

The King's Highway Four Hundred Years Ago— Today Part of Frisco Lines

Crack Trains of River Division Run Thru Towns Touched by Trail of Creaking Ox-Carts and Spanish Adventurers Centuries Past

This story of the King's Highway and its glamorous history, is taken from an article appearing in APROPOS recently, written by Mr. Allan Hinckley, Missouri State Historian, and is used in the Magazine through the courtesy of Harold A. Perrill, editor of APROPOS.

IT is an easy, pleasant journey these days from St. Louis to Memphis, Tennessee.

Passengers may board the crack Frisco "Memphian" at St. Louis Union Station at 9:30 in the evening, leave at 11:30, and arrive in Memphis at 7:30 the next morning. They sleep in clean, comfortable Pullman berths. All modern conveniences are at their disposal—even to a club and cafe car. The return trip from Memphis to St. Louis is also an overnight run, fast and silent, sure and safe.

During the night the speeding train takes them through Crystal City, Ste. Genevieve, St. Mary's, Cape Girardeau, Morley and Sikeston.

If a person chooses, he may ride 801 to Memphis, on the "daylight train". No. 801, leaving St. Louis at 8:05 a. m., and arriving in Memphis at 7:35 p. m. And he may return on another daylight train, Frisco 802, leaving Memphis at 8 o'clock a. m., and arriving at Union Station, St. Louis at 7:47 in the evening.

The towns and villages that swirl behind the flying Pullmans mean nothing at all, probably, to the travelers.

But through those towns almost four hundred years ago, a trail was followed.

Instead of steel rails, there were dusty plains and deep ruts of wooden ox-cart wheels.

Rolling carts and prairies schooners served for the all-steel Pullmans of these days.

The pleasant overnight or daylight run of 1925 comprising 305 miles of track, presented a winding, agonizing journey of weeks and months to the pilgrims of the early days.

For El Camino Real, the King's Highway, starting at New Madrid and extending northward through towns now served by the Frisco Lines, was

the earliest trek of Spanish adventurers and later settlers of the middle west.

Old 400 Years Ago

Even when DeSoto used the trail, nearly four hundred years ago, it was an old path and along it could be seen evidences of the occupancy of its tributary territory by a people long antedating the Red Man, in the form of the mounds, plentiful in Southeast Missouri, which stand as mute monuments to the mysterious "Mound Builders", of whom we have no history save the speculation of scientists, and no records, save the pottery and the bones found within those mounds.

This historical highway, used long before the Spanish regime in America, received its name "El Camino Real", from Spanish authorities, since it was the connecting link between the four Spanish posts of St. Louis, Ste. Genevieve, Cape Girardeau, and New Madrid.

This section of the state has aptly been called the "Cradle of Civilization West of the Father of Waters", as into it came the adventurous spirits of three Christian peoples, French, Spanish and American colonists, to blaze the paths of civilization in the vast wilderness beyond the great river, and from it went courageous men and women to extend the civilization toward the Pacific Coast.

Along this road are the oldest communities of the western half of our country, communities which were for years the outposts of civilization. So, in these communities are to be found the traditions, and legends, the romances and tragedies, that tell of struggles, trials and sufferings of those who have left so rich a heritage.

Trail Formed By Savages

This highway has its origin in St. Louis and its southern terminus at New Madrid, more than two hundred miles away, but it passes through the towns of Ste. Genevieve, Perryville, Cape Girardeau and Sikeston before reaching New Madrid. These points, excluding New Madrid, are served by the Frisco Lines.

The old trail having been formed by the travel of savage people and wild animals, it naturally followed a course avoiding mountains, swamps and streams. For this reason it was used by the earliest white adventurers.

After the purchase of the country from France the American Territory

of Louisiana declared it a public road in 1807, and in 1812 the legislature of the new Territory of Missouri established upon it a postal route. Since that time it has been the chief north and south road through the eastern part of southern Missouri.

At numerous places monuments of Missouri granite have been placed by the Daughters of the American Revolution to mark the historic old trail, but they do not tell the whole story of El Camino Real.

Beginning at St. Louis, going southward to the Meramec, past the ancient manufacturing place of Herculaneum, to Ste. Genevieve, every mile of the old trail is rich in history and in legend. Over it went the warriors of the Osages, dwelling to the north, when they entered the country of the French settlers to burn, pillage and slay. Over this old trail Renault, accompanied by his army of adventurers and his slaves from Domingo, made their tortuous way into the lead country of Potosi. Over this trail was hauled goods from the old town of Ste. Genevieve to be retailed in the new village of St. Louis. Along it were tragedies taking their tolls of the pioneers' lives in the great adventure of opening up the wilderness. Over it hurried the volunteer troops of early times in defense of the scattered peoples of a new country—during the Indian wars and in the second war with Great Britain.

Oldest Burial Ground

In Ste. Genevieve is the oldest Christian burial ground west of the great river. In it are graves of men and women who, in the past century, directed the destinies and were the social arbiters of a new civilization. On their grave stones are inscriptions in Latin, French, German and English. And the names thereon are of men and women who should be remembered with reverence due to the makers of our country's colonial history.

The highway continues to Perryville, the Barrens of a century ago, where was established a seminary that became, and still is, the mother house of the Vincentian order in America, and from which went the first resident bishop of the Catholic diocese of St. Louis. The tourist today may see the sacristy in which that venerable priest was wont to perform devotions.

Underneath Perryville are numerous caverns and passages, through which flow a subterranean stream. In that stream are fishes without eyes.

South of Perryville is the country of La Riviere a la Pomme, where the Chawanons had their village of Chillicathe, the largest village of the tribe. La Riviere a la Pomme, now called Apple Creek, is one of the most beautiful streams of the Ozark foothills. Where the Kingshighway crosses it the stream is the dividing line between the Counties of Cape Girardeau and Perry.

Feast of the Small Grain

Where Chillicathe once stood is the present-day village of Longtown. It might be well for the tourist in passing through this village to know something of its predecessor, the Chawanon village of a century ago.

The Shawnee Indians, who came into the country with Louis Lorimier, during the Spanish regime, were on terms of friendship with the French citizens of Ste. Genevieve, by whom they were called Chawanons.

In the autumn of the year it was customary for the people of Ste. Genevieve to visit the village of Chillicathe and join with the Indians in their annual sports and feasting in La Fete du Petit Ble, the Feast of the Small Grain.

Among the Chawanons were two young whites, a man and a girl, who had been captured in infancy and who had been reared as members of the tribe. The young man was Mark Constantine, a French Canadian. The girl, Suzan Henn, was probably of German descent, as she had been captured by the tribe in Pennsylvania.

At this annual festival there were races, archery and other sports engaged in by the young men of both races, the victor being given the privilege of naming the Queen of Love and Beauty for the feast which closed the day's activities.

To one side of the field in which the contests were held was a large dais, decorated with ripened wheat and Indian corn, upon which sat the Indian chief, the military commandant and the Catholic priest from Ste. Genevieve.

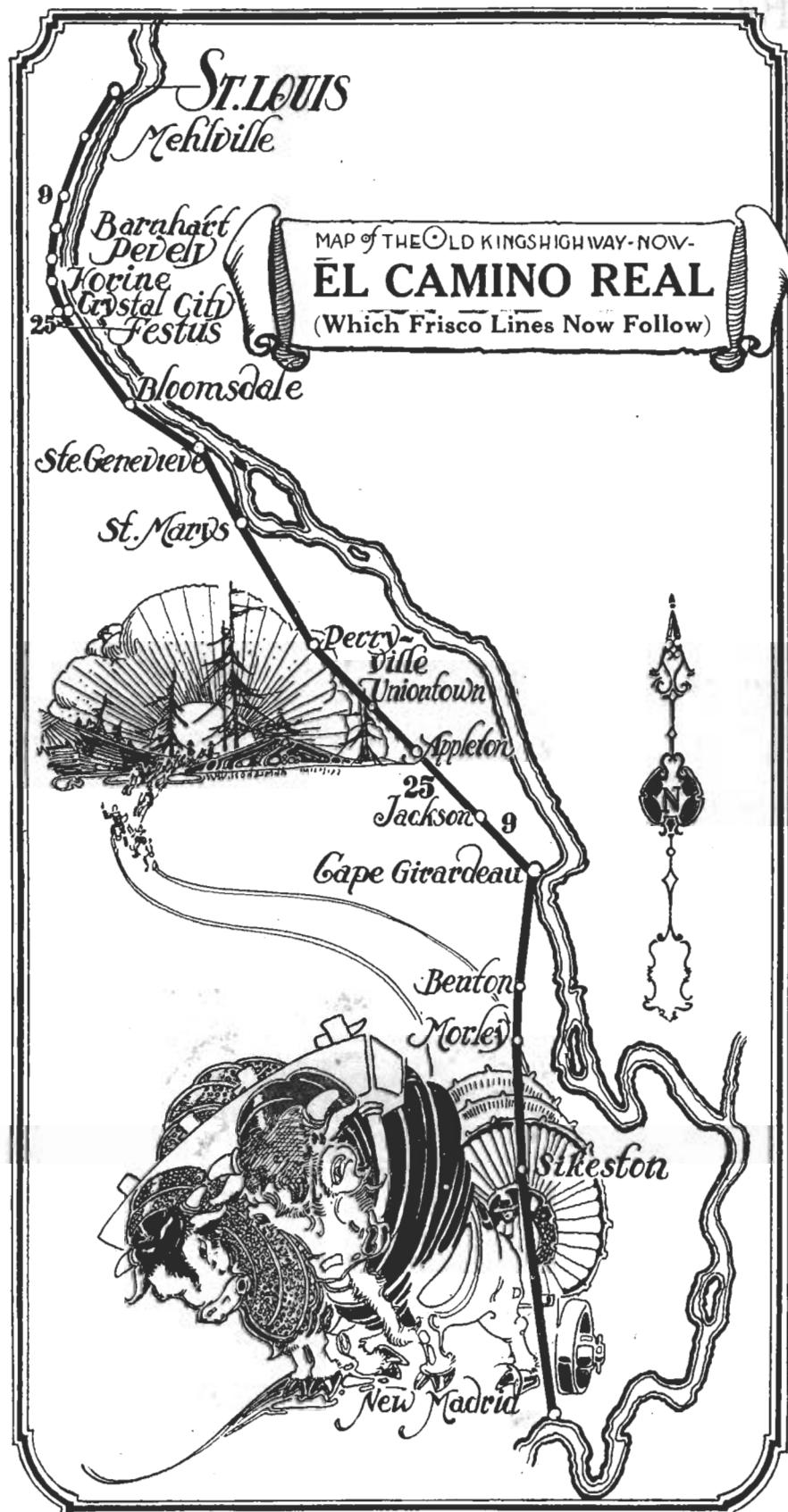
On one occasion Mark was declared victor and to him was given the privilege of naming the Queen of Love and Beauty. He placed the crown of golden wheat upon the golden tresses of Suzan and conducted her to the queen's throne.

Then he asked the old chief's permission to make Suzan his bride. The chief consented and married the young couple by the rites of the Indian tribe, after which the priest from Ste. Genevieve joined them in wedlock according to the beautiful ritual of the Catholic church, this probably being the first marriage by a Christian priest in Missouri.

Naming of Cape Girardeau

Crossing La Riviere a la Pomme the old trail traverses a picturesque country, winding along ridges, skirting beautiful valleys, until it reaches Cape Girardeau on the bank of the Father of Waters, where, nearly two centuries ago, a young French ensign, Sieur Girardeau, came to trade with

(Continued on Page 36)



Frisco Carmen at Yale, Tennessee, Shops Make Splendid Record in Rebuilding

Four Hundred Coal Cars Reconstructed at Rate of Five Cars a Day

By G. W. MOORE, Asst. Supt. Motive Power

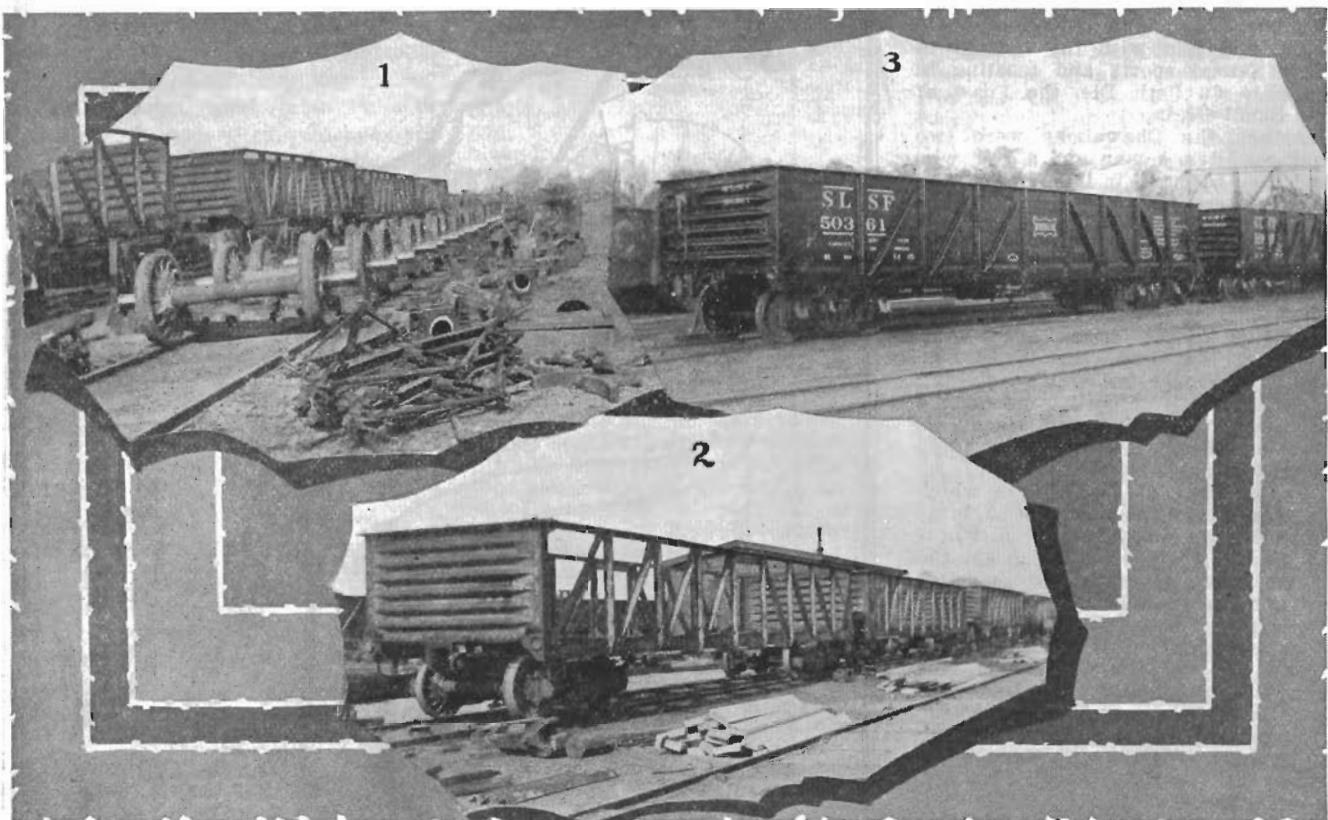
THE month of April saw the carmen of the Yale Shops, at Yale, Tenn., break several records in rebuilding equipment, and the Frisco Lines can boast one of the fastest feats in this respect ever accomplished.

On January 25th, work was started

cars, which were of 100,000 capacity, equipped with side dump, or what was known as "Otis Dump Cars", dumping one full length of the car on both sides. Built in 1912 and 1913, they were weakly constructed and it cost a great deal to maintain them.

Four hundred of the worst of these

derframe, steel superstructure, steel corrugated ends with steel top bulb angle, ends and sides; three-inch tongue and groove decking, bolted to side and center sills; coal side boards $2\frac{1}{2} \times 9\frac{1}{4} \times 42$ feet, bolted to side stakes, braces and corner of car. Also inside corner bands. Miner Ideal



No. 1—ASSEMBLING OF TRUCKS, ON TRUCK TRACKS, PREPARATORY TO BUILDING BODY OF CAR.

No. 2—BODY OF CAR PARTLY ASSEMBLED, READY FOR RIVETING.

No. 3—THE FINISHED COAL CAR.

on rebuilding 400 of the 50,000 capacity steel coal cars at Yale, Tenn., shops. Material used in rebuilding these cars was 70 per cent new, while only 30 per cent of the trucks used were second hand, which made the job practically a "new" job, from the trucks up. Built at the rate of 5 cars a day, April 10th saw the last car finished, on the track and ready to move.

These cars were built on the trucks of our 66,000 and 67,000 series coal

cars, which were unfit for further service, were picked out, and destroyed. The trucks were rebuilt and the car constructed as follows: Cast steel truck bolsters (box type), cast steel truck sides (Andrews type), "U" sectional, 33" cast wheels, 750 pounds, $5\frac{1}{2} \times 10$ journals, spring channels, which have brake beam safety bars, No. 2-plus A. R. A. brake beams and unit lock nuts used on all truck bolts.

The car body consists of steel un-

derframe, steel superstructure, steel corrugated ends with steel top bulb angle, ends and sides; three-inch tongue and groove decking, bolted to side and center sills; coal side boards $2\frac{1}{2} \times 9\frac{1}{4} \times 42$ feet, bolted to side stakes, braces and corner of car. Also inside corner bands. Miner Ideal Hand Brake with chain rod sheave to increase hand braking power; equipped with New York 10-inch brake; "K-2" triple valve; dirt collector; combined train line strainer and cut-out cock; standard A. R. A. angle cocks; self-locking handles; $1\frac{1}{8}$ " standard A. R. A. air hose and the latest type retainer valves. Also, equipped with standard A. R. A. type "D" couplers, 6x8 shank, 6" butt; standard A. R. A. cast steel yoke with horizontal key; cast steel draft lugs;

(Continued on Page 36)

Western Carriers Say Their Situation Demands Rate Increases

Ask I. C. C. to Consider Western Rate Problem Separately—Reductions Already Effected Have Hurt Their Earnings and Credit

The brief which the Western and Mountain Pacific Railroads filed with the Interstate Commerce Commission on April 20, contrary to the impression gained in some quarters, was not an application for increased rates. It was a memorandum submitted as the result of an invitation extended by the Commission regarding the rate structure investigation to be undertaken in accordance with the Hoch-Smith resolution approved by Congress in January.

The purposes of the brief and the points which it brings out are:

1. That the earnings of the Western roads since 1920 have at no time approached the "fair return" and have, at all times, been considerably less than the earnings of the Eastern and Southern roads.

2. That although the purposes of the Transportation Act, so far as they pertain to the maintenance of adequate system of transportation, have been fully realized, so far as the rehabilitation of the credit of the carriers is concerned, they have not been fully realized.

3. That for these reasons a general rate investigation must show that the facts warrant rate increases rather than rate decreases.

4. That in any consideration of the rate structure, the present condition of the Western carriers makes it imperative that Western rates be considered apart from the general rate structure of the country as a whole.

The carriers of the Western district and the Western and Mountain Pacific groups comprise 132,377 miles, or 56.2 per cent of the total mileage of the Class I railroads.

Rate History Since 1920 in the West

The brief of the Western carriers first recites the rate reductions which they have already been called upon to accept in the last four years. The brief says:

"The railroads in the Western District had been called upon to make sacrifices in their rates and revenues for the purpose of ameliorating the agricultural discontent which had followed upon the decline of agricultural prices in 1920. They had reduced their rates on the products of agriculture more than on the other commodities which they handled."

"In 1921 this Commission had reviewed the rates on live stock in the Western District and had recommended a reduction of 20 per cent in the long-haul rates.

"As shown by the decision of the Commission in that case, the live stock rates were not considered excessive from a transportation standpoint, but the reduction was recommended 'to assist in tiding the live stock industry over its present period of adversity and to hasten a return to better conditions and business prosperity.' The carriers complied

with this recommendation and published the reduced rates.

"In the same year the Commission ordered the carriers in the Western District to take off one-half of the increases in the rates which had been authorized in 1920 on wheat and its products, and on coarse grains and products a further ten per cent below the reduced rates on wheat and products, in all except the Pacific Coast territory.

Present Rates Almost As Low As in 1919

"The effect of this order was to reduce rates on wheat and its products by 13 per cent and on coarse grain by 21.7 per cent, or an average reduction on all grain and grain products of over 17 per cent. The drastic nature of the reductions and the resulting preference to agricultural products is shown by the following statement of the Commission in its 1924 decision reviewing the effect of the reduced rates:

"Generally stated, the rates on wheat and its products, as well as hay, in this group are now 117.5 per cent, the rates on coarse grains 105.75 per cent, and the rates on all other commodities 121.5 per cent of the corresponding rates in effect at the end of Federal control."

"The carriers complied with these recommendations and orders and also reduced the rates on other products of the farm and ranch, including the short-haul rates on live stock, by 10 per cent, on or about January 1, 1922. Subsequently, as a result of the Commission's action in 'Reduced Rates, 1922,' supra, they reduced their rates generally on other commodities by 10 per cent.

"With slight modifications all of these reductions have continued in effect and there have also been numerous other rate reductions, some of them accorded by the carriers without formal orders and some upon formal orders of regulatory authorities, including the state commissions.

I. C. C. Has Twice Said Reductions Unwarranted

"The Commission has twice reviewed its action in respect to its investigation of the rates on grain, grain

(Continued on Page 31)

A. C. PATEK, St. Louis, Appointed Assistant General Freight Agent

Author of "Traffic Management" Has Served Frisco in Traffic Department Eighteen Years

Announcement of the appointment of A. T. Patek to the position of assistant general freight agent, with headquarters in St. Louis, effective April 1, was received with pleasure by his many friends on the Frisco.



A. C. PATEK,
Assistant General Freight Agent

Mr. Patek's promotion came through the recent death of F. C. Dumbeck, assistant general freight agent. J. M. Strupper succeeded Mr. Dumbeck and H. P. Norden succeeded Mr. Strupper. Mr. Patek took Mr. Norden's position.

Mr. Patek has spent 18 years with this railroad and has made a thorough study of its territory and its problems.

He entered the service of the freight traffic department in September, 1907, serving in various stenographic and clerical capacities. During the past eleven years he has handled freight rate and tariff matters and made a comprehensive study of freight rate structures and related problems.

In 1923, Mr. Patek published a 400-page book on "Tariff Management", which was immediately received as a meritorious work.

His book has been adopted as a text by the Ohio State University and the University of Syracuse, (New York), and is being used as a reference book in a number of schools of business administration.

Mr. Patek is married and lives at 3309 Humphrey Street, St. Louis, Mo.

Romantic History Blends With Modern Industry at East Thomas, Ala.

Fine Frisco Shops Stand on Site of Indian Massacres— Creek Indians Grew Tobacco Where Locomotives Roar Today

THE City of East Thomas, Ala., is located half way between Birmingham and Pratt City, in the valley between North Highlands and Acipco. The name was inherited from the owner of Thomas furnace which located near the west end of the yards. The East Thomas yards run along beside the banks of Village Creek, which is historically famous in the history of Alabama.

Village Creek was so called because of the many Indian villages which were at one time located along its picturesque banks. These were tribes of the Creek Indians who caused so much trouble by their many horrible massacres of the white settlers. They

began to build a yard to serve future traffic problems. The vast level fields easily afforded this expansion from time to time. John Connelly, a veteran of 36 years' service, was handling the work train at this time and unloaded thousands of cars of material to fill in the low places.

The yards were soon opened for actual service and a joint terminal, with the Central of Georgia and Illinois Central established. A small yard office, without light or heat was the only office for these yards in those days.

In 1922 it was decided to move the Ninth Avenue yard office, shops and roundhouse to East Thomas, and

mer, is responsible for many shipments of iron and steel products. The coal mines are but a short distance and the Mallet type engines are employed in the service to move heavy tonnage of coal which is mined for about 75 miles along the road.

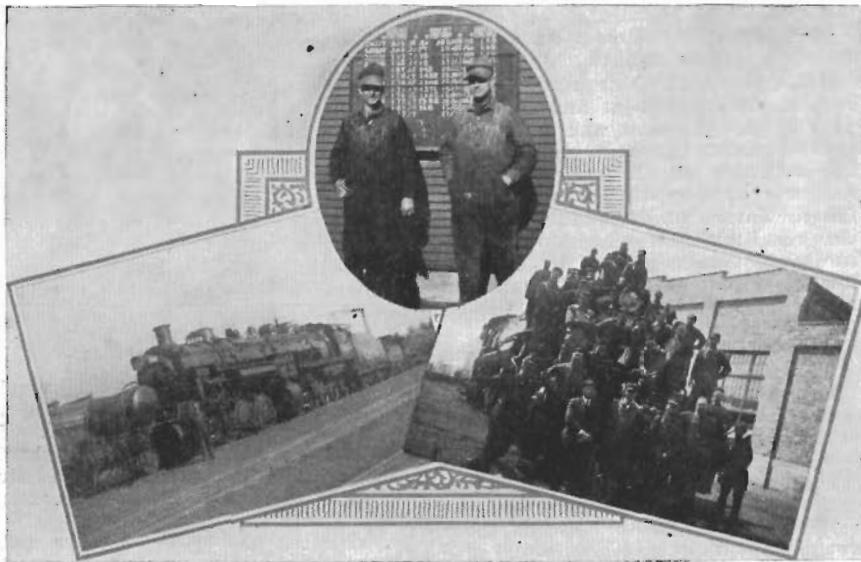
East Thomas is also important because it is the terminal point for steamer merchandise from the sea-coast to various points in the west.

The most modern equipment was used in constructing the new yards and the large electric turntable which will easily accommodate the largest engine, is one of the features. The pits in the roundhouse were all blasted out and are solid rock. The power house, machine shop, and lumber mill are equipped with the new and latest machinery.

L. H. Gomer says he has under his supervision, men he would not trade for gold.

Not long ago engine 1617 broke a crown pin. The engine arrived at the roundhouse at 2:30 p. m. Mr. Gomer advised his men he wanted a quick job of getting the wheels out.

At 4:00 p. m., his force had dropped two pair of wheels, and had them ready to be shipped to Memphis.



SCENES AND FOLKS AT EAST THOMAS

Photograph No. 1 shows engine 2006 after being overhauled. Standing at its head, is F. A. Beyer, Jr., machine and deadwork foreman. This picture shows the Lewis Draft Appliance, which gives to this huge freight engine, additional power. The appliance is at the front of the engine.

No. 2—left to right, F. B. Couchman, roundhouse foreman and F. A. Beyer, Jr., machine and deadwork foreman.

No. 3—shows engine 2002 just after being overhauled, and the crew that accomplished this task. Standing on the front row, reading from left to right, L. H. Gomer, general foreman (with the hat on); F. A. Beyer, Jr., and D. J. Cutcliff, boiler foreman.

were finally overpowered by General Jackson at Horse Shoe Bend. The present East Thomas Yards were the old corn and tobacco fields of the Creek Indians and the creek is but a few minutes' walk from the yards.

The construction of what is now East Thomas yard, began about 15 years ago, when the freight yards in Birmingham were congested with cars. East Thomas yards were first built as storage yards, but its value as a large terminal was foreseen and work

work begun to enlarge the yards. The new yards were completed and opened for service in 1924 and the entire forces moved to the new location.

One of Largest Terminals

This made East Thomas one of the largest terminals on the entire system. In handling commodities such as iron, steel and coal, the East Thomas yards exceed all other yards on the system. The Bessemer Branch, running from East Thomas to Besse-

A Lesson for Everyone!

It only takes a bit of courtesy to make boosters out of uninterested folks.

When Ticket Agent J. A. Frye, of Tulsa, Okla., rendered a personal service to B. L. Singley, president of the Meaderville, Pa., concern of Keystone View Company a few days ago, he turned Mr. Singley from a traveler with only a casual interest in railroads, into a 100 per cent, day and night booster for the particular brand of Frisco service.

Mr. Singley left his overcoat, with pockets full of valuable matter, in the Tulsa station, when he left for Chicago. Ticket Agent Frye found the coat, sent it on to its owner and the coat was again on Mr. Singley's back shortly after he arrived at the LaSalle Hotel.

Following is a letter from Mr. Singley to Ticket Agent Frye, which indicates beyond a doubt what he thinks of the Frisco:

Mr. J. A. Frye,
Frisco Depot,
Tulsa, Oklahoma.

Dear Mr. Frye:

I want to thank you a thousand times and more, too, for the kind service you rendered me in shipping my overcoat. It arrived in Chicago on Monday morning, when it was uncomfortably cold. I took a taxi to the Hotel LaSalle and immediately after lunch the coat was there with all its contents and perfectly satisfactory. I hope that some day, when I am in Tulsa, I can have the pleasure of having you with me for lunch or dinner.

Again thanking you very kindly,
I am,

Yours very sincerely,

B. L. SINGLELY.