

the other subjects.

She studied diligently and her determination seemed unabated. It was not until 1915 that she was able to start her correspondence law course with the Blackstone Institute of Chicago, and in December of 1917, she was admitted to the bar and passed with an average grade of 88. Out of a class of fifty-four, who took the bar examination, only one-half of them passed. Half the battle seemed over.

Experience in her new and chosen field was then obtained by remaining with the law firm with which she had started, and in 1923 she was taken in as a member of the firm. She was appointed local attorney for the Santa Fe and Rock Island in 1924, and for the Frisco in 1926.

"I do not like trial work. Members of the firm have often tried to make it necessary that I take charge of a trial, but I have always managed to have the case postponed. My specialty is probate work,—settling wills. I have complete charge of the commercial department which means reports and collections on business concerns here in Shawnee," she said.

Miss Whitesell made \$25.00 a month in 1910. Today her income averages \$350.00 to \$500.00 a month. She owns property in Shawnee, carries \$12,000 worth of

life insurance, is interested in a wholesale house and has many other interests.

In expressing her views on the possibilities of a woman in the business world Miss Booth said: "I can't see any reason why a woman would not be a success in business. She has many wonderful qualities, mental equipment and tenacity which enable her to go far."

Miss Whitesell was more emphatic in regard to her expressions: "I think," she said, "that a woman who does not have a working idea of business is in a pitiful state. If for no other reason than to handle her own affairs she should have some sort of a business training. My work in settling wills shows me how innocent most women are of legal matters, and how keen and well informed they might be, with the possibilities of study so close at hand."

Both Miss Booth and Miss Whitesell enjoy swimming and other athletic sports. Miss Booth prefers motoring to all other sports and Miss Whitesell enjoys bridge.

There is much ahead of these two women in the field of law—new fields to conquer, and new laurels to win, and when their success is secured, the Frisco will have had the honor of claiming them as attorneys, and competent ones, in the early days of their career.

### Forty Per Cent Decrease in Cars Damaged First Six Months, Report Shows

**S**HARP decrease in the number of cars damaged and in the amount of damage to these cars was effected on the Frisco Lines during the first six months of 1927, as compared with the first six months of 1926, according to figures compiled by the office of the operating department statistician, at Springfield, Mo.

The number of cars damaged during the period under consideration, totaled 407, as compared with 679 cars in the corresponding period last year, a reduction for the first six months of 1927, or 40 per cent. The amount of damage sustained by cars on the Frisco Lines during the first half of 1927 totaled \$15,319, a reduction

of 39.2 per cent as compared with the amount of damage to cars during the first half of 1926, which amount was \$25,190.73.

Consideration must be given, however, remarks M. M. Sisson, assistant general manager, Springfield, to the fact that less cars were handled during the first half of 1927, than were handled during the first half of 1926, both on divisions and at terminals.

The comparative statement, covering damage to cars on the Frisco Lines for the first half of 1927, 1926 and 1925, as issued by the office of operating department statistician, follows:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
<b>TERMINALS</b>															
Springfield	7	7	10	\$ 865.00	\$ 895.00	\$ 471.00	382,620	391,202	405,610	.0018	.0018	.0025	1	1	1
Birmingham	15	28	41	844.50	3,077.00	1,315.00	374,483	433,078	351,107	.0040	.0065	.0117	2	2	2
St. Louis	40	36	50	776.00	2,095.00	2,445.00	375,576	383,926	379,449	.0107	.0094	.0132	3	3	4
Tulsa	53	106	109	3,412.50	2,032.00	3,230.50	416,507	405,259	411,193	.0127	.0262	.0265	4	4	5
Memphis	64	154	73	1,783.00	6,047.20	3,865.50	449,800	577,081	608,865	.0142	.0267	.0120	5	5	3
Kansas City	70	101	95	1,561.50	2,917.00	2,460.00	344,359	342,378	340,086	.0203	.0295	.0279	6	6	5
<b>Total</b>	<b>249</b>	<b>432</b>	<b>378</b>	<b>\$9,242.50</b>	<b>\$17,063.20</b>	<b>\$13,790.00</b>	<b>2,343,345</b>	<b>2,532,024</b>	<b>2,496,310</b>	<b>.0106</b>	<b>.0171</b>	<b>.0151</b>			
<b>DIVISIONS</b>															
Western	1	15	19	5.00	1,857.00	536.00	123,531	122,590	118,099	.0008	.0122	.0161	1	6	6
So. Western	7	106	60	190.00	2,639.25	1,996.96	543,483	555,217	562,797	.0013	.0191	.0107	2	7	5
Eastern	8	21	5	556.00	414.78	845.00	422,892	439,823	423,842	.0019	.0048	.0012	3	2	2
Southern	25	28	36	1,014.50	1,556.00	3,980.10	450,469	492,841	451,145	.0054	.0057	.0080	4	3	4
Central	11	1	2	730.00	15.00	1,030.64	198,045	203,371	196,143	.0056	.0005	.0010	5	1	1
River	29	23	53	939.00	644.50	2,169.00	201,262	232,884	216,626	.0144	.0099	.0245	6	5	7
Northern	73	41	32	2,562.00	818.00	1,102.25	488,969	544,507	522,995	.0149	.0075	.0061	7	4	3
<b>Total</b>	<b>154</b>	<b>235</b>	<b>207</b>	<b>\$5,996.50</b>	<b>\$ 7,944.53</b>	<b>\$11,159.95</b>	<b>2,478,651</b>	<b>2,592,333</b>	<b>2,491,647</b>	<b>.0063</b>	<b>.0091</b>	<b>.0083</b>			
Texas Lines	4	12	22	80.00	183.00	428.50	64,242	73,444	85,269	.0062	.0163	.0258			
<b>To. System</b>	<b>407</b>	<b>679</b>	<b>607</b>	<b>\$15,319.00</b>	<b>\$25,190.73</b>	<b>\$25,378.45</b>									

**1927 Compared with 1926**

Per cent decrease in number cars damaged.....40.1      Per cent increase in number of cars handled  
 Per cent decrease in amount of damage.....39.2              per car damaged.....55.6  
 Per cent decrease in amount of damage  
 per car handled.....34.77

# CANARY RAISING PROFITABLE HOBBY

*Frisco Employee LeRoy Prater, of Springfield, Has Unique Sideline—  
Present Flock Numbers 500 Birds*

**T**HE hobbies of Frisco employes perhaps cover the entire list of diversified longings, but of them all, there is none so unique and interesting as that of LeRoy Prater of the mechanical department, Springfield.

Mr. Prater raises and sells canary birds and he says the industry is self-supporting and provides many hours of happy amusement and interesting study for himself and members of his family.

He started in the spring of 1924 with one pair of Hartz Mountain birds. In 1924 they raised ten birds. Their descendants raised eighty-two in 1925; two hundred and sixty in 1926, and the number which will be raised in 1927 is purely a matter of guesswork, had Mr. Prater kept the entire lot.

"Of course, I do not keep all of them," he said, "for there is a ready market. They are all beautiful singers, and so I make my hobby self-supporting."

In the rear of his home he has constructed an aviary, with sides of glass. In the center is a huge stove which supplies heat when the winter season comes, and along the sides and in the center are large, roomy bird cages. He has three or four large cages where he puts fifteen or twenty birds of the same age together.

The young birds begin to feather out when from seven to ten days old and leave the nest when seventeen or eighteen days old.

"Usually when the young birds are ten days to two weeks old, the hen bird will decide it is time to build another nest," he said, "and under these circumstances it is necessary to slip a partition in the cage, leaving the hen bird on one side and the young birds and the male bird on the other side. The male bird continues to feed the young birds until they are four weeks old and by that time the hen bird has another nest of eggs about ready to hatch.

"An average pair of birds will raise ten or twelve birds in one season. An aluminum leg band, with a serial number and the year stamped on it is slipped over the foot of each bird while it is still in the nest and a record is taken. By this leg band a bird may be identified any time and its ancestry traced."

When the young birds are four weeks old they are able to take care of themselves, and they are then

taken away from the old birds and placed in a large flight cage where they have a fine time playing and learning to sing. The male birds are the singers, and the hens do very little singing. These young birds begin to sing when they are three to five weeks old, and their song gradually improves until they are a year old.

"There are so many different breeds of canaries, each breed having its particular qualifications and char-

It takes exactly thirteen days for the eggs to hatch. When the birds have hatched, both of the old birds feed the young, but usually the male birds does the most of the feeding.

Proper feeding is one of the most important factors, and Prater found as early as 1925 that his hobby was assuming such proportions that he would have to have assistance. He obtained the services of a boy who helps him feed and look after the birds twice a day.

"I ship many of them out of town by express, and they always arrive in fine shape and usually start singing in their new surroundings within a week or ten days," he said I have calls from many parts of the country for advice about breeding canary birds, in fact, so many, that I have prepared a chart to send out in answer to these inquiries. The chart gives the information on how to feed, water and care for them at breeding time."

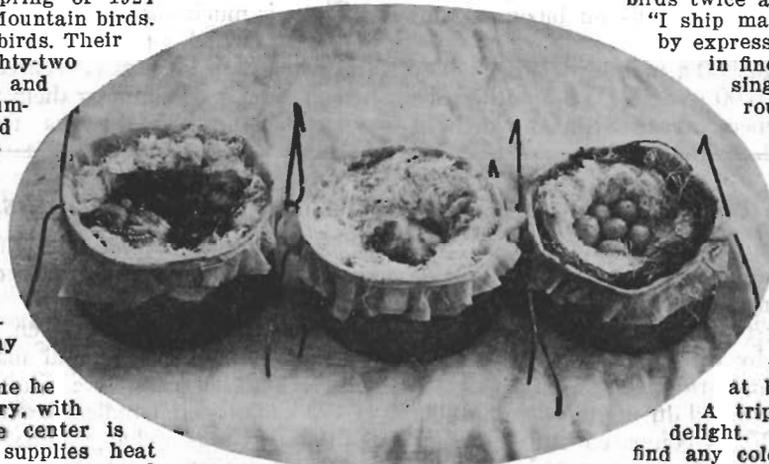
A trip through the aviary is delight. Out of 500 birds one may find any coloring conceivable. Some are dark yellow, others yellow with black stripes, some are pure golden yellow.

"I have several birds in the aviary which are colored in a most unusual manner," Mr. Prater advised, "and several of them have perfectly marked eye-brows, which consist of very thin black line-feathers just above the eye."

They have become just "small people" to Mr. Prater. There are a number of them he likes particularly well, and these he has named. They are perfectly at home when he is around.

"People come in quite often and say, 'now I want a plain yellow bird,' and so I show them a cage of pure yellow ones," he said. "Pretty soon they glance around and see a cage of black wing-tipped ones. They wander on around the aviary, and after a survey, they turn to me and say, 'well now I don't know what kind I want', and I usually have to help them decide by talking up one variety or one particularly beautiful colored bird."

Mr. Prater enjoys a well deserved reputation as a canary expert. Letters asking advice come to him from all parts of the country, and he has prepared a treatise on breeding and caring for canaries which he sends to interested patrons.



*Three interesting baskets from the Prater aviary: From left to right: birds seven days old; birds twenty-four hours old and a basket of six eggs.*

acteristics as to song, coloring and shape, that it would require considerable space to describe in detail any one breed. However, I specialize on the Hartz Mountain, German Rollers, Norwich, Yorkshire, Cinnamon and Crested birds," he said.

"Canaries multiply rapidly, if properly handled and this is particularly true of the Hartz Mountain and the Norwich breeds. At the present time I have five hundred birds, and always keep about that number on hand. During the past six months I have raised about 750 birds.

"The nesting season with my flock is from January 1 to June 30. Each pair of birds is provided with a separate cage, 24 inches long, 18 inches wide and 18 inches high. Nesting material is placed in the cage for the hen bird. Some of them build very fancy nests, taking great pains to have it properly shaped and nicely lined. Then they lay one egg each day until they have laid from three to six eggs. They start sitting after the second egg has been laid."

# POTATO SHIPMENTS TOTAL 325 CARS

## Remarkable Growth of Oklahoma Potato Industry in Last Five Years Tribute to Frisco Efficiency in Handling

By G. O. GILBERT, Agricultural Agent, Tahikina, Oklahoma

**T**HE potato industry in Eastern Oklahoma marks its origin in much the same way as the strawberry industry in the Ozarks. In 1922, not more than ten cars of potatoes were shipped from the southeast Oklahoma district to markets, while the crop for 1927 was estimated at 500 cars, but due to the flood conditions production was cut to 325. Even then the potato industry has assumed big proportions and promises to be one of the most remunerative of its kind.

The first shipments of potatoes came from Hugo, Oklahoma, and nearby points, in 1922. At that time little was known in that district about growing or marketing this new crop. Methods generally were very crude and cash track buyers were scarce. There was little interest manifest except by a few farmers who then recognized that the little early money received was useful at that time of the year.

But in 1923, the potato industry had spread until it took in points on the central division of the Frisco lines south of Ft. Smith, which section produced and shipped more than fifty cars for which the producers received about \$450.00 a car. In 1924, the production rose to 120 cars which sold for about the same price and in 1925, 180 cars were shipped. In 1926, 335 cars went to market from this section, which brought on an average of \$600.00 a car.

The market was unusually high in the 1927 season and the growers received as high as \$1,250.00 a car for

potatoes, but the average price was around \$1,000.00, per car of 400 bushels.

The yield per acre this year has been varied, due to unfavorable weather conditions, however, some fields produced as high as 150 bushels to the acre and many of them averaged 100 bushels. The average yield for the past five years has been about 100 bushels per acre on bottom lands, and about 75 on the best up-lands.

Interest is at a high pitch throughout the entire district and planting will likely be increased materially next season. Many producers are planting fall crops so that they will have their own seed and many others are preparing land for planting next season by growing a green crop to turn under this fall. The district has prospects of becoming one of the largest potato districts between the Rio Grande Valley of Texas and the Kaw Valley of Kansas. The available land along the Red River Valley in Oklahoma has hardly been touched as yet. There are several advantages in this section over the older producing districts, namely, time of harvest and abundant soil free from disease and yet containing the virgin fertility.

The Frisco Lines leaves nothing undone in giving first class service in the movement of this crop. Well in advance of the harvest season, a surplus of cars are placed on the sidings where potatoes are to be loaded, thus permitting the grower to start loading at any time and continue through the season without worry of ordering and waiting for cars to be spotted one

or two days later. These cars are all cleaned and whitewashed and inspected mechanically before being set. As soon as loading starts on the A. & A. division, regular trains are operated after late billing hours each day, moving all loads to Hugo where they make red ball freight time to the loading markets. Solid trains of potatoes move from Hugo daily over the Frisco's main line.

The harvest this year was extremely rapid, yet there was not a single instance where an inconvenience was reported by the producer having to wait for cars in which to load crops. Such service is highly appreciated by the shipper and dealers and this in turn offers special inducements to the producers to increase acreage.

### Office Gossip

The pencil has made quite a few pointed remarks about the sponge being soaked all day, and the waste basket being full also. The scissors are cutting up, and the paper weight is trying to hold them down. The mulligan is sticking around to see the stamps get a good licking in the morning. The ink's well, but feels blue because bill is stuck on the file. The calendar is expecting to get a few days off and worse of all, the blotter is taking it all in.—Old Hickory Smoke, Chicago, Ill.

### Hazards of War

Judge: "Why did you desert your wife?"

Prisoner: "I am not a deserter. I am a refugee."—Exchange.



Above: A double-header train of potatoes moving toward Ft. Smith from Hugo with one day's loading. This train when it reached Ft. Smith contained forty-one cars, which according to F. O. B. prices that day, brought the producers nearly \$50,000. Above at right: A view of the Boswell cotton platform, where the potatoes are graded.

# NEWS of the FRISCO CLUBS

**S**ECURING 90 additional freight shipments which had formerly gone to competing railroads, won for Arthur A. Koch, assistant foreman at the Seventh Street freight house, St. Louis, the highest honors in the solicitation campaign for the fountain pen awards which ran from June 10 to July 10, General Chairman Henry F. Sanborn, St. Louis, announced as the *Magazine* went to press.

"The response to our campaign was enthusiastic at all points on the railroad," Mr. Sanborn said, "but no individual volunteer solicitor approached Mr. Koch's remarkable record. We were amazed when a check of results over the 30-day fountain pen contest period revealed that he had secured, entirely through his own efforts with shippers, a total of ninety freight shipments which had formerly moved via competing lines from the St. Louis territory."

A. Moran, with 26 shipments won the northern division award. Mr. Moran is chief clerk in the local freight office at Pittsburg, Kansas. W. A. Moore, route clerk at Memphis, won the southern division prize with a total of 42 shipments secured, and E. M. Hatfield, assistant foreman of Sherman, Texas, won the Texas Lines prize with 9 additional shipments secured by personal solicitation. L. C. Dickinson, chief clerk in the stores department at Enid, Oklahoma, was awarded the western division prize, and W. G. Pafford, brakeman at Oklahoma City, won honors for the southwestern division. C. H. Davenport, cashier at Ft. Smith, Ark., took the prize offered on the central division.

"A great many agents and others whose duties include solicitation have sent us valuable tips on prospective business," Chairman Sanborn said: "To these employes we wish to extend sincere thanks for their efforts. Obviously, we cannot reward them further, since the contest is being conducted primarily among the employes of Frisco Lines who are employed in positions which do not require a solicitation activity. Particularly is this true on the river division. Our support from the agents of river division towns and cities has been splendid, but it was not possible to award a prize to that division, for the reasons above mentioned."

An outstanding achievement which astonished even the most optimistic of the employes in the St. Louis general offices was accomplished on the night of July 8, when 835 Frisco employes and their guests boarded the steamer St. Paul for a moonlight excursion on the Mississippi River, following an active ticket selling cam-

paigned sponsored by the newly formed Frisco Girls' Club of the St. Louis general offices.

More than 1,200 tickets had been sold and when all expenses were paid the club's treasurer, Mrs. Adele Heil-

Saint Louis, July 15, 1927.

My dear Miss Connor:

I have just been informed of the success which crowned the efforts of yourself and members of the Frisco Girls' Club incident to the boat excursion held on the Steamer St. Paul the night of July 8th.

I can assure you it is indeed a great pleasure to me to know that so great an enthusiasm for the good of the Frisco Lines exists among the splendid girls employed in our general offices here. The fact that they were able to sell 1,200 tickets for this boat ride is not so remarkable to me as the fact that they went into the thing so whole-heartedly and enthusiastically.

With a total of \$436.15 in the treasury of your Club from this trip, I am sure we may expect great things in traffic solicitation from this organization.

Again assuring you of my deep appreciation, and trusting that you will so inform the members of your Club, I am,

Yours very truly,

J. M. KURN

Miss Loretto A. Connor,  
President, Frisco Girls' Club,  
Saint Louis.

man proudly announced a balance of \$436.15.

The tickets were distributed to the contact girls in each office and department, who in turn gave them to the girls under their jurisdiction. Three prizes will be given to the three girls who sold the greatest number of tickets, following the final check on sales. Final returns on July 8 showed that more than 1,200 tickets were sold and collected for.

Eight hundred and thirty-five Frisco employes and families actually took the trip. A half hour before the boat left the wharf, Loretto Connor, president of the organization, and several of the other officers stood near the entrance and greeted the members of the club and guests. Katherine Martin, of the auditor freight accounts department, Margaret Kenney, auditor's office, and Margaret Fielder of the valuation department gave each of the first 250 girls who came on the boat, a flower donated by the Russell Floral Shop.

As a special concession, "Miss Steamer St. Paul," a bathing beauty winner representing that ship, greeted the crowd. The Frisco officers were well represented, and mixed with the gay crowd of excursionists. There were no special numbers or special dances, but the dance floor was crowded at all times.

The girls voted at a meeting on July 13, to have a business meeting in July, as well as the social one, and July 20 was selected as a date for the noonday luncheon. On that date the girls met in the private dining room at the Jefferson Hotel.

The questionnaires asking for the preferred recreation, were sent to the girls a short time ago and have practically all been returned, and different clubs, such as swimming, choral, golf, hiking, bowling and archery clubs are being formed at this time. A competent instructor will be engaged for each club and the girls are anxious to get lined up in the different forms of recreation.

Two popular summer social gatherings for St. Louis Frisco employes, arranged by the publicity department, were given during the month of July.

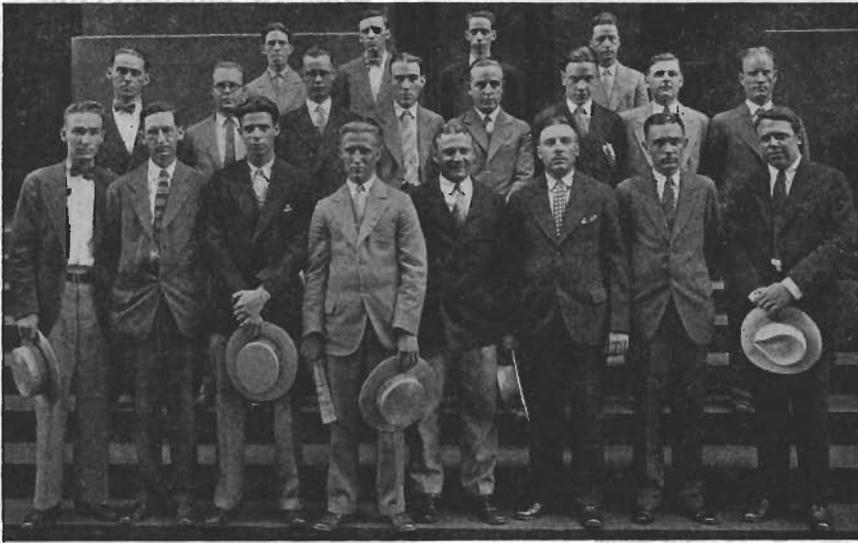
The first was "Frisco Night" at the Madison Kennel Club Dog Races. More than 20,000 free tickets were distributed to Frisco employes and friends, and a record crowd of 14,000 attended. The feature of the evening was the Frisco Handicap, the eighth race on the program.

A silver loving cup bearing the inscription, "Presented by Frisco Lines", was given to the owner of the winning dog by Miss Martha C. Moore of the publicity department.

More than 5,000 Frisco employes and their families and friends enjoyed the amusements at Forest Park Highlands, St. Louis, the evenings of July 12, 14 and 15, and 5,000 books, containing free passes to the various concessions were distributed prior to these dates.

Frisco Clubs all along the line are weathering the extreme hot weather with a record attendance at each of the meetings. Enthusiastic gatherings are reported as having been held at the various points.

More than 100 Frisco employes attended the meeting of the Birmingham Traffic Club, held at the Bankhead Hotel, Birmingham, Ala., on the evening of July 1. There were several guests from St. Louis and Springfield present, including M. M. Sisson, assistant general manager; J. L. McCormack, superintendent freight loss and damage claim; J. C. Lovrien, assistant general passenger agent and F. W. Morey, general chairman, B.



Frisco members of the Junior Traffic Club of St. Louis appear above. They are, from left to right, Top Row: W. Horsford, L. Forcade, H. Lawson and C. Zvorak. CENTER ROW: E. Roth, C. Wakefield, R. Herries, T. Schleef, P. Keary, J. Dierker, E. Grob and E. Herries. BOTTOM ROW: C. Quinn, E. Nash, C. Houston, F. Spinner, O. Koehler, A. Polley, J. LeHoullier and H. Doerr. Members not present: C. Bauer, C. Stemmler, R. Long, E. Heekle, F. Cronin, J. Seidel, T. Leutchman and A. Zoorak.

of R. T. J. L. McCormack made an ideal toastmaster and also made a very interesting talk on the object and aims of the various traffic clubs.

Mr. Morey, the principal speaker of the evening, stressed the fact that all should solicit more business and every individual connected with the company should ask friends to route their business over the Frisco Railway. Mr. Morey's speech was received with a great deal of enthusiasm.

Mr. Sisson laid great stress on the importance of courtesy from the employes to the public. Mr. Lovrein also made an interesting talk on the solicitation of business.

Heads of all departments in the Birmingham terminals were present and talked on the importance of getting all the business possible for the Frisco Lines and expressed appreciation of the good fellowship which prevails among the Frisco employes. Those making these short addresses included D. F. McDonough, division freight agent; J. W. Skaggs, superintendent terminals; J. J. Cummins, local freight agent; W. A. Drago, general yardmaster; B. F. Elliott, general foreman car department; C. J. Thompson, assistant to superintendent terminals; Harry J. Brown, depot passenger agent, and others.

A delightful musical program was given by Miss Evangeline Williams and Chas. McGowan.

Plans were completed for a picnic to be held on July 19 at West Lake Park. The Frisco will furnish a special train which will leave Ninth Avenue Yards at 3:45 p. m. Picnickers have been promised plenty of "eats" and entertainment and it is expected about 300 employes and their families will attend.

The Junior Traffic Club of St. Louis, organized in April, 1926, for the purpose of aiding its members to gain a better knowledge of traffic problems, numbers among its one hundred and fifty-seven members, twenty-eight belonging to the Frisco family.

When the club was organized, the employes of the Frisco who were eligible to membership, realized the advantages connected with the club, and are now grasping every opportunity to learn more about traffic for themselves, as well as for the railroad which they served.

Since the inauguration of the greater traffic clubs on Frisco Lines, members of this club have been actively engaged in interviewing friends and shippers, in an effort to secure business via Frisco Lines and R. A. Herries, an employe of the auditor freight accounts office, St. Louis, has dictated a letter to every commercial concern represented in the Junior Traffic Club soliciting business via Frisco Lines, and a late check shows that he has diverted a noticeable amount of business to the Frisco.

The Frisco is well represented in the official staff of the club: R. L. Dugan, a former employe of the Frisco, is the present president, and E. A. Roth, of the Frisco traffic department, is chairman of the program committee.

The club plans to give a boat excursion on the night of August 18 on the steamer St. Paul, and a hearty invitation is extended to every employe and friend of the Frisco to attend.

Although the Ft. Smith employes have had a Greater Traffic Committee since April 6, the first Ft. Smith Frisco Club was formed on the night

of June 30 when the employes and their families met at the Grotto Hall, for a business and social evening.

The following officers were elected: E. E. Carlock, president; Chas. Davenport, vice-president; Ernest Stringer, secretary, and J. R. White, treasurer.

Following the election of officers, J. W. Nourse, general passenger agent addressed the club. The plans and aims of the organization were outlined by A. M. Leitzell, who acted as general chairman. A program of readings and music followed, and at the conclusion of the last number, the meeting was turned into a dance, with music furnished by the Ozark Scenic Orchestra.

L. W. Caviness, chairman of the traffic committee, and a roundhouse employe at Ft. Smith, has done much to stimulate interest in the traffic campaign and acted as master of ceremonies at the evening entertainment on June 30.

One hundred and thirteen Frisco employes attended the largest get-together meeting which the Joplin Greater Traffic Club has yet had, held on the evening of June 28, at the Country Club, Riverton, Kansas.

A special train left Joplin at 5:30 p. m. and carried the Frisco employes and their families to the club. Shortly after the train reached the grounds, the Friscoans were busy at tennis, croquet, horseshoe pitching and swimming.

A picnic lunch was served at 7:00 p. m. and the guests were seated at long tables. M. J. Conley called the meeting to order, following the lunch, and read a short, but interesting paper on co-operation, which embodied the fundamentals of successful business competition and the Frisco spirit.

F. R. Newman, division passenger agent, spoke to both the men and women present and stressed the fact that business could be secured by solicitation among friends, and spoke on one instance of the wife of an employe at Joplin who had turned in more prospects than her husband.

"Uncle Billy" Morrill, of the accident department, St. Louis, addressed the meeting and spoke along accident prevention lines.

A program of dancing and music followed and at a late hour the special returned to Joplin.

The Oklahoma City Chapter of the Frisco Club held its business meeting in the coach in the south yards the evening of June 28. Twenty-five members were present, including two ladies. Considerable interest was displayed and many worth-while suggestions were made as to how each and every employe can secure additional freight or passenger business for this railroad. Splendid advice was given to the men by H. C. Conley, assistant general freight agent and L. W. Price, division passenger agent.

(Now turn to next Page, please)