

Joplin Club Sponsors Big Musical Program

MANY of the Frisco Employees' Clubs along the line have unique ways of advertising the club and the railroad in their respective cities, but one of the most successful programs at the Christmastime was sponsored by the Frisco Employees' Club of Joplin, Mo. Their plan for the past two years has been to give a musical program in the big passenger depot at Joplin, which at first was meant primarily for patrons of Frisco Lines who found it necessary to pass through the Joplin Depot at that festive time of the year. The program of music also attracted the residents of Joplin, Mo., and this year (which was the second year) proved to be an outstanding success.

The plan of erecting a Christmas tree and sponsoring a musical program was the idea of J. E. Springer, division freight and passenger agent, who had learned of, and seen similar programs in Wichita and Denver. The club undertook a like program in 1932, which was well received, and members of the Joplin Club decided to make it an annual affair.

Definite plans were made and O. G. Moul, manager of the Frisco Building was elected to supervise the decorations of the lobby and arrange the Christmas tree, which he did in a most artistic way. The lobby was turned into one of the most effective Christmas scenes in Joplin. The tree was a 10-foot spruce, shipped from Canada. The committee appointed to arrange the programs for the entire entertainment consisted of Roy Barcus, chairman, J. E. Springer and G. V. Elliott. So interesting were

the programs, that the lobby was taxed to capacity each night and standing room was scarcely available.

The musicals opened on the night of December 19 with selections by the Senior High School Symphony Orchestra and mixed chorus, directed by T. Frank Coulter. A short address was given by Rev. Otto Seymour of the First Presbyterian Church.

On Wednesday night, December 20, the choir of the South Joplin Christian Church, directed by Roger Fletcher, furnished the musical program, with a short talk made by Rev. J. D. Garrison. Mr. Fletcher is assistant foreman at the Frisco roundhouse at Joplin.

The Boys' Chorus of the Lafayette School, directed by Nelle Redding, and the choir of St. Philip's Episcopal Church, directed by Vanna Patterson, presented a beautiful program on Thursday night. The Rev. Alfred L. DeDomaine delivered a Christmas message.

On Friday night the Adult Robed Choir and the Senior Choir of the Sunday School Department of the First Presbyterian Church, directed by George Winter, presented the musical program and Rev. Otto Seymour talked on "The Yule Log" program.

The Choir of the First Methodist Episcopal Church, directed by Oliver Soverign, presented the Saturday night program and the address on that evening was made by Rev. Glen Baldwin.

Following the program of Saturday night, at about 10:00 p. m., the Frisco

Good Will and Splendid Advertising Results

employees and their families held their Christmas party around the tree. A program of vocal and piano solos, readings and dances was arranged by Mrs. Ross Crawford, the newly elected president of the Ladies' Auxillary. Bags of pop corn were distributed in generous quantities, furnished by the employees of the Frisco Building, who were also present at the party with their families. Roy Barcus, chairman of the program committee and newly elected president of the Frisco Club, presided and announced the numbers.

J. E. Springer acted as master of ceremonies at each of the musical programs during the week and at the Tuesday and Thursday night programs he stressed the value of the railroad to the schools of Joplin, giving the amount of taxes paid into the school fund by the railroads. This was something that few of the school children or their parents had any knowledge of, and the talk was well received.

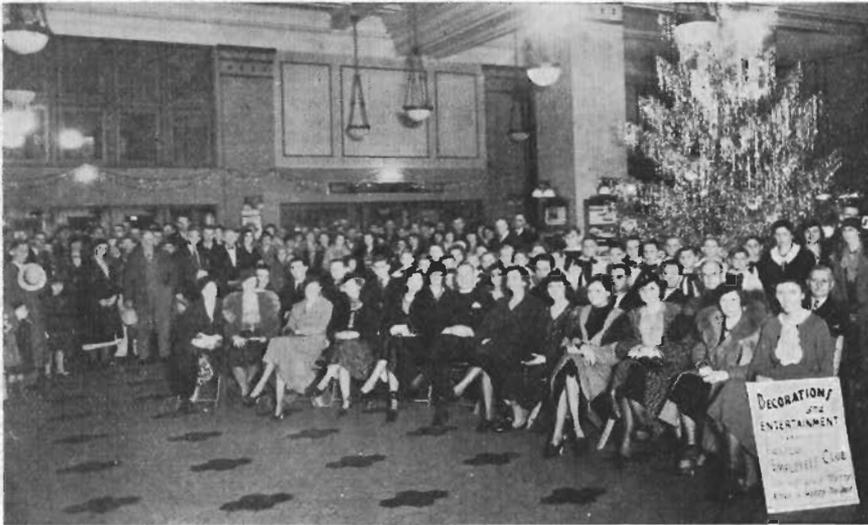
The two daily papers, the Joplin Morning Globe and the Evening News-Herald co-operated to such an extent that, beginning with the announcement of the program on December 15th, these two papers carried daily accounts of the activities of the club and its progress and programs until the last night.

In appreciation, an advertisement, extending the season's greetings to friends and patrons in Joplin, was carried in the paper and paid for by

(Turn to next page, please)



The photograph above shows the Senior High School Symphony Orchestra and some of the members of the mixed chorus of Joplin, Mo. This orchestra and chorus entertained at the Christmas program sponsored by the Frisco Employees' Club of Joplin, Mo.



The photograph above shows the Boys' Chorus of the Lafayette School, and choir of St. Philips' Episcopal Church, Joplin, Mo., as well as the lobby, tree and guests present at the Christmas program sponsored by the Frisco Employees' Club of Joplin, Missouri.

the Frisco Club and Ladies' Auxiliary.

This big musical closed the activities of the club for the year of 1933, and the newly elected officers of the Joplin club took charge of the January meeting.

The Christmas program of 1933 was by far the best ever undertaken at Joplin and it is planned to make the one next year quite as attractive, for

it has already been decided to make it an annual event.

A program of a like nature was presented in the station at Wichita and at other points on the line, and where no program was presented, the waiting rooms were gaily decorated in Christmas greens and attractive advertisements of reduced rates via Frisco Lines for the holidays.

MERITORIOUS SERVICE

SOUTHWESTERN DIVISION

December 30—J. G. Sawyer, brakeman, Oklahoma City, found broken arch bar on SFL 13226 while looking over train 431, and car was set out at Stroud. A letter of commendation for his alertness was placed on his personal record file.

December 12—W. C. Prunkard, brakeman, West Tulsa, on train 1/432, December 12, leaving Granby discovered a broken arch bar on OSKX 829. Train was stopped and car was set out. His personal record was credited with ten merit marks.

SOUTHERN DIVISION

December 17—J. L. Powell, section foreman, Adamsville, Ala., as train 136 started to move out of Adamsville on December 17th he noticed half of flange gone on wheel of car UTLX 32973. He flagged train and car was set out for wheels. For his alertness his record was credited with ten merit marks.

WOMEN'S TRAFFIC CLUB ORGANIZED

On January 2, 1934, a group of women from the various railroads and industries of St. Louis met at the Jefferson Hotel to form a Women's Traffic Club. Mrs. Sarah O. Seamer, former president of the Women's Traffic Club of New York City was present at the meeting and gave her suggestions as to the benefits to be derived from the organization of such a club in St. Louis.

Martha C. Moore, editor of the Frisco Magazine was chosen as first president of the club; Frieda Harke, of the Universal Car Loading and Distributing Company, first vice-president; Martha Meehan, Geo. Kilgen & Son, second vice-president; Evelyn Puckett, National Carloading Corporation, secretary, and Laura Walker, Santa Fe, treasurer. Helen Martin, of the Missouri Pacific Railroad, was named chairman of publicity; F. R. Bradley, of the Certainteed Products, editor of the magazine, "Traffic Light", and Lucille Becker, of the Seaboard Air Line, corresponding secretary.

After an intensive membership drive of two weeks, this club held its first meeting on January 18, with eighty girls in attendance. The interest manifested at this first meeting was indicative of the welcome which the club received among the girls of the industrial world and girls from the railroads, and plans for monthly meetings are being made.

A LESSON WELL LEARNED

For years the accident prevention department has been keeping before the school children along the Frisco the dangers of walking and loitering on railroad tracks.

L. L. Collier, engineer on the River division, had a most interesting experience a short time ago. What seemed at first would result in disaster had a pleasant ending.

During the fall of 1933 L. L. Collins was engineer on train 808. As he pulled into Steele, Mo., he saw two boys sitting on the railroad track. It was necessary for him to make an emergency stop and even at that the pilot of the engine was only about twelve feet from the boys when the train was finally brought to a standstill. The boys got up and went away laughing, not realizing that a serious accident might have resulted, had not the engineer been able to stop before the engine reached the boys.

On December 30, as train 808 came into Steele, a young boy approached Engineer Collins and handed him a package. He took it and opened it later and found therein a letter from one of the boys, which read:

"Do you remember the day last fall when two boys were sitting on the track and you stopped the train to save their lives? When my daddy found this out he made me do this.

This will be a lesson to me not to sit on the track any more. I am not quite as big a fool as I looked that day. This is a token of my thankfulness.

(Signed) Bobby Rhodes."

With the letter was a tie for Engineer Collins.

In appreciation of the gift, Engineer Collins wrote Bobby the following letter:

"I was coming north on the 12th and 30th, 1933, and stopped at Steele—a little boy come up to me and said, 'Is this the Mr. Engineer?' I told him yes, and he handed me a package. Being in a hurry I didn't open it until later and was surprised to find a nice tie and letter reminding me of what happened last fall, the date I have forgotten.

"I sure made a good stop that day—the pilot being about twelve feet from you boys. You ran away laughing, not realizing the danger you were in. I was proud that I could stop so quick.

"I want to thank you very much for the present, and will wear it when I go to safety first meetings and will tell the superintendent the good luck I had."

A great deal of credit goes to the father of Bobby Rhodes who evidently took it upon himself to impress upon Bobby the danger in which he had placed himself and his little companion. It was a hazardous, but worthwhile lesson and the story, we hope, will be read by countless boys and girls along Frisco Lines, who in turn will pass it on to children in their respective schools.

Monett Junior C. of C. Entertain Frisco Employes and Officials

FRISCO employes, local shippers and out-of-town guests and members of various Frisco Employe Clubs were guests of the Monett, Mo., Junior Chamber of Commerce at a big banquet, staged at the Casino, Monett, Mo., on the night of December 13. The crowd was estimated at close to 350. The turkey dinner was served by the Presbyterian Women's Union. Sixty members of the Springfield, Mo., Men's Club were present and 17 representatives of the Springfield Girls' Club.

It has been a long time since so many officials of the railroad were gathered at one point, and the speakers' table was set for twenty-five places.

Following the dinner, Charles Main, president of the Monett Junior Chamber of Commerce welcomed the guests and stated that their club realized that the Frisco men are its friends, and that the gathering was one of mutual interest. He introduced Floyd Callaway who presided at the meeting as toastmaster, and in his hospitable way, put everyone at their ease immediately.

Mr. Callaway complimented members of the Monett Frisco Employes' Club upon their fine showing in securing business to present to Mr. Kurn on his birthday. He introduced each Frisco official individually, and called upon the Mayor of Monett who extended a warm greeting to the visitors. He also introduced the city commissioners and several of the leading citizens of Monett who have stood solidly back of the Frisco for many years, also members of the Junior Chamber of Commerce and the members of the local Frisco Club were presented in a body.

J. M. Kurn expressed his regret that he was unable to attend the meeting in a telegram to the president of the club. Ralph Turner, instructor and athletic coach at the Monett High School and the son of a veteran Frisco employe, also welcomed the visitors. He said the Frisco is a home industry and should be supported as such, and that the Frisco payroll was the life blood of Monett as a town.

C. J. Kunz, president of the Monett, Mo., club, outlined what had been done by the members of his club, and told something of their plans for a follow-up campaign. He also complimented Pearl Lewis, secretary, for her untir-

ing efforts in behalf of the Monett club.

Martha Moore, of St. Louis, attended the meeting and complimented the club on its splendid showing in the recent drive for more business. She also stated that such a program must be kept up, and brought before the members and patrons alike at every opportunity. She stated that competition was as keen as ever, and it behooved each member of the club to be ever alert to his and her job. She also spoke encouragingly of business conditions for 1934 and extended the best wishes of the St. Louis officials for a joyful Holiday Season.

F. H. Shaffer, general manager, spoke of the taxes paid in Missouri, the cost of maintaining a mile of railroad, the expenditures for certain materials, etc., and thanked the merchants for their cooperation and the Junior Chamber of Commerce Club for the delightful evening.

Judge E. P. Mann, of Springfield, Mo., spoke of his 52 years of service for Frisco Lines, and of his experiences in the payment of Frisco taxes. He said that many spindles in the east and south had been caused to whirl that the railroads might be furnished with carpets and table cloths and linen.

Other guests present at the meeting included: M. M. Sisson, J. N. Cornatar, Geo. Forrester, E. F. Tillman, E. R. O. Mueller, D. E. Gelwix, C. P. King, J. A. Woods, M. T. Fullington, C. H. Baltzell, Oscar Hall, J. A. Moran, O. L. Young, E. M. Carr, W. D. Steele, I. A. Uhr, E. D. Chaudet, C. O. McCain, J. E. Potts, J. E. Springer, Loretta Henry, C. T. Mason, Sam Landrum and Roy Barcus (president and newly elected president, Joplin Club), E. E. Carter, R. O. Beale, W. H. Gimpson and H. W. Hale.

The keynote of the meeting was co-operation, shown first by the generous invitation of the Junior Chamber of Commerce in inviting the officials of Frisco Lines, members of the clubs and their friends as guests at their dinner. The attendance of so many of the officials of the road, and guests from the other clubs was indeed a tribute to the Junior Chamber of Commerce Members, and as the meeting progressed, the fact that the Frisco needed the co-operation of Monett merchants and citizens, and in turn they needed the taxes which were

Co-operation Is Keynote of Meeting With 350 in Attendance

paid by Frisco Lines, apportioned to Monett, Mo., was brought out, with a spirit of co-operation evident on all sides.

It was one of the most successful affairs ever given in Monett, and due appreciation was extended to the Junior Chamber of Commerce for the spirit of co-operation which prompted them to sponsor this splendid affair.

ACCIDENTS SHOW DECREASE

The statement of killed and injured for the month of December, 1933, compared with December, 1932, and period to date compared with the same period last year, issued by the accident prevention department, shows a decrease for the month in the transportation and mechanical departments of 17.1 per cent and 41.7 per cent respectively. An increase of 154.5 per cent is shown for the maintenance of way department. This percentage seems out of proportion until it is known that in December, 1932, there were only 11 men injured, while in December, 1933, there were 28. The one year was below normal and the year of 1933 above normal.

The report for the month shows a decrease of 8.0 per cent for all employes and an increase of 10.8 per cent for the period.

The report for non-employes shows a 23.2 per cent decrease for the month, and a 1.2 per cent decrease for the period. Total all casualties shows a 13.1 per cent decrease for the month, and a 6.4 per cent increase for the period.

The above percentages include all personal injuries sustained, those reportable and those not reportable to the Interstate Commerce Commission.

SPRINGER ELECTED OFFICER OF TRAFFIC CLUB

At a recent meeting of the Tri-State Traffic Club, held at Joplin, Mo., J. E. Springer, division freight and passenger agent, was elected second vice-president. Ray Hill, assistant general manager of the Southwest Missouri Lines, was elected president, and Ira Clemens of the Commercial Fuel Company, first vice-president.

THE COVER PHOTOGRAPH

C. W. Schank, whose long service of 53 years and 9 months was featured in the January issue, is shown in the photograph on the cover of this magazine, surrounded by his friends and buddies at the Lindenwood Shops. The photograph was made as he climbed down off his engine after having brought his last train into the St. Louis Union Station on the morning of December 30. Mr. Schank is shown in the center of the group, standing under the bell of the engine and directly to his right is Mrs. Schank.

Just shortly before the picture was made he had taken No. 10 into the Union Station and had just brought the engine back to the Lindenwood Shops. He ran down in the yards and then backed up on a track near the engineer's wash room, stopped the engine and looked at the huge crowd standing beside the track to greet him. He smiled contentedly, as one does after a job has been completed to the best of one's ability. Directly below the engineer's arm rest in the cab was a sign which read: "This is my last run, Chas. W. Schank, 54 years service, 1879-1933."

After a picture was made of him in the cab, he climbed down, rather reluctantly. Mrs. Schank, with arms open, kissed him and said, "You are mine now, Dad".

Handclasps were exchanged, good wishes extended, and congratulations waved to him by all the boys at the roundhouse, and he went to the caller's office to check out for the last time.

He is now enjoying a well earned rest at his home, 4350 Gibson Avenue, St. Louis, Mo., and adjusting his life with no thought of the call boy's call to mar his years of future happiness.

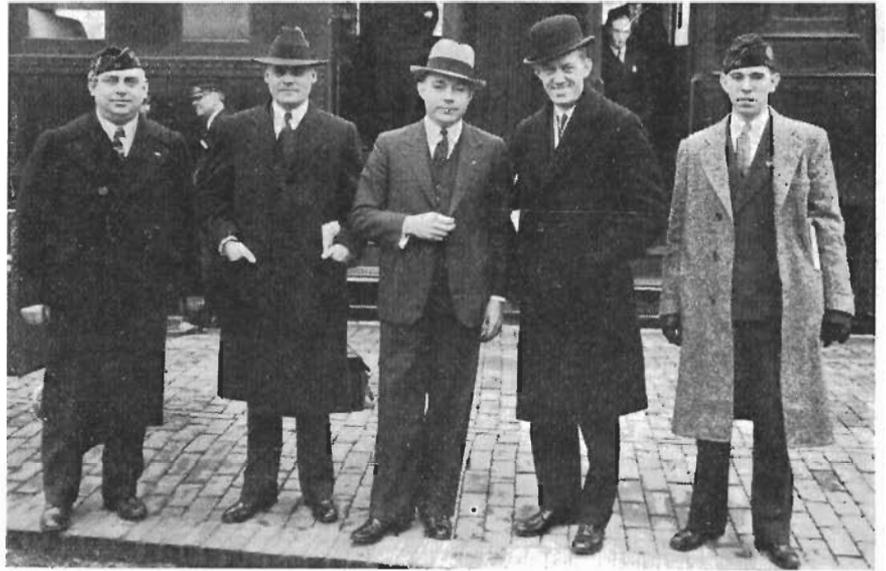
H. R. Smith, fireman, with twenty-nine years service, has been with Mr. Schank on his run for the past year, and fired for him on his last trip into St. Louis.

LION'S CLUB SPREADS XMAS CHEER

Patrons on Frisco trains during the holiday season were privileged to glimpse a beautiful Christmas tree, ablaze with lights, as they passed through Pacific, Mo., enroute westward.

The tree was erected by the Lion's Club of Pacific and placed on Sand Mountain. It was the Christmas greeting of members of that club to countless passengers on Frisco trains, citizens of Pacific and surrounding country, and all those who traveled by automobile on new Highway 66.

National Commander of Legion Uses Frisco



"THE big boys" of the Legion posed for the camera at the Cape Girardeau, Mo., station. Reading from left to right: Harrison Will, past Commander, South St. Louis Memorial Post No. 37; Boyd B. Stutler, National Publicity Director, American Legion, secretary to National Commander; J. Grant Frye, Missouri State Commander, American Legion and attorney, of Cape Girardeau, Mo.; Edward A. Hayes, National Commander, American Legion, and attorney at Decatur, Ill.,

and Alfred L. Bargett, Commander, Alex. R. Skinker Post No. 27, St. Louis, and chief clerk, freight traffic department, Frisco Lines, St. Louis.

The National Commander, Mr. Hayes, traveled to Cape Girardeau via Frisco Lines' train No. 807, January 2. He was the guest at a Legion banquet that evening, and also made an address at the Houck Field House, where hundreds of Legionnaires were gathered from all over Southeast Missouri.

IN APPRECIATION

The members of the Frisco Employes' Club of Monett, Mo., are continuing a vigorous campaign, started in November, in an effort to secure every bit of freight and every passenger out of Monett, for Frisco Lines.

At the first of the year, letters were sent to all patrons of Frisco Lines in and near Monett, thanking them for their past business, and asking for their continued co-operation in routing both shipments and passengers via Frisco Lines during 1934.

One of the first replies which came to the office of C. J. Kunz, president of the Monett Club, was from M. E. Gilloz, highway and general construction man. He wrote as follows:

"Receipt is acknowledged of your letter of December 30 and contents noted, and in reply, will advise we were recently awarded contracts covering construction work in Texas County, shipping point Cabool; Greene County, shipping point, Turner, Mo., and a small job in Stone County, ship-

CLUBS REPORT INCREASE

(Continued from Page 3)

clubs to carry on year after year and report the result of their accomplishments at the end of the year. With summer approaching, members of these clubs plan to advertise by word of mouth, and by letter, the various playgrounds for vacationists along the Frisco, and raise the report of this year, as to passengers secured, to a new high total.

ping point probably Exeter, Mo., and we expect to move a large tonnage of materials to these jobs, especially the Texas County job, and we hope to be able to favor the Frisco Railroad with the biggest part of this tonnage.

"As you know, we have favored the Frisco Railroad with an enormous tonnage during the year 1933, especially our hospital job at Fayetteville, Ark., and we hope that during 1934 we will be able to increase our tonnage to your line.

"(Sgd) M. E. Gilloz."

VETERANS HONORED

A group of approximately 300 men and women met at the Saum Hotel, St. Louis, Mo., on the night of January 3 to honor four veterans of Frisco Lines. Three of the veterans received their forty-year badge from the Order of Brotherhood of Locomotive Engineers, Division 428, namely, Lewis A. Wilson, Tom Crowe and L. Bangert, and C. W. Schank, oldest veteran on the Frisco pension roll, was honored upon completing 53 years and 9 months' service. Mr. Wilson and Mr. Schank were being honored upon their retirement, and Mr. Schank was the only one not receiving his 40-year badge at this meeting. It was presented to him several years ago.

The three veterans who were presented their forty-year badge sat at the speakers' table, as well as Mr. and Mrs. C. W. Schank and their immediate family, their son and granddaughter and other relatives. Robt. Sherry presided as toastmaster of the occasion. Rev. H. O. Ritter, Methodist minister, pronounced the invocation.

Following the dinner, Mr. Sherry presented Mrs. Felix Kessler, wife of passenger engineer on the River division, who read several poems which she had composed for Mr. and Mrs. Schank, and the veterans present. She also presented flowers to Mrs. Schank from G. I. A., division 446. Mrs. Geo. Kay also presented gifts to Mrs. Schank. Mrs. Schank thanked the ladies for their expressions of thoughtfulness and pledged her future time and attention to the welfare of the organization, in which she has been an active member.

Mr. Sherry read letters from friends of the retired man, namely, Mr. and Mrs. W. E. Belter, of Kansas City; Mr. E. H. Van Horn and others, congratulating the veterans upon the occasion of their retirement and presentation of the forty-year badge.

Miss Vivian Schank, granddaughter of C. W. Schank, presented a delightful reading and responded to the applause with an encore. Mrs. R. H. Wadlow sang a solo, and Mrs. Wadlow and Mrs. J. O. Thiel sang a duet.

Mr. Sherry then called upon the guests present for short talks. Among those present, who made short talks, were: M. M. Sisson, J. L. Harvey, Wm. Henry, D. Forsythe, J. W. Morrill and Miss Martha Moore.

TEACHERS PRAISE FRISCO

A letter of appreciation was received by J. T. Huleham, general agent at Cape Girardeau, Mo., from the president and secretary of the Com-

Frisco Employes' Hospital Association

Receipts and Disbursements after Sept. 30, 1933, through December 31, 1933.

Balance brought forward from September 30, 1933.....		\$28,594.79	
RECEIPTS:			
From assessments on members.....	\$48,422.45		
" interest on securities in Treasury.....	1,779.43		
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51		
" sundry accounts collectible.....	673.68	46,038.97	
" proceeds at maturity, Nov. 15, 1933, of \$5,000 Receiv- ers' Chicago & Alton R. R. 6% Equip. Trust Certifi- cates, Series A.....	\$ 5,000.00	5,000.00	
			\$77,632.77
DISBURSEMENTS:			
For payrolls.....	\$28,516.83		
" professional, ordinary and emergency services.....	7,433.38		
" labor, material and supplies.....	4,261.36		
" provisions.....	8,535.04		
" drugs.....	4,184.73		
" light, water, ice, gas, fuel and telephones.....	2,077.83		
" all other expenses.....	1,293.87	46,303.04	
Balance December 31, 1933, P. M., at: First National Bank, St. Louis Mo.....		\$ 31,329.73	
			\$77,632.77

* Subject to \$575.00 of pay-drafts and vouchers outstanding at close of business December 31, 1933.

THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (matured Sept. 1, 1933) unpaid.....	\$ 10,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (mature January 15, 1934).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (mature March 1, 1934).....	35,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938)....	2,000.00
U. S. 3% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4½% Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4½% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4½% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close December 31, 1933).....	\$259,500.00

St. Louis, Mo., January 3, 1934.

L. O. WILLIAMS,
Treasurer.

munity Teachers' Association of Cape Girardeau, Mo., for the splendid service and accommodations given them when they traveled by special train to the State Teachers' Convention in St. Louis, Mo., in November.

In the letter, W. E. Medcalf, president, and W. E. Smith, secretary, expressed the appreciation and thanks of the association for the service and

accommodations, and their appreciation of the co-operation extended by all Frisco employes interested in their trip.

A period of inflation is a time when anybody can light a cigar with a ten dollar bill—providing he has enough money to buy the cigar.

—McPherson Republican.