Club, St. Louis, Mo.

J. K. Walsh, formerly a professor at St. Louis University, now sales engineer for the Hercules Powder Company, gave an interesting and instructive address on the subject of "Evolution" at the luncheon of the St. Louis Frisco Men's Club, held at the Jefferson hotel, May 28. Approximately 185 were in attendance.

Mr. Walsh related in a popular style the geological evidences which support the theories of organic and inorganic evolution, and explained the nebular and other hypothesis of the earth's origin. Following the principal talk, W. L. Heath, veteran conductor, who was to be retired a few days after the meeting, made a brief talk. Two especially pleasing entertainment features at this gathering were solo dances by Miss Ruth Hallenburgh, of the treasurer's department, and Eddie Burke. Bob Anslyn's Frisco orchestra furnished music for the occasion.

Memphis, Tenn.

M. W. Dunkin, general agent, was the chief speaker at the meeting of the Greater Traffic Committee of the Memphis Frisco Employees' Club, held June 10, with twenty-six in attendance.

Mr. Dunkin expressed a great deal of interest in the work of the Greater Traffic Committee and said that he believed that its work during the past several years had resulted in millions of dollars in business for Frisco Lines. He urged the members to keep up the good work.

W. F. Corkery, chairman of the committee, also spoke. He called attention to the fact that the month of June was usually one of the duller and asked all to put forth additional effort with a view of making this

Frisco Folks On Lookout Mountain



THESE Frisco people seem to be in a precarious position. However, the rock upon which they are seated is the famous Umbrella Rock on Lookout Mountain, Chattanooga, Tenn., and the photograph was made on May 24. It includes in the group a number of Birmingham Terminal employees who motored to Chattanooga to attend a dance at the Patten Hotel, given by the Ladies' Auxiliary of the B. of R. T.

The two kneeling at the back of the top row are: Mr. Geo. Martin, engine

foreman, Frisco Lines and Mrs. Tom Wood. Second row: Joe Lane, Mrs. W. W. Lane, son and wife of engine foreman; Mrs. Geo. Martin, Mrs. Jim Harrell, Mr. Tom Wood, Tommy Wood and Robert Sims. Next row: Mr. W. W. Lane, engine foreman, Mrs. Mabel Sims (President, Ladies' Auxiliary of Chattanooga), and Frank Hartness (President, B. of R. T., Chattanooga). Standing below the group is Miss Nellie McGowen, secretary to superintendent terminals, Birmingham, Ala.

June better than others. The rest of the meeting was devoted principally to reports on tips and business with nearly everyone present giving valuable information. The next meeting was set for the second Wednesday in July.

Hugo, Okla.

The enterprising Hugo Frisco Employees' Club which has undertaken an extensive program of goodwill meetings with the business men and employees of neighboring towns, held four of these sessions during late May and early June. The most recent meeting reported was held at Valliant, June 12. The club met at Idabel, June 5, at Durant, May 29 and at Antlers May 22.

The assembly at Valliant, which drew a large crowd of business men and farmers of the community, was opened by Mr. Holt, agent there, who expressed the appreciation of the Frisco employes for the large attendance. After having cigars passed, he turned the meeting over to S. Kelton, president of the Hugo club, who in-

troduced the members of his organization. He then made an interesting talk in which he called attention to the fact that the Frisco's annual taxes in Oklahoma amount to more than a million and a half dollars, while the total received by the state from trucks is about \$175,000. He told those in attendance that the purpose of the meeting was to make an appeal for justice, that the employes had no quarrel with privately owned automobiles or merchants who own trucks, but that employes do ask for fair play from busses and trucks operating as common carriers. He also made a strong plea for this year's cotton shipments from Valliant and announced that the club was trying to secure a rate on stockyard manure from Fort Worth to points in Southeast Oklahoma, believing it would be of great benefit to farmers. He concluded by asking for expressions from the guests.

Mr. McAllester, of a wholesale house there, responded, saying that he and his employes were loyal friends

of Frisco Lines and that he would like to see the Frisco get all of the business at Valliant that it is entitled to. Mr. Smith, a local distributor of ice, also made a brief talk. A general discussion followed.

The meeting the Hugo club held at Idabel, June 5, brought out a total attendance of approximately 100 business men, farmers and Frisco employes. W. L. Piercy, agent at Idabel, introduced the visiting employes, following which S. Kelton took over the chairmanship of the session.

Mr. Kelton pointed out that the purpose of the Hugo club in meeting with the people of nearby towns was to foster a clearer understanding between Frisco Lines and its patrons and to regain business that had been lost to busses and trucks. He compared the regulation and the taxes of railroads and their competitors and called attention to the benefits a railroad brings a community.

Following Mr. Kelton, Mr. Herron, of the Idabel Flour and Feed Company, spoke briefly, saying that his company had always been friendly to Frisco Lines and that he believed with the inauguration of store door delivery a great deal of business would be regained. Judge Arnett, district attorney, urged loyalty to the railroads as pioneers who had developed that section of the country, and Mr. Sprague, an Idabel attorney, made an interesting talk in which he said that while he owned a bus line, he did not believe highways should be built parallel to railroads to offer competition, but that highways should be built for the use of private cars and regulation should be put into effect to curb high speed busses and trucks which are crowding the privately owned car. Mr. Garrison, roundhouse foreman, then told the meeting of the strict government regulations that must be complied with before a locomotive can be operated. The session was closed with a general discussion.

Members of the Hugo club were luncheon guests of the Durant Chamber of Commerce May 29. L. K. Hughey, secretary of the Chamber of Commerce, was chairman of the meeting, which was well attended by both organizations.

Mr. Hughey praised the members of the club for their loyalty to the company and called upon J. H. Davis, dispatcher, who introduced the members of the Hugo group. S. Kelton, the first speaker, made an interesting talk in which he forcefully presented the case of the railroads faced with un-

HERE'S No. 3 WELL

Well No. 3 on the property of the St. Louis-San Francisco Railway Company at Oklahoma City was brought in June 1, at a depth of 6,369 feet. The well was allowed to flow for one hour and produced at the rate of 35,000 barrels of oil and 62,000,000 feet of gas in a 24-hour period.

This is the third of a total of five wells to be drilled on this property. Well No. 1 was brought in last December with estimated production of slightly less than 40,000 barrels of oil and 43,000,000 feet of gas daily. Well No. 2 was brought in January 28 with an estimated production of 37,800 barrels of oil and 26,000,000 cubic feet of gas each 24-hour period.

fair competition and asked for the support of business men. H. F. DeLozier, traveling freight and passenger agent of Tulsa, was then called on and made a brief talk in which he dwelt chiefly upon store door delivery.

Judge Fugeson stated that unequal regulation was not only an injustice to railroads but an imposition upon the public. He said that without the taxes paid by railroads the schools of Bryan County could not run more than two months a year. E. P. Hall, a Durant hardware merchant, spoke briefly on unfair competition and urged all business men to give railroads their patronage.

The Hugo club met at Antlers, May 22, with a large group of business men and farmers of that city. H. M. Cloud, trainmaster, presided in the absence of S. Kelton, president of the organization.

Mr. Cloud made an exceptionally instructive talk in which he emphasized the benefits of railroads both to Antlers and the nation as a whole. He pointed out that equipment on Frisco Lines is maintained at a high standard and called attention to this as a safety factor in the transportation of freight and passengers.

S. T. Cantrell, superintendent, told the meeting he had under consideration a plan for expediting mail service at Antlers. Paul J. Stewart, legislator from the district, made the closing talk. He said his sympathy was with railroads and that he believed a large share of their business is secured because of loyal employes. He also said that in his opinion regulation could be effected in Oklahoma both by new legislation and the enforcement of existing laws.

The meeting which the Hugo Frisco Employes' Club held May 15 with the employes and business men of Boswell was attended by about seventy-five and was marked by instructive talks followed by enthusiastic discussion. This was one of the series of meetings which the Hugo organization gave recently in neighboring towns.

The meeting was opened with a short talk by W. A. Henry, agent at Boswell, who told of the amount of tax the Frisco pays toward the support of the Boswell community, particularly toward the upkeep of the schools. S. Kelton, president of the Hugo club was the next speaker. He outlined briefly the problems confronting the railroad and asked for suggestions and criticisms. He called particular attention to the company's difficulty in meeting unregulated rate cutting of other competition.

Judge Whitley, city attorney of Boswell, was the third speaker. He pointed out the need of co-operating with railroads and said he thought that store door delivery would be an excellent thing. He agreed with Mr. Kelton that busses and trucks should be regulated and called attention to the damage they had done to the highway between Boswell and Hugo. Mr. Jenner, a leading farmer of the Boswell community, told the meeting he believed the railroads could get more business from the farmers by giving them further help in finding markets for their products. He said he used the Frisco's passenger and freight service whenever it was possible to do so. Sam Potashnick, a Boswell merchant, said that he was solidly behind the Frisco. He reported a recent instance in which he had ordered goods to come over Frisco Lines and they had come by truck. Instead of accepting them he gave the driver orders to take them back.

W. P. Roberts, brakeman, made a brief talk in which he pointed out a number of markets for farm products and promised to assist Boswell farmers by getting in touch with several reputable produce merchants for them.

At the conclusion of the meeting Mr. Kelton introduced the remainder of the Hugo club members and thanked all for their attendance.

Cape Girardeau, Mo.

Discussion of the Educational Tours to Pensacola, Fla., which are conducted by Uncle Charlie Baltzell, was the chief topic before the meeting of the Cape Girardeau Frisco Employes' Club, held June 4. Twenty-five members and one visitor, E. P. Olsen, assistant superintendent, were in attendance.

St. Louis Cardinals Use Frisco Lines for Springfield Game



This excellent photograph of the St. Louis Cardinals' baseball team, with its members clad in "civvies," was taken at train No. 5 recently, when the team went to Springfield for an exhibition game with the local team there. Now Frisco rooters for the "Red Birds" can see how their favorites look in street clothes. The men are, standing, left to right:

Harrison Will, of Frisco Lines; Ray Blades, Toney Kaufmann, Jim Bottomley, Mike Gonzales, Chas. Gelbert, Frank Frisch, Jos. Benes, Clyde Wares (coach), Geo. Watkins, Allyn Stout and Gus Mancuso. Kneeling, Andy High, Clarence F. Lloyd (secretary), "Sparky" Adams, Ernest Orsatti, Rip Collins and Pepper Martin.

J. T. Hulehan, general agent, made a brief talk in which he explained the tours to Pensacola and asked all present to secure passengers for them. Mr. Olsen also made a talk following which the session was given over to a general discussion of solicitation.

St. Louis, Mo.

The Frisco Men and Girls' Clubs of St. Louis and the St. Louis Terminal Employees' Club chartered the steamer St. Paul for a trip down the Mississippi river the night of June 17. Six hundred tickets were sold in advance and a number more at the boat.

There was no special program planned, however, the outing was an enjoyable get-together for the three big St. Louis clubs. Those who attended enjoyed the dancing and various concessions on the boat and returned to the wharf at the foot of Eads bridge at about 12:00 p. m.

Girls' Club, Springfield, Mo.

The Frisco Girls' Club of Springfield, Mo., gave a bridge party at the Sorosis Club there, May 18, for members and their friends. About fifty attended.

The committee which arranged the affair was comprised of Miss Ann McClernon, chairman, and Misses Maud Bedell and Savina Felin. Plans were made by this club to join with the Springfield Frisco Men's Club in a strawberry festival.

KEEP ERRORS DOWN

Seventy-five fewer errors were made in handling shipments on Frisco Lines during May than during April, according to a statement issued June 9 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. Errors during May totaled 292 and during April 367.

Among the stations which compete for the Group One least-error pennant, Tulsa had the best record during May, handling 21,225 shipments with four errors. This was the seventh consecutive month that station has captured the pennant of its group.

In Group Two the pennant was won by Birmingham. Twelve errors were made there in handling 13,079 shipments. This made the sixth consecutive month that station has won the Group Two pennant.

Three stations, Wichita, Chaffee and Hugo, had perfect records in the Group Three competition. Since the pennant was held at Wichita at the end of May, it was allowed to remain there during the first ten days of June, following which it was sent to Chaffee for ten days. It was then sent to Hugo for the remainder of the month. A total of 3,040 shipments were handled at Hugo, 2,033 at Chaffee and 2,304 at Wichita.

A WOMAN TELEGRAPHER

(Continued from Page 8)

is her hobby. The yard of the Fellows home at Newburg is a riot of gay spring flowers, and during her leisure hours, Miss Fellows has transplanted to her garden a variety of wild flowers from the surrounding hills. There is a profusion of deep purple flags, snap dragons, tulips and bridal wreath around the home, with the early spring roses just about ready to burst into bloom.

While she has taken trips to California, New York and Florida, she has a desire to visit Canada and Cuba and plans to do so at some future date.

She says that she has learned to realize what an old timer told her when she first started her career, that there was music in the sound of the telegraph key. And should one be privileged to be near her when she sends a message, they, too, would feel that music, as with deft fingers she brings a rhythmic beat from the key, giving and receiving messages which make for the safe handling of Frisco trains over the Eastern division.

Chinese Patient (over telephone): "Doc, what time you fixee teeth for me?"

Doctor: "Two-thirty, all right?"

Chinese Patient: "Yes, tooth hurty me all right, but what time you want me to come?"

Tulsa Entertains 2,800 Musicians May 21-23

TULSA threw back her shoulders and stepped in march time May 21, 22 and 23 when 2,800 student musicians, members of picked high school bands from all sections of the country, came there to compete for honors in the National High School Band Contest.

The occasion presented a visual and auditory picture unequalled there before. Gold and silver plated instruments flashing in the sunlight. Strutting drum majors. Sidewalks thronged everywhere as youthful groups, resplendent in gray uniforms, paraded streets filling the air with swinging tempos of crashing cymbals, silvery, crackly trombone notes, booming drums, clear, liquid tones of cornets carrying melody parts, throbbing harmonies of baritones and altos, the deep um-pah um-pahs of tubas and piccolos trilling above all. Ovations for world-famous bandmasters. Impromptu parades. Practice sessions. Uniformed members of dissembled bands working through crowds. Music and color everywhere.

Bands began arriving May 20 and by noon the next day most of them were there. Coming on the same trains with bands were around three hundred aspirants for honors in the solo and ensemble contests and a number of prominent leaders, most of whom served as judges. Chief among them were John Philip Sousa, New York; Edwin Franko Goldman, director of Goldman's band, New York; Will Earhart, director of music in the Pittsburgh public schools; A. Austin Harding, Chicago, director of the University of Illinois band; Frank Simon, director of the Armco Concert band, Middleton, Ohio; Carl Busch, composer, Kansas City; Ernest S. Williams, Ithaca, N. Y.; Karl L. King, director of the Municipal band, Fort Dodge, Ia.; Victor J. Grabel, director of the Chicago Concert band; Capt. Charles O'Neill, director of the Twenty-second Regimental band, Quebec, Canada, and N. De Rubertis, Kansas City.

The contest got under way the morning of May 21, when the preliminaries began and during the 21st and 22nd the bands competed. Most of the contests were completed the 22nd. There was a meeting of the National School and Band Association the morning of the 23rd and at 11:30 that morning all of the bands paraded to Skelly Field.

That it was the biggest crowd and the biggest parade in Tulsa, was the opinion of many. Approximately 20,000 persons crowded the downtown



Who has not been set atingle as a band played the stirring strains of John Philip Sousa's incomparable "Stars and Stripes Forever?"

The Frisco photographer took this picture of the great conductor on May 21 just before the 77-year-old master band leader boarded the "Meteor" for Tulsa. Mr. Sousa served as a judge in the National High School Band Contests held there May 21 to 23.

streets to hear and see the forty-two marching bands. At Skelly Field, the marching contests were held and following these the entire Tulsa meeting came to a climax when all of the groups massed into a single band of 2,800 pieces and John Philip Sousa, 77-year-old king of conductors, mounted the leaders' stand. After a rising ovation by the crowd, he led this giant band in one or two marches and then brought the event to a glorious close as he masterfully cut the air with his graceful baton and swung the entire group into the spirited strains of his own composition, the march of marches, "Stars and Stripes Forever."

Finals for several of the bands held in the evening of May 23rd completed the contests. Winners in the different divisions were as follows: Class A, Joliet, Ill.; Class B, Hobart, Ind.; Class C, West DePere, Wis. Marching contests: Class A, Aurora, Ill.; Class B, Menasha, Wis., and Class C, West DePere, Wis.

An event of exceptional interest in connection with the meeting in Tulsa was a Pawnee Indian ceremony the afternoon of May 23, in which Sousa was made a chief in that tribe. To the Pawnees he is now "Chief Singer." The title was conferred upon him by

CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 29.4 per cent during May and 28.8 per cent during the first five months of this year, both in comparison with the corresponding periods of last year, according to a statement on the subject issued June 9 by H. W. Hudgen, director of accident prevention.

Casualties among employes decreased 39.3 per cent in May, compared with that month a year earlier and 38.4 per cent during the first five months of the year compared with that period of 1930. Among the different departments, the greatest reduction was in the maintenance of way department, amounting to 60 per cent during May and 44.8 per cent during the first five months. Mechanical department had the second greatest reduction during May, a decrease of 22 per cent and the transportation department was second during the first five months with a reduction of 38.8 per cent.

Among the different classifications of non-employes the licensees showed a decrease of 73.1 per cent in casualties during May and a decrease of 49.2 per cent during the first five months.

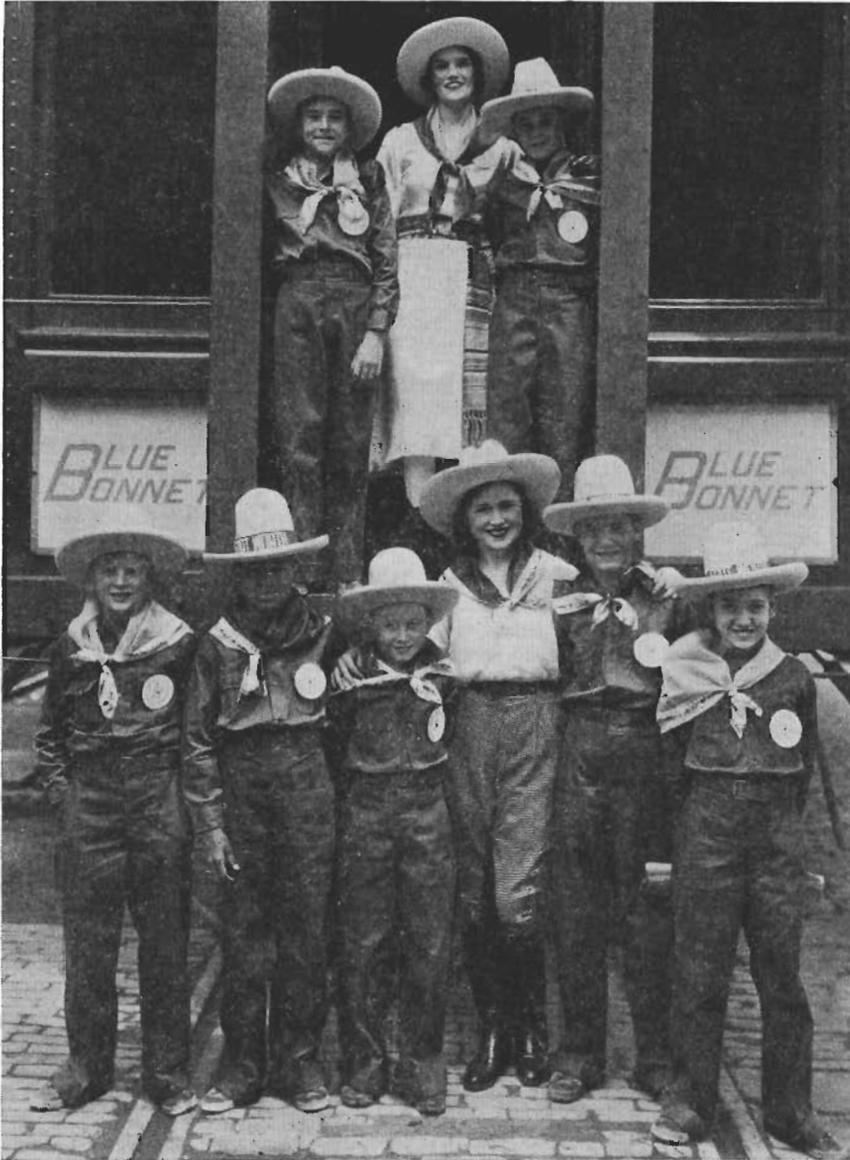
a group of chieftains and Maj. Gordon W. Lillie, widely known as "Pawnee Bill."

Frisco Lines played an integral part in the success of the entire occasion by transporting a large portion of the bands as well as prominent leaders and others to and from Tulsa. About fourteen musical organizations with a total membership of around 1,000 used the Frisco and so did many of the conductors. Both Sousa and Goldman availed themselves of Frisco service. This was the first national gathering to be welcomed to Tulsa through the recently opened Union Depot there.

Since the contest, Frisco traffic officials have received numerous letters from the various groups which chose Frisco service commending the service accorded them. Among those who wrote praising the service were John Toman, alderman of the 23rd Ward in Chicago, who accompanied the Harrison High School Band of Chicago; James Hughes of the Nicolet High School Band of West De Pere, Wis.; O. V. Walters, principal of the Aurora (Ill.) High School, and A. R. McAllister, director of the Joliet (Ill.) High School Band.

The Girl on the Front Seat revises the ancient proverb to read: Eat, drink and be wary.

Ft. Worth Boy Singers to Washington



Miss Alyne Hoffman is standing on the rear platform of the Bluebonnet while grouped around her are members of the Panther Boys' Glee Club of Ft. Worth. They are: Ed Gutkowski, Vernon Burdick, Kenneth Moyer, Alwyn Belcher, Dave Diez, Melvin Taylor and Eston Taylor. Miss Helen Sheppard, who aided Miss Hoffman in chaperoning the boys, is standing on the ground.

SEVEN boys from the Panther Boys' Glee Club of Ft. Worth, Texas, accompanied by their instructress, Miss Alyne Hoffman, boarded the Frisco's Bluebonnet for St. Louis, on May 30, en route to Washington, D. C., where they were to be received by President Hoover, and sing their western songs.

The seven boys were picked from the club for the best school grades and for vocal excellence.

"We can get a dime just for showing our hands if President Hoover shakes hands with us," one of the youngsters chuckled, "and a quarter

I guess, for shaking with the boys when we get back!"

Kenneth Moyer, with a sprinkling of freckles and an engaging grin, is the baby of the group and also the soloist. He will sing the principal parts of a group of cowboy songs that will be the Panther Boys' repertoire back-ground.

The boys are not at all snobbish in being selected to represent the club. No sir!

They're going to send back plenty of post cards with the inscription, "Having a fine time—wish you were with us."

CAR DAMAGE DOWN

A car damaged by rough handling on Frisco Lines becomes more and more an exception as the year progresses. This is emphasized in the statement on the subject issued June 6 by the office of the car accountant, Springfield, Mo., which shows that during the first five months of 1931 a decrease of 45.5 per cent was effected in the number of cars damaged by this cause in comparison with the corresponding period of last year and the monetary amount of this damage decreased 66.4 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 51.9 during the first five months of this year compared with those months last year, and the per cent of decrease in the amount of damage per car handled was 59.55 per cent in the same comparison.

Of the Frisco divisions, Central had the best record, going through the first five months without damage to a car. A total of 115,477 cars were handled there. Northern division was second handling 368,207 cars with damage to but five of them and South-western division was third, handling 349,452 cars and damaging six.

Among the terminals, the best record was made at Tulsa where 293,699 cars were handled with damage to six. Kansas City was second with eight cars damaged out of 278,477 handled, and Springfield third, handling 270,230 cars with damage to eleven.

No cars were damaged on Texas Lines during the first five months of the year. A total of 48,471 were handled there. During the first five months of last year eight cars were damaged there out of 54,091 handled and during the same period in 1929 the same number was damaged out of 60,000 handled.

O. R. C. LADIES MEET

Mrs. Della Snyder, agent for Frisco Lines at Osage Hills, Mo., was hostess on June 4 to the Ladies' Auxiliary to the O. R. C. Thirty-two members and twenty guests were present.

A luncheon was served to the guests at 1:00 p. m. on tables attractively decorated in California poppies and snapdragons. Following the luncheon, Mrs. Geo. Coleman of Webster Groves was presented with a solid brass teapot and tray by the members, in honor of her re-election as chairman of the Grand Executive Committee to the National Convention of this auxiliary, to be held in Kansas City, Mo. Mrs. Katherine McClure, also of Webster Groves, made the presentation speech.