

2,460 CARS OF BERRIES Largest Shipment in Frisco History During 1928

THE St. Louis-San Francisco Railway handled this season 2,460 cars of strawberries, the greatest volume of this commodity ever moved by this railway, said W. L. English, Springfield, Mo., supervisor of agriculture and refrigeration for Frisco Lines.

The largest previous production of strawberries on the Frisco was in 1922, when the Frisco moved 1,921 cars, and in addition less-than-carlots equivalent to ninety-six cars. The second largest production previous to this year was last year when the Frisco handled 1,893 cars, and less-than-carlots equivalent to seventy-seven cars.

This season practically closed the middle of June. The season started at Tupelo, Miss., April 28. This was the first season the territory on the Frisco in the State of Mississippi produced strawberries in large quantities. Twenty cars originated at Tupelo, and Mr. English expects an even greater volume of strawberries will be moved by the Frisco from Mississippi next season.

This season's total, 2,460 cars, includes 1,475 freight cars, 829 express cars, and the usual less-than-carlot express shipments.

The largest shipping points this season were Sarcxie, Mo., with 326 cars; Springdale, Ark., with 206 cars; and Monett, with 194 cars.

The strawberry sections on the Frisco are mainly in the Ozarks of Southwest, Missouri, Northwest Arkansas, and in the region of Tupelo, Miss., with lesser production in northeastern Oklahoma and southeastern Kansas.

The Frisco's estimate of this season's strawberry crop was 3,300. The loss in production was occasioned by a series of frosts in April and early May and extremely adverse weather during the picking season. This excessive rainfall not only occasioned a considerable reduction in the output, but also affected adversely the quality of the season's crop in Arkansas, and for part of the season, the Missouri crop.

Prices were low throughout the entire season. The volume of the crop throughout the country and the quality of the berries during the early part of the harvest season having been responsible largely for this.

Harvest and market conditions were rather discouraging, both last season and this, said Mr. English, and added that as a consequence new acreage planted is not sufficient to offset the old acreage going out.

S. E. Baer Is Honored at His Retirement



S. E. BAER, of the accounting department, Springfield, Mo., on May 31st, was tendered a luncheon in honor of his retirement after thirty years of faithful service with Frisco Lines in Springfield. (He is holding an umbrella and his wife is at his left in the photo.)

Mr. Baer entered the service of the Frisco December 1, 1898, in the office of the superintendent of motive power and remained in that department until June 1, 1921, when he transferred to the accounting department, where he remained until his retirement, effective June 1, 1928, account having reached the age of seventy.

C. J. Stephenson, assistant to the general manager, was toastmaster. Following a piano solo by Miss Florence Blevans the toastmaster talked reminiscently about Mr. Baer and his partner in life, Mrs. Baer, who was present.

P. F. Spangler, supervisor car repair bills, under whose direct supervision Mr. Baer served the Frisco for the last five years, presented him with a ring as an expression of the esteem in which his co-workers hold him.

Mr. Baer made a gracious response.

Those present at the luncheon who posed for the accompanying picture were: Mesdames S. E. Baer, J. B. Rogers, R. D. O'Connor; Misses Helen Yates, Ida Blood, Cora Wolkins, Lela Pride, Lillian Yates, Mabel Dwyer, Flo Blevans, Hazel Clark, Coral Coley, Betty Blake, Alta Northcutt, Millie Alcorn, Mabelle Campbell, Margaret Lyons and Dora Weigle; Messrs. S. E. Baer, C. J. Stephenson, P. F. Spangler, E. K. Caldwell, W. A. Primm, J. K. Gibson, J. E. Potts, W. J. Craig, F. S. Routt, J. W. Seabough, F. M. Ferbrache, C. E. McKenzie, B. G. Watkins, I. R. Anderson, W. E. Vaughn, J. B. Rogers, Paul Hendricks and G. C. Thompson.

ACCIDENTS ARE DECREASING Reduction of 17.4 Per Cent Made First Five Months

CASUALTIES on Frisco Lines during the first five months of 1928 totaled 1,805, of which forty-three were fatal, a decrease of 17.4 per cent as compared with the corresponding period of 1927, when the casualties totaled 2,187, of which thirty-seven were fatalities, according to the monthly comparative report issued by H. W. Hudgen, director, accident prevention, Springfield, Mo.

For May, 1928, the casualties totaled 405, of which eleven were fatalities, a decrease of 8.1 per cent as compared with May, 1927, when the casualties totaled 441, with thirteen fatalities.

Casualties among employes for the first five months of 1928 decreased 23.1 per cent, and for non-employes, increased 12.2 per cent, as compared with the following period last year. For May, 1928, casualties among employes decreased 15.6, and for non-employes increased 31.4 per cent, as compared with May, 1927.

Autoists killed during the first five months of 1928 totaled twelve, and injured, 117, an increase of 19.4 per cent, as compared with five killed and 103 injured during the first five months of 1927. For May, 1928, fatalities to autoists totaled two, and injuries, thirteen, a decrease of twenty-one per cent as compared with one killed and eighteen injured during May, 1927.

ANOTHER RECORD ON NORTHERN

Not one personal injury was recorded during May among the 590 trainmen, enginemen and yardmen on the Northern division, Superintendent Bevans reports.

The Northern division also made a remarkable record from February 24, to April 16, with no personal injuries recorded on the entire division, where approximately 800 men worked the entire month.

After all, a boy who is raising a mustache may feel a little down in the mouth.

For Meritorious Service

TULSA TERMINAL

Superintendent O. L. Young reports the following meritorious services:

F. A. Hallam, switchman, while performing his duties discovered a defective switch. His personal record was credited with five merit marks.

J. R. Neergaard, yard clerk, corrected erroneous home-routing of a car. His personal record was credited with five merit marks.

G. B. Brown, switchman, found a broken rail. His personal record was credited with five merit marks.

Lynn C. Holloway, steno-clerk, corrected erroneous home-routing of a car. His personal record was credited with five merit marks.

MEMPHIS TERMINAL

Superintendent E. E. McGuire reported the following meritorious service:

Walter Boyce, switchman, ran after an engine which was running in the Harvard, Ark., yard without anyone on it, stopped it and brought it back to the roundhouse, from where the engine started its crewless trip. His personal record was credited with ten merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following meritorious services:

W. E. Robison, brakeman, fired engine on Train 754, April 19, when the fireman became ill. Mr. Robison's personal record was credited with ten merit marks.

L. H. Dickinson, brakeman, fired engine on Train 737 when engineer became ill and fireman ran engine. Mr. Dickinson's personal record was credited with ten merit marks.

A. K. Smith, conductor, and W. B. Sanders and A. G. Britton, brakemen, prevented claim on a car of stock by unloading the car on its arrival at a non-agency station. The personal record of each of these men was credited with five merit marks.

J. C. Huff, engineer, tied two bulls in a car of stock. Mr. Huff's personal record was credited with five merit marks.

F. D. James, engineer; S. H. Walden, fireman; F. D. Spencer, conductor, and W. E. Sharp and T. E. Oldham, brakemen, reset a tire on Engine 788 on line.

John Rackard, section laborer, discovered a car off center in Train 736. He notified train crew and car was set out.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following meritorious services:

J. N. Berry, conductor; C. A. Wages, C. R. Carl, and W. M. Tucker, brakemen; O. L. Martin, engineer, and Dick Wheeland, fireman, all of Oklahoma City, gave assistance in opening main line following interruption to traffic on the Chickasha, Okla., sub, "not hesitating to go beyond the required performance of duty." They have been commended.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following meritorious services:

C. E. Dale, engineer, and L. R. Hall, fireman, extinguished a fire in a box car in Train 633 at Winfield, Kan., April 9. The personal record of each of these men was credited with five merit marks.

EASTERN DIVISION

Superintendent E. L. Magers reports the following meritorious services:

E. A. Swantner, telegrapher, and Robert Jordan, section foreman, both of Valley Park, Mo., have been commended for their interest in recovering parcel post mail dropped on right-of-way.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following meritorious services:

C. W. Warner, brakeman, Kansas City yard office, assisted in firing an engine when stoker clogged. His personal record has been credited with five merit marks.

E. H. Tipton, section foreman, Joplin, Mo., discovered a brake hanger broken on a yard engine and notified the fireman. Mr. Tipton was commended.

E. E. Young, agent-operator, Hillsdale, Kan., saw a brake beam dragging on a rail as a train was passing his station and he stopped the train. His personal record was credited with five merit marks.

J. M. Kost, engineer, Fort Scott, Kan., went into tank and removed hay and straw from around tank valves. His personal record has been credited with five merit marks.

BERRIES TO TRAVELERS Springfield Girls' Drum Corps Sponsors Unique Custom

SURPRISE "desserts" de luxe—luscious Ozarks strawberries in pasteboard miniature handbags inscribed with advertisements of the Ozarks in general and Springfield in particular—were served to passengers on Frisco trains passing through Springfield the week of May 29 by members of the Girls' Drum Corps. The plan was originated and directed by Dr. E. B. Pauley, an optometrist of Springfield and sponsored by the Lions' Club of Springfield, of which Doctor Pauley is a member.

An average of 435 of these boxes was distributed each day for approximately a week.

First distribution of these boxes was to passengers on "The Sunnyland,"



This Springfield girl may have given you a luscious strawberry on a train the week of May 29-June 2.

after it arrived at the Springfield station, May 29. The drum corps, whose members wear Scotch costumes when the corps is performing, was at the station and played while five members of the corps went through the train, distributing the boxes from trays they carried. Distribution each day was by groups of the girls.

Members of the Lions' Club went to the station each evening to fill the baskets, which were then put in refrigeration at the Fred Harvey eating house. The plan of the Lions' Club was approved by the Chamber of Commerce and Frisco officials at Springfield.

FRISCO DAUGHTER HONORED

Miss Madeline Bowers Achieves Distinction at U. of Michigan

(By Miss Grace Campbell, Enid, Okla.)
MISS MADELINE BOWERS, youngest daughter of Mr. and Mrs. G. W. Bowers, 424 West Wabash, Enid, Okla., is a recent graduate from the University of Michigan, with a degree of Bachelor of Science, her diploma reading "with high distinction".

During her junior year she was made a member of the Phi Beta Kappa and during her senior year was elect-



MISS MADELINE BOWERS

ed a member of the Phi Kappa Phi, an honor society. Following her graduation, she was appointed statistician at the University.

Mr. Bowers has two other daughters who have won recognition in the University of Michigan. Dorothy received her A. B. degree with distinction in 1926 and has been teaching Spanish in the Enid High School for the past two years. She will spend the summer abroad in study. Helen received her A. B. degree in 1924 from the same university and her Master's degree in 1927. She is assistant to the Professor of Mathematics at the University of Michigan.

Mr. Bowers has had 27 years' service with the Frisco in the capacity of passenger conductor, and he readily declares that had it not been for the pass privileges extended by the Frisco, it would not have been possible to have sent his daughters to school.

How Saving Is Made on Per Diem Costs

By J. H. DOGGRELL, Superintendent of Transportation

THIS article on Per Diem, while of particular interest to employes who have to do with the home routing, carding, switching and handling of foreign equipment, will also be of unusual interest to the vast number of employes who secure business for Frisco Lines. It gives an angle to the handling of equipment which, if given preferred attention, means dollars and cents to Frisco Lines, and is an item which may be watched by many members of the big Frisco family.

It may be startling to know that during the first four months of 1928 there was paid to foreign lines \$875,616.92 for their equipment while en-route on our rails, and this does not include \$612,267.38 paid out for mileage covering refrigerators, tank cars, poultry cars and other private line equipment. These figures indicate that we had on line an average of 7,236 per diem cars of foreign railroads and that they earned \$7,236.00 each day for the first four months of 1928.

By speeding up the delivery of foreign cars to connecting line, having shippers and receivers release foreign cars a day or two earlier, short routing and loading off line, thereby avoiding long back-haul of foreign cars on home route, will reduce this item just one per cent, which will save for the year approximately \$26,280.00.

Long empty hauls are frequently made on foreign equipment in order to dispose of on-home route and we are trying to eliminate this empty mileage and the per diem that accrues by short routing cars to connecting lines.

For instance, a Canadian National car received loaded from the L&A at Hope, Ark., moving to St. Louis loaded. The only way we can legitimately dispose of this car is to either hold it and load it off line and then it may come back to us empty, or haul the car back to the L&A at Hope. We are wiring the owners securing the home route and in numerous cases find that the car moved south via some line that we connect with nearby St. Louis. We then give the empty to the line handling the car south, thereby saving them the haul from the south and the haul we would make

from St. Louis to Hope. Even though the car is delayed at St. Louis one or two days securing this information, there is a net saving.

The following examples show how foreign cars could be handled in line with the Car Service Rules as outlined in Circular No. 15, which if followed, a great deal of per diem as well as empty car miles would be saved.

A Santa Fe car received loaded from the IC at Aberdeen moving to Birmingham where made empty. Car to be returned to the IC at Aberdeen instead of moving to the owners at Pittsburg. A saving of several hundred miles.

A KCS car received loaded from the MOP at Sikeston, Mo., moving to Kennett where car made empty. Car to be returned empty to the MOP at Sikeston thereby saving the empty haul from Kennett to the owners at Neosho.

A Southern car received loaded from MOP, Springfield, moving to Marshallfield, where car made empty. Car to be returned empty to the MOP at Springfield, thereby saving the haul to the owners at St. Louis.

An IC car received from MOP at Fredonia moving loaded to Baxter where car made empty. Should be returned to the MOP at Fredonia, thereby saving the haul to the owners at Memphis.

A Pennsylvania car received from the RI at Wister loaded, moving to Fayetteville where car made empty. Car to be returned RI at Wister, thereby saving the empty haul from Fayetteville to St. Louis.

A C&A car received from the RI at Holdenville moving to Bristow loaded. When car made empty it should be returned to the RI at Holdenville, thereby saving the empty haul to Kansas City.

A CEI car received from RI, Enid, moving to Hobart loaded. When car made empty should be returned to RI, Enid, thereby saving empty haul to the owners at St. Louis.

A CBQ car received from the SSW at Sherman, Tex., loaded and moving to Brownwood where car made empty. Empty car to be returned Cotton Belt at Sherman instead of moving to the owners at Kansas City.

Mrs. MacPherson ('phoning): "This morning I ordered two-penny's worth o' cat meat."

Grocer: "Yes, ma'am. What about it."

Mrs. MacPherson: "Well, cancel the order. The cat caught a bird."

Blackstone: What is your wife's favorite color?

Webster: Long-green!

It is all right to kiss the bride after the ceremony, but don't be two years late with it.

HOME EXPERTS TOUR FRISCO

County Demonstration Agents Are Guests in Ozarks, May 23-31

MRS. ELIZABETH TEMPLE, Home Economics Supervisor for Frisco Lines was hostess to a unique party from May 23 to May 31, when she escorted ten district, county and state home demonstration agents from North Mississippi to various points on Frisco Lines, starting at Memphis, Tenn., in the interest of poultry, dairying and women's specialties. The tour was sponsored by Miss Kate Lee, District Home Demonstration Agent of North Mississippi in co-operation with Miss Connie J. Bonslagel, State Home Demonstration Agent of Arkansas.

The party made the trip in their own motor cars, meeting Mrs. Temple at Memphis the morning of May 23. They visited the towns of Little Rock, Ft. Smith, Fayetteville, Rogers, Bentonville in Arkansas; Cassville, Monnett, Aurora, Springfield, Seymour, Mountain Grove, Cabool, Willow Springs, West Plains and Mammoth Springs in Missouri. They made inspections of many model poultry and dairy farms, studying the various methods employed in each place.

The cities along the line graciously entertained these guests. At Little Rock they were given a 7:00 o'clock dinner at the New Women's Club; Fayetteville entertained the visitors with a picnic-supper at the experimental farm conducted by the University of Arkansas Home Economics Department; Bentonville and Eureka Springs both entertained them and there were many dinners and side trips given them by Springfield organizations.

The women were high in their praise of the poultry, dairying and agricultural development along Frisco Lines, and each carried home new suggestions and ideas from some of the best farms and poultry stations in the Ozarks.

Among the party were; Miss Kate Lee, District Home Demonstration Agent of North Mississippi, and the following Home Demonstration Agents: Mrs. Mary Giesen, Starkville, Miss.; Mrs. Essie M. Heyle, Columbia, Mo.; Mrs. Nellie Mahon, Carroll County, Miss.; Mrs. J. A. Pipkin, Yalobusha County, Miss.; Mrs. Lillian Stille, Marshal County, Miss.; Miss Luta Moore, Montgomery County, Miss.; Miss Nora Luter, Calhoun County, Miss.; Miss Helen Hunter, Panola County, Miss., and Miss Tempa Davis, Lee County, Miss.

AGENCY CHANGES

J. R. Burt installed permanent agent Plantersville, Miss., June 8.

A. L. Nettles installed permanent agent Gilmore, Ark., June 6.

H. L. Caldwell installed permanent agent Lucien, Okla., June 6.

S. L. Davis installed permanent agent Sherman, Miss., June 6.

P. J. Miller installed permanent agent Scullin, Okla., June 4.

C. M. Whirlow, Jr., installed permanent agent McNab, Ark., June 1.

H. C. Pendergrass installed permanent freight agent Harvard, Ark., June 1.

Frank Enley installed permanent agent Merriam, Kan., June 1.

R. L. Holt installed permanent agent Grant, Okla., May 31.

J. W. Gray installed permanent agent Bonita, Kan., May 31.

R. B. Sidebottom installed permanent agent Wishart, Mo., May 31.

H. A. Johnson installed permanent agent Gravette, Ark., May 29.

F. M. Wilhelm installed permanent agent Hackett, Ark., May 28.

C. G. Hartness installed permanent agent Dunbar, Okla., May 28.

O. O. Stires installed permanent agent Arbyrd, Mo., May 23.

Kathleen G. Roach installed temporary agent Fanning, Mo., May 21.

R. A. Maffett installed permanent agent Patterson, Kan., May 21.

E. Payne installed permanent agent Algoa, Ark., May 21.

C. H. Wilson installed permanent agent Arapaho, Okla., May 21.

H. L. Eaton installed permanent agent Boynton, Okla., May 21.

J. B. Trotter installed permanent agent Grubbs, Ark., May 21.

J. W. Babcock installed permanent agent Catoosa, Okla., May 17.

P. A. Derington installed permanent agent Eddy, Okla., May 15.

A. C. Davis installed permanent agent Bessie, Okla., May 14.

A. Chidester installed permanent agent Lowry City, Mo., May 14.

P. H. Fisk installed permanent agent Troy, Okla., May 14.

A BASEBALL CHALLENGE

The Frisco baseball team of Fort Scott will challenge any Frisco baseball club on the Frisco System to a game to be played at any place suggested. Communications will be handled through Robert Bradley, C/o Roundhouse, Fort Scott, Kansas.

"Does your wife economize?"

"Yes; she does without practically everything I need."—Life.

"Is he a good salesman?"

"He sold framed copies of the Declaration of Independence in England."

15,000 AT YALE OPENING

Approximately 15,000 Memphians accepted the invitation extended to that city by Frisco Lines to inspect this railway's greatest terminals at Yale, Tenn., when the terminals formally opened for business, May 27.

This plant, 175 acres in area and costing \$1,750,000, the largest and most modern in the South—is designed particularly to expedite traffic from the northern and western cities on the Frisco to the Frisco's terminals at the port of Pensacola, Fla.

A large group of members of the Memphis Chamber of Commerce and the mayor of Memphis attended the opening. The Memphis Chamber of Commerce, in a letter dated May 23, responded as follows to the Frisco's invitation, sent by J. E. Hutchison, vice-president in charge of operation, St. Louis, to members of the Memphis commerce chamber:

"We have just received your telegram of May 22 inviting the officers and directors of the Memphis Chamber of Commerce to attend the formal opening of your Yale Yards next Sunday.

"President Dozier directs that I advise you that we are communicating with the members of the board of directors and urging that they attend this opening. I am quite sure we will have a good representation from the board, since its membership is made up of business men who are vitally interested in the development of Memphis and its environs. We know of nothing that is of more concern to the business interests of this city than up-to-date, well operated transportation facilities.

"We hasten to extend at this time hearty congratulations from the Memphis Chamber of Commerce on the completion of the South's finest and largest railway terminal.

Memphis Chamber of Commerce
(Signed) C. M. Anderson.
Executive Director."

NEW SPECIAL AGENTS

The following new appointments have been announced by Mr. E. H. Wilson, chief special agent with headquarters at St. Louis:

Mr. J. E. Moton, special agent, transferred to Kansas City from Enid to succeed M. O. Summers.

Mr. H. L. McKee, special officer, promoted to special agent, Enid, to succeed M. J. E. Moton.

Mr. A. R. Thompson, appointed special agent, Springfield, to succeed Mr. R. E. Truman.

Mr. R. N. Wommack, acting special agent Springfield, made special agent, Chaffee, to succeed Mr. T. J. Arnold.

St. Louis Girls' Club Presents First Play, June 6



The cast of "Miss Fearless & Company" in costume appears above. From left to right, (seated on floor) Ruth Hallenberg and Agnes Wangler; (second row) Margaret Leahy, Louise S. Gibson, Gladys Marshall, Beulah Bulger and Eleanor E. Finn. (Back row) Evelyn Keissling, Elsie Simpson and Leonora Gavin.

THE first play to be given by the Dramatic Club of the St. Louis Girls' Club before a pay audience, met with enthusiastic response, when "Miss Fearless & Company," a comedy in three acts was presented before a crowd of more than 350 people in the Knights of Columbus Hall on June 6.

This was the first public appearance of any of the cast, who began their study in January, 1928, under the capable direction of Miss Lydia Peterson, a graduate of the Morse School of Expression of St. Louis. Miss Peterson is a charter member of the Toy Theatre Players Company. She is employed by the Frisco as secretary to the assistant to traffic vice-president.

The complete cast of characters of the comedy, "Miss Fearless & Company," was as follows: Katie O'Connor, played by Eleanor E. Finn; Agnes Wangler as Margaret Henley; Ruth Hallenberg as Bettie Cameron; Margaret Leahy as Barbara Livingstone; Leonora Gavin as Marion Reynolds; Louise S. Gibson as Miss Euphemia Addison; Elsie Simpson as Miss Sarah Jane Lovejoy; Beulah Bulger as Miss Alias; Gladys Mar-

shall as Miss Alibi and Evelyn Keissling as "Just Lizzie."

Agnes Wangler in the role of "Miss Fearless" did exceptionally well. Margaret Leahy as "Barbara," and Leonora Gavin as "Marion" were very winsome in their camping togs. Ruth Hallenberg as "Bettie" was, as usual, irresistible. Louise S. Gibson gave a very striking portrayal of "Miss Euphemia Addison," a nervous eccentric old maid who still believes in love's young dream. Elsie Simpson was very sweet and lovely as "Miss Sarah Jane Lovejoy," and her pets, "Felix" the cat, and "Necessity" the hen, created much merriment. Eleanor Finn adopted for the occasion an inimitable Irish brogue which delighted the audience, and made the character of Katie O'Connor one of the outstanding features of the play. Beulah Bulger and Gladys Marshall as the two sisters, "Misses Alias and Alibi" were very clever in their pantomime impersonation of Jack Eggleston and Jim Reading. Evelyn Keissling endeared herself to all as "Just Lizzie."

Bob Anslyn and his Frisco Owls played during the intermissions and for the dance that followed the per-

PENSACOLA CELEBRATES

Welcoming Party for Frisco's First Trains Held June 28

BY THE time this *Magazine* reaches its readers the welcoming celebration at Pensacola, Florida, June 28, in honor of the completion of the southern extension of the St. Louis-San Francisco Railway Company into the port of Pensacola will have been held. Full particulars will be found in the August issue.

The completed line, which cost in excess of \$7,000,000 and has been under construction for 18 months, gives Pensacola its only trunk-line connection with the Memphis, Kansas City and St. Louis gateways, and gives the Frisco its only tidewater outlet.

Fifteen thousand dollars to stage the entertainment in Pensacola was raised there by popular subscription, and the day's activities were to include a show by the Pensacola Air Base naval aviators, a water regatta, parades, a barbecue and a banquet.

Two special trains were to be run by the Frisco to take midwestern shippers and newspapermen through the new territory and to the Pensacola celebration. Pullman cars containing these honor guests of Pensacola left June 25, from St. Louis, Kansas City, Wichita, Oklahoma City, Tulsa, Joplin, Springfield, Mo., Fort Smith and Birmingham, and consolidated at Memphis, Tenn., into the special trains which arrived at Pensacola the morning of the celebration.

The specials were to spend the afternoon of June 26, at Columbus, Miss., the morning of June 27, at Demopolis, Ala.

Invitations to prominent men in the Frisco's territory, inviting them to the Pensacola celebration, were sent by the Pensacola Chamber of Commerce.

The special trains were scheduled to return to Kansas City and St. Louis on June 30, consuming five days in making the trip.

formance. Miss Mary Crane, who was in the audience, sang two popular numbers and toward the close of the evening the "Knickerbocker Trio," well known radio artists, sang "Ramonna" and other numbers.

Following the last curtain, Miss Loretta A. Connor presented Miss Peterson with a bouquet of flowers from members of the cast. The reception committee consisted of the Misses Alice M. Cooke, Mollie Edwards, Margaret Huerman, Minette Julian, Leola Hughes, Genevieve Hutchison, Virginia Leahy, Victoria Matrose and Grace Hart.