

Frisco Daughter Crowned 1926 Queen of Apple Land at Rogers, Arkansas, April 15

Miss Lillian Ivie of Fayetteville Chosen Queen of Northwest Arkansas Apple Blossom Festival—Father Is Frisco Attorney

MISS LILLIAN IVIE, Frisco daughter of Fayetteville, Arkansas, was crowned 1926 Queen of the Northwest Arkansas Apple Blossom Festival at high noon April 15, in the Apple Bowl at Rogers, Arkansas, before 30,000 persons who swarmed the surrounding slopes and cheered roundly. Miss Ivie is the daughter of Judge W. W. Ivie, who has

Apple country.

The ceremony was unique in its simplicity and beauty.

A parade of gorgeous floats, in which each community had an entrant decorated in accord with its own interpretation of the occasion, passed through the streets of Rogers from 11 until 12 o'clock, with the



Amid the natural beauty of the Apple Bowl at Rogers, Arkansas, Miss Lillian Ivie, Frisco daughter of Fayetteville, Arkansas, was crowned Queen of the Northwest Arkansas Apple Blossom Festival, on April 15. The above picture shows the Queen seated on her throne, surrounded by her attendants. Queen Helen's father, Judge W. W. Ivie, of Fayetteville, has been local attorney for Frisco Lines for twelve years. Queen Helen is a student in the University of Arkansas.

been local attorney for Frisco Lines at Fayetteville for twelve years.

Never before in the four-year history of the annual affair has the festival been such a success.

Strangers arriving at Rogers on April 14 found the city crowded with people and the early morning hours of the fifteenth brought thousands in on special Frisco trains and in motor cars from all parts of Arkansas and Missouri, and from Tennessee, Oklahoma and Texas. Other states were represented, also.

Northwest Arkansas simply closed its business and its homes for the day and sent almost its entire population to Rogers for the celebration of an event that has taken a position of first magnitude in the famous

thousands of spectators cheering from the curbsings.

At 12 o'clock a dash ensued for the Apple Bowl, a natural amphitheatre on the outskirts of Rogers, where a platform had been erected for the Queen's throne and her maids of honor and attendants.

The reign of Queen Helen began auspiciously with the first real sunshine the section had had for several weeks and nature smiled on the festival with sunshine for the first time in three years. Each preceding festival, except the first, has been marred by rain.

But the sun shone bravely and warmly as Queen Helen advanced down the greensward toward the throne and the coronation which was to proclaim her
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History of Blackwell, Enid and Southwestern Railway Told by Its Chief Engineer

Construction of Famous Oklahoma Road, Now Part of Frisco Lines, Was Early Day Romance in Indian Country

By COL. F. G. JONAH, Chief Engineer, St. L. - S. F. Ry. Co.

THE Blackwell, Enid and Southwestern Railway, extending from Blackwell, Oklahoma, to Vernon, Texas, 253 miles, was projected by the late Mr. Ed. L. Peckham of Blackwell, Oklahoma, in 1900.

The construction was taken up first to build a line from Blackwell to Enid, Oklahoma, 48 miles. Mr. Peckham's first problem was to find some one who would finance the project. After vainly endeavoring to elicit the support of the railway executives of lines then operating in that territory, and after many unsuccessful visits to financiers in New York, Chicago, and St. Louis, the plan was brought to the attention of Mr. Breckenridge Jones, then President (now Chairman of the Board) of the Mississippi Valley Trust Company, St. Louis. Mr. Jones visited the country, noted its great fertility, and its rapid settling up, and believed that this portion of Oklahoma had a great future. It will be remembered that this section of the state was embraced in the Cherokee Strip thrown open to settlement by the race of September, 1893. Blackwell was a flourishing town of Kay County, the best agricultural country in the Territory of Oklahoma. Enid was the county seat of Garfield County, and a rapidly growing city. There was not an acre of barren land between the two towns, the country was highly productive, and Mr. Jones concluded that the venture was sound. He accordingly organized a company of St. Louis capitalists, and the line was rapidly constructed. After reaching Enid and having the line in operation, the company found some difficulty in getting the division of rates to which it felt that it was entitled, so consideration was given to the proposal for an extension to the south which would tap all the railways in the territory, and afford several outlets for its traffic. The country to the west and south was clamoring for railway development, and the people in the then sparsely settled counties were willing to aid construction to the extent of furnishing the right-of-way and station grounds. A trip over the country convinced Mr. Jones that there would be rapid development following the construction of a line of railway. The country was generally fertile. It was at that time in part devoted to cattle grazing, but it produced, where culti-

vated, good crops of wheat, corn, and cotton.

Jonah To Road In 1901

The extension from Enid to Vernon was decided upon and the writer's connection with the project began, in the

Col. Frank G. Jonah, chief engineer of the Frisco Lines, and Mr. Breckenridge Jones, chairman of the board of the Mississippi Valley Trust Company, were traveling companions aboard an east-bound train one day recently. They were discussing those flushed and hectic days of railroad-ing in the early 1900's, and both recalled their intimate association in the construction of an Oklahoma line. The Blackwell, Enid and Southwestern. Mr. Jones financed the road and Col. Jonah was its chief engineer.

"There is a great deal of romance in the history of the fight for the construction of that line, Colonel," Mr. Jones said. "Why don't you write it? Nothing on the old 'Bes' Line has ever been published."

The accompanying article is the history of the "Bes" Line, now a part of the Frisco. It is the first history of the original road, and is written by a man who was "on the ground" during its construction from start to finish.

—W. L. H., Jr.

capacity of Chief Engineer, May, 1901.

On the announcement of the plan great pressure was brought to bear upon Mr. Jones to forego this work. Other railways threatened to parallel his line, and every effort was made to defeat his plans by certain railway executives, but in spite of their discouragements the work was started. The line as projected was to run almost due southwest from Enid to Arapaho, and then almost south to Vernon, Texas. It was to tap the last but one tier of counties in the Territory of Oklahoma, and was, when built, for the greater part the most westwardly line in the territory.

The Rock Island immediately started the construction of the Enid and Anadarko Railway, designed to cut off western territory from the Blackwell, Enid and Southwestern, generally known as the "Bes Line".

The Enid and Anadarko struck out

from Enid due west to Ringwood, thence south, passing through the town of Okeene (an important station on the Bes Line), thence south to Watonga, Geary, Anadarko, and Lawton; thence southeast to Waurika, where it again joined the main line of the Rock Island.

From Okeene west the Bes Line was wholly west of the Rock Island. Meantime the Choctaw, Oklahoma and Gulf (now Rock Island) had decided to protect its territory to the west and so began the Choctaw Northern, extending from Geary north to the Kansas Line, crossing the Bes Line at Darrow, about five miles west of Okeene. This Choctaw Northern paralleled for a considerable distance the Enid and Anadarko, and as the Rock Island subsequently acquired the Choctaw Line it found itself with some unnecessary mileage, and is now trying to abandon some of the lines which were built in the great race for railway construction in 1901.

Few Settlements In Oklahoma

At that time there were no settlements in Western Oklahoma south of Washita County. Between that county and the Red River lay the Kiowa, Comanche, and Apache Reservations—a strip of territory sixty-six miles wide—leased for grazing purposes to large ranch owners of Texas.

Grading was in progress in various places between Enid and Okeene, and surveys were being made west of Okeene, but as yet no surveys had been made south of Washita County, as it was necessary to have a permit from the Government in order to enter the reservation. It was known that these lands would soon be thrown open to settlement. Congress had passed an Act June 6, 1900, providing for the opening of these reservations. The company promptly had taken steps for permission to make a survey across these lands as soon as construction had been decided upon.

Judge A. G. C. Brierer of the firm of Dale and Brierer, Guthrie, attorneys for the Railway Company, went to Washington in April, 1901, to consult Mr. Hitchcock, Secretary of the Interior, with reference to making the survey.

The Secretary declined to allow the surveys to be made at that time, because, as he stated, he was permitting

nobody to enter the reservation until the Indians had made selection of their allotments and until they were approved.

He stated to Judge Brierer that when this was done he would issue the permit, and gave the Judge a letter to that effect.

True to his promise, he wrote Messrs. Dale and Brierer under date of June 18, 1901, advising that the Blackwell, Enid and Southwestern Railway Company could enter the reservation for the purpose of locating its line of railroad.

This information was conveyed to Mr. Peckham on June 22, and it was a few days later before the Chief Engineer could be reached in the field.

However, this important announcement had been anticipated, and the Engineering Department had two complete, well organized locating parties working at that time on the not altogether easy task of securing a one per cent grade line over the Gypsum Hills in Blaine County. One of these parties under personal charge of the Chief Engineer, with John Beatty, Locating Engineer, immediately moved south and was ready to begin the survey at the north line of the Kiowa County—June 28.

McKinley Proclamation In 1901

On July 4, 1901, President McKinley issued a proclamation providing for the opening and allotting of these lands to settlers. The proclamation provided for a registration of all intending homesteaders, and a drawing which gave the party who had received a lucky number a preference right in the selection of the lands which were thrown open to settlement by the President's proclamation, August 6, 1901.

This plan avoided all the confusion, strike, and disorder which had attended the "race" into the Cherokee Strip in 1893.

The registration took place at El Reno and Lawton from July 10th to 26th, 1901. The drawing took place at El Reno beginning Monday, July 29, 1901, and continued for about sixty days.

It was seen at once that it was a very important matter in view of the President's proclamation that the survey be filed and right-of-way granted before homestead entries were effected, consequently the greatest expedition was required. As our locating parties had not been permitted to enter the reservation until permit was issued, it was necessary to go ahead without any advance preliminary reconnaissance. The maps of the country were meagre and not very dependable, but the writer laid down a line after getting such information as could be gleaned from old cattle men and hunters. It was desirable to strike the Red River below the junction of the Pease, and the line was projected accordingly. The location was made across the reservation in eight days, and but few departures required from the projected line. The weather was exceedingly hot. All supplies had been provided, and were car-

ried in with the party—camp was broken every day. Water was found at only a few places, some of them "tanks" in the pastures where the herds of cattle watered, and water barrels were filled from these places and hauled ahead with supplies and camp equipment.

One White Man On Line

There was at that time only one white man living along the entire line—Mr. David Grantham—an adopted member of the Comanche Tribe. He had a house on Otter Creek, near where the Station of Mountain Park was subsequently established. He was a very intelligent man, and gave us reliable information about the country ahead of us.

Notwithstanding the short time spent upon this survey, it is one of the best pieces of location on the entire Frisco System—maximum grade one per cent, maximum curve four degrees, and few of them, and the tangent between Snyder and Davidson, 26.75 miles, is the longest tangent on the Frisco System.

One of the rules of the Interior Department was that maps of the line through Indian allotments had to be served upon the allottees and the Local Indian Agent twenty days before the Secretary of the Interior would give his approval.

We had a good draftsman in our party, Mr. Arthur Dunaway, who by working at night could keep a map made of the line run during the day, so upon our arrival at Vernon, Texas, we were prepared at once to make plats of the location through allotments. Fortunately there were not many of them.

Judge Brierer served these plats upon the allottees, David Grantham, previously mentioned, and an Indian woman, Moquahrah, and her child, Moquah-rah.

Colonel Randlett, then Indian Agent at El Reno, furnished the official interpreter and gave us every assistance, so that Judge Brierer was enabled to legally serve the plats July 11, 1901.

A question arose as to how we would file our maps in Washington. Ordinarily they would have been filed in the Indian Office, but our attorneys believed that the President's proclamation might automatically transfer these reservations to the Public Land Department, so they decided to file in both offices.

Prepared Triplicate Maps

It was necessary to prepare maps in triplicate showing the line, with accurate ties to established section line corners, showing the width required for right-of-way, and the extra widths required for station grounds. It was necessary also that these maps be on tracing linen—no blue prints received in those days—so this meant, as we were filing in two departments, six complete tracings of the entire sixty-six miles. To make these in anything like reasonable time required an army of draftsmen, so the Chief Engineer took his original map, made in camp by his field draftsman, to St. Louis and there employed various draftsmen in different engineering offices to

make these tracings. A tracing covered twenty miles of line. As soon as a copy was made of the original map that tracing was itself traced, the second copy also, and so on until six copies had been made. When all was completed the Chief Engineer and Attorney, Judge Brierer, took the maps to Washington where Mr. Jones met them, and accompanied them to the Secretary of the Interior, Mr. Hitchcock. He explained to the Secretary the nature of his business, and the necessity for a prompt granting of the right-of-way. The Secretary assured him that there would be no undue delay in the Government offices, and the maps having been prepared in good shape and in strict compliance with the regulations, there was no delay whatever in the departments, with the result that the right-of-way was approved by the Department August 1, 1901, and maps filed in the Registrar's office, El Reno, August 5, 1901, one day ahead of the formal opening of the reservation. This secured the right-of-way so that settlers in taking up their farms did so with the understanding that a right-of-way was granted prior to their title. The settlers were anxious, however, to get as close to the railway line as possible.

Busy Days Of 1901-1902

Construction was then opened up along the entire line and proceeded vigorously. The fall and winter of 1901-1902 were busy days—homesteaders were arriving from almost every state in the Union. Hobart designated the county seat of Kiowa County, had a population of 5,000 people within thirty days—the most of them living in tents. At the time our survey was made it was not known where county seats would be located. That was a matter over which there was much speculation, and which the Department of the Interior kept very well guarded. It was thought for a time that it might be near Komalty, a station on the Mangum Branch of the Rock Island. I made the location for the Railway as straight as possible, and our right-of-way was granted on a line several miles east of Hobart; however, when that community saw the possibility of a line passing to one side, they took up with the Company for a relocation, agreeing to furnish all right-of-way necessary for the changes. We then changed the location between Rocky and Roosevelt, swinging west to reach Hobart. That city also furnished necessary station grounds. During that winter there were nineteen saloons on the public square. Our construction work was a great boon to the incoming settlers, as they secured employment on the grading work for self and teams. It was hard at times to keep the "nesters" as the settlers were called, from hauling off railway material. I recollect one stretch of the line where all cross-section stakes had been pulled up and used as fuel.

The other railway systems seeing that the Bes Line was going to be built, began consideration for its ac-

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They Climbed From Telegraphers to General Managers

TWENTY-SIX years ago in Mattoon, Illinois, three young men who had begun their careers as telegraphers, were standing part way up the ladder of success. They were friends for the short time they were together, and then each drifted on and up in the world of business.

Today each of the three is general manager of a different company.

Telegraph Operator Fred Shaffer, who was a Big Four operator at Mattoon in 1900, is now general manager of Frisco Lines.

George E. Patterson, who was Illinois Central agent for that road in 1900 at Mattoon is now its general manager.

And A. C. Cronkhite, who held the position of Western Union manager at Mattoon in 1900 is now general mana-



GEORGE E. PATTERSON

ger of his company's Lake division, with headquarters at Chicago.

In its April number, the Illinois Central Magazine says in part:

Mr. Patterson, who is 56 years old, is the senior of the trio. He entered Illinois Central service in 1889 as a telegrapher and from then until 1903 he worked as agent and operator at various stations in Illinois. From 1903 to 1913 he climbed the ladder from agent to superintendent, and in 1920 he was made acting general superintendent. He became general manager November 1, 1924.

Mr. Cronkhite is 48 years old. He entered Western Union service in 1892, when 14 years old, as a messenger and became an operator in

1895. He was appointed manager of the Western Union office at Mattoon in 1900. From 1900 to 1910 he climbed the ladder to district commercial superintendent, and in 1918 he was made general manager of the Lake division, with headquarters at Chicago.

Mr. Shaffer is 43 and the youngest of his trio. Mattoon is his birthplace. He was 16 years old when he went to work for the Big Four as operator in 1898, and he climbed the ladder to chief dispatcher on that road. In 1906 he went to the Santa Fe, in 1911 to the Fort Dodge & Denver and in 1918 to the Frisco. He was appointed superintendent of the Frisco's Eastern division in 1920, assistant general manager of the Frisco's first district in 1925 and general manager of the system February 15, 1926.



FRED SHAFFER



A. C. CRONKHITE

GERMAN OFFICER & A. E. F. MEN WORK SIDE BY SIDE

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bread was available. Turnips for breakfast—turnips for dinner—turnips for supper.

"Kaiser Strutted Foolishly"

"During all this the German Kaiser strutted and paraded like a cuckold fool", Schindler said in an interview. "He was the most surprised man in Germany when war was declared, and his foolish pride made him act as a conquering hero. The theatres made open ridicule of him and impersonators dressed in replicas of his uniform and headdress were received with jeers and screams by the populace. I think all that is fairly well known by historians today. The cor-

respondence between the Kaiser and the late Russian Czar has been printed since the cessation of hostilities, and it reads like the correspondence of two fools.

"I remember one important battle when the German army was forced to make a hasty retreat with heavy losses. Good friends of mine have told me that the Kaiser was informed and chided his officers, demanding that they retake the field and hold it, and demanding an explanation of why he was not informed of the retreat earlier.

"He was informed that the fighting forces had no time to advise with him, but as a remnant of respect, they built a tower for him some few miles from the battle field. Here he strutted and swaggered, twirling his mustachios and deluding himself that he

was directing operations".

It was not long after the arrival of the American forces that the Germans found them to be splendid fellows, Schindler related.

"We thought the French terrible, the English we classed as fair, but our soldiers called the Americans gentlemen. They treated prisoners better than any of the other allied forces, and oh—how tired of fighting we were. Many of our men wanted to be captured. But we would not surrender to British or French. We gave ourselves up to an American uniform", he concluded with a smile.

And to Walter Schindler too, the coming of peace was a blessing, although he was with the losing forces.

In July, 1918, he was mustered out of service with the commission of

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OLIVER TO NEW POST

Ft. Smith & Western Man Made
M. S. B. & P. Traffic Manager

THE appointment of Gordon L. Oliver, of Fort Smith, Arkansas, to the position of traffic manager of the Muscle Shoals, Birmingham and Pensacola Railway Company with offices at Pensacola, Florida, was announced at the St. Louis general offices, April 15.

Mr. Oliver, who has been traffic manager of the Fort Smith and West-



GORDON L. OLIVER

ern Railway Company since September 21, 1925. He plans to move to Pensacola to take charge of the new work on May 1.

Oliver was born May 4, 1886, at Hawick, Roxburghshire, Scotland, and educated at Loretto College in Edinburgh, Scotland. His first employment was with the Allan Line Steamship Company in Glasgow, in 1903, and in 1905 he came to the United States. In April of 1905 he entered the employ of the Rock Island at Chicago. In 1911 he became attached to Frisco Lines in the general freight office at St. Louis.

In 1913 he left Frisco service to become chief clerk to the general freight and passenger agent of the Fort Smith and Western, and was promoted to assistant general freight and passenger agent in 1915. In 1916 he was made general freight and passenger agent, and later traffic manager.

The Bride's Hymn

Can-opener, 'tis of thee,
Friend in emergency,

Of thee we sing.
When burnt brown is the steak,
And sinks the ten-pound cake,
You save a tummy ache,
Oh, kitchen king!

Ozark Strawberry Crop Value Estimated at \$4,000,000, English Says

*Precious Fruit Will Approximate 2,510 Cars in 1926—
Increase of Sixty Per Cent Over 1590
Car Shipment in 1925*

THE Ozark territory along the lines of the St. Louis-San Francisco Railway Company will produce the largest and finest crop of strawberries in 1926 ever grown in the region, according to an estimate by the agricultural department after a careful survey of the district.

A total of 2,510 cars of the precious fruit, valued at approximately four million dollars and picked from 15,805 Ozark acres will constitute the 1926 crop, the estimate states.

In 1925, 1,590 cars of strawberries were shipped via Frisco Lines from the Ozark district it serves, and the 2,510 car movement this year constitutes an increase of more than sixty per cent.

Fifty thousand pickers are needed from outside districts to aid those secured locally in handling the tremendous crop. The picking will begin early in May in Northwest Arkansas in the vicinity of Mansfield, moving north as the season advances. June first should find the pickers working above the Arkansas line as far north as Monett, Mo., east to Lebanon, southeast to Seymour, and west to Seneca.

The shipment will move from fifty loading points on Frisco rails and several towns will have shipments of more than 100 cars each.

Remarkable Growth in Berries

The growth of the strawberry industry in the Ozark territory has been remarkable.

From 1915 to 1923 the yearly movement faltered between 300 and 800 cars. In 1923, 906 cars were shipped via Frisco Lines to all parts of the nation, and in 1924, 1,003 cars were loaded with the luscious fruit. In 1925 the increase was more than 50 per cent, when 1,590 car loads were picked and loaded.

"The 1925 crop sold for two and one-half millions of dollars", W. L. English supervisor of agriculture said. "While it is impossible to say exactly what the market price will be this year, we feel fairly certain that the return will approximate four million dollars to the growers of Ozark strawberries".

A constantly increasing demand for strawberries produced in the Ozark territory has manifested itself in the last few years. The delicious flavor, splendid grade and good carrying qualities of the Ozark berry are making friends everywhere. The berries are produced on gravelly soil and ripen under almost ideal conditions. They are free from sand, carry to the

market in splendid condition, come at a time when there is a popular and universal demand, and for these reasons are distributed throughout the large consuming centers of the United States. Many cars are shipped to Canadian points.

The pilgrimage of 50,000 pickers into the territory is being provided for by the growers and during the six weeks picking period buildings, water and various conveniences will be on hand for the picker and his family of helpers.

A scale of three cents a quart has been established throughout the territory and many women and children are expected to enter the fields. Nimble pickers can gather from 100 to 200 quarts a day, managers of the various strawberry associations say.

A STRAWBERRY FESTIVAL

Van Buren, Ark., Will Honor Fruit
on May 12 in First Show

ROGERS, ARK., has its Apple Blossoms, Springdale its Concord Grapes, and now Van Buren proposes to display to the world Arkansas' Strawberries. Fifty years ago the small farmers of Crawford county began raising strawberries for market, and every year since that time train loads of these luscious berries have been shipped to northern and western markets.

This year the citizens of Crawford county, both rural and urban have united to spread the fame of her strawberries to the world at large, and have planned a "Strawberry Festival" to be held in Van Buren on the 12th of May. The growers plan to supply hundreds of crates of the finest berries to the merchants and give suitable display and prizes for the best, and all together have planned a wonderful day of entertainment and instruction for thousands of visitors from all the Ozark region.

Floats will depict the strawberry industry, growing, gathering, marketing and shipping, besides the final "proof of the pudding"—eating them fresh from the fields with rich cream. Each of the twenty communities growing strawberries will take an active part in the festival, and each will be represented by a float in charge of a beautiful Maid of Honor, it is planned. The floats will form a parade with bands and banners and ravishing color schemes to open the days' activities at noon.