A Momentous Occasion

The last spike in the construction of the Frisco's new line, Aberdeen, Miss., to Kimberly, Ala., was driven May 14, 1928. P. G. Coleman, president of the Demopolis, Ala., Chamber of Commeres, is seen driving the last spike a short distance from Demopolis.

KANSAS CITY, MO.
G. R. Collett, President Kansas City Stockyards Company.
Fred Dieks, President Dierks Lumber Company.
R. Rutherford, President Sutherland Lumber Company.

(The rest of the text continues on the next page.)
Commerce.  
Seed.  
Lumber Company.  
Frairie Coal Company.  
ager Swift  
Asphalt  
National Stock Yards.  
Flannery  
Company.  
Louis Chamber of Commerce; Presi-  
Goedde LumDer company.  
Mills Company.  
of Commerce.  
Page  
NATIONAL STOCK YARDS, ILL.  
W.  
Lucius P. Cook, Wholesale Grain  
R.  
U.  
Tom Ridgeway, Merchant.  
J a m e s Daniels, Superintendent  
E. D. Lightner, Representative,  
John Schwartztrauber, Traffic Man-  
N. S. Hitt, Vice-President National  
BELLEVILLE, ILL.  
John R. Hiddahl, Prairie Coal Company.  
Ja m e s Daniels, Superintend-  
VINITA, OKLA.  
Tom Ridgeway, Merchant.  
W. F. Allen, Publisher.  
MEMPHIS, TENN.  
W. B. Henderson, District Manager  
U. S. Bureau of Foreign & Domestic  
R. F. Oarr, President Carr-Lowry  
Lumber Company.  
Locheo P. Cook, Wholesale Grain &  
C. H. Craig, Vice-President First  
National Bank.  
Mollard New, Senator.  
Ernest Waddis, Marine Insurance.  
Robert Taylor, Traffic Manager F.  
M. Crump & Company.  
H. H. Hughes, Manager Memphis  
Plant, Jones & McGaunna Steel  
J. R. Eldgar, President Happy Field  
Mills, Inc., Chairman River Terminal  
Commission.  
H. R. Boyd, Attorney.  
H. R. Burgman, R. B. Buche,rca  
Seed Company.  
Frank Hayles, President Cotton &  
Plants & Trust Co.  
James S. Darven, Commissioner  
Memphis Freight Bureau.  
Fletcher H. Harris, Hayles Iron  
Company.  
S. F. Bishop, Traffic Manager Royal  
Yeld & Milling Company.  
H. F. Clark, Clark & Hulce &  
Company.  
James H. Mclntilte, Secretary Mem- 
phis Merchants Exchange.  
E. Brantley, Mississipi Merchants  
Exchange.  
Charles R. Bowling, Director of  
Traffic American Cotton Growers Ex- 
change.  
W. A. Crawler, Retired.  
D. L. Quinwood, Traffic Manager  
Gayo Lumber Company.  
C. B. Cohnyn, Manager Traffic De-  
partment, Cotton Exchange.  
Charles F. Blissel, Rector Cal- 
vary Episcopal Church.  
W. H. McDonald, General Manager  
Memphis Rope & Gravel Company.  
Jack W. Gates, President Grav- 
Es Inc.  
W. L. Smith, President Memphis  
Gravel Company.  
D. R. Mighines, Vanished Mas- 
field Drug Company.  
George Hopper, President Mollen-  
hooper Company.  
Charles G. Robinson, Jr., Stragg-  
Robinson Company.  
R. R. Galloway, Vice-President Gally-  
way Coal Company.  
F. V. Van Hooser, Traffic Manager,  
Plough Chemical Company.  
Frank D. Fuller, Manager, Private  
Fack.  
H. B. Phillips, Over-Sea Forward-  
ing Company.  
Robert Hawkins, U. S. Shipping  
Board.  
J OPLIN, MO.  
C. O. Goulter, Jolpla Granite Com-  
beyd.  
Roscio Haughawett, Southwestern  
Brokers Company.  
Sid. Newman, Newman Department  
Store.  
O. T. White, Fruit Jobber.  
Frank Evans, Fruit Jobber.  
Philip Colmen, Miller Joplin Globe.  
GKMULGEE, OKLA.  
A. J. Peters, President American  
National Bank.  
H. O. Hermick, President South- 
westerne States Glass Co.  
C. H. Baker, Secretary Baker Broth- 
ers Glass Company.  
J. Andrew, General Manager In- 
terstate Window Glass Company.  
John Baker, Treasurer Baker Broth- 
ers Glass Company.  
CARTHAGE, MO.  
R. B. Miles, Traffic Manager Carth- 
age Marble Corporation.  
Kent D. Bystead, Red Spring Facto- 
L. R. Nolen, Luminous Company.  
Harry S. Cowgill, Cowgill Flour  
Mills, Harry W. Putnam, Lumber Broth- 
ST. LOUIS-SAN FRANCISCO  
RAILWAY COMPANY  
E. N. Brown, Chairman of the Board,  
New York, N. Y.  
J. M. Kurk, President, St. Louis, Mo.  
W. Frank Carter, Director, St.  
Louis, Mo.  
G. B. McCullough, Director, Tulsa,  
Okla.  
J. R. Koontz, Vice-President, Traf- 
fo, St. Louis, Mo.  
F. H. Hamilton, Vice-President, Sec- 
tary and Treasurer.  
E. T. Miles, Vice-President and  
General Solicitor, St. Louis, Mo.  
S. S. Butler, General Freight Traffic  
Manager, St. Louis, Mo.  
J. N. Cornetar, Passenger Traffic  
Manager and Director of Develop- 
ment, St. Louis, Mo.  
George F. Macgregor, Executive  
General Agent, Kansas City, Mo.  
A. P. Matthews, Ashton General  
Passenger Agents, Memphis, Tenn.  
W. L. Huggins, Jr., Director of  
Publicity, St. Louis, Mo.  
P. F. Farrell, Commercial Agent,  
East St. Louis, Ill.  
J. B. Spring, Division Freight  
Agent, Birmingham, Ala.  
D. W. Hooston, Attorney for Missis- 
sipi, Aberdeen, Miss.  
Frank J. Lawler, Division Freight  
Agent, St. Louis, Mo.  
Alfred M. Ball, Secretary to the  
President, St. Louis, Mo.
Above: The steamship Prussia, with 200 passengers aboard, taken from the air in Pensacola harbor.

Above: The newspaperman boards a two-motorized flying boat for a flight over Pensacola bay.

Center: Newspapermen representing middle western papers with a total of 5,000,000 readers, who accompanied the Priscos special to Pensacola, mapped at the Naval Air Station just prior to a flight.

Lower left and right: Two remarkably distinct air views of beautiful Pensacola. All photographs taken by Alvin C. Knaubich of Tulsa, Okla., the Prisco's official photographer on this trip.

AGRICULTURAL OPPORTUNITIES ON NEW LINE
(Continued from Page 24)
they take the same kind of cultivation and fertilization as the Satsuma and can be made a supplement to the growing of oranges. Blueberries grow wild in this section, but when transplanted and cultivated the plants attain a height of ten to fifteen feet and are very profitable. The berries are extremely large and sell to good advantage. Several thousand acres of peaches planted in this district are producing profitably, coming on at a time when prices are unusually good. Paper shell pecans are being grown in a commercial way. Budded pecan trees begin to bear from five to six years and the yield increases as the trees mature. Trees are usually planted about sixty feet apart, permitting of intercropping with vegetables and other crops.

Grapes, strawberries, pears, Japanese peaches, plums and figs are being grown for local consumption. Pears do exceptionally well in this southern section, and no doubt this crop will be commercialized in the near future. Among the leading truck crops grown are early Irish potatoes. Hundred of carloads are shipped annually. Sweet potatoes and cucumbers are marketed in this district.

Corn, cowpeas, soybeans, peanuts and velvet beans are grown extensively. Rye is also used as a winter cover crop, as is also barley. Poultry and dairying, due to excellent climatic conditions, are fast taking their place among the leading industries of this section, and practically all the principal breeds of poultry and dairy stock are found in this district.

The county roads are in very good condition and several of the very important concrete highways pass through the heart of this Valley. There is a network of rock and gravel roads reaching in every direction. With state and federal aid many miles of roads have been completed with gravel surfaces, and substantial steel, concrete and wooden bridges have been erected.

The states of Mississippi and Alabama appropriate millions of dollars annually for the support of their schools. This money is divided among the various counties in proportion to the number of children. The Mississippi State College for Women, the largest institution of its kind in the south, is located at Columbus, Miss. Sunday schools and churches of all denominations are within easy reach of the farming communities.

Artesian water is abundant in overflowing wells throughout the entire district, and the depth ranges from 200 to 600 feet.

Land prices in the Tombigbee Valley vary greatly, depending largely on location, soil, improvements and area in cultivation. The Prisco Lines maintain an agricultural department, organized and equipped for the purpose of keeping in touch with the farmers of this district, with a view of adding them in every possible way.

Lulu: How come you is always lookin' fer a job an' neber findin' one?
Mose: Dat's skill, woman. Skill!
Aberdeen, Miss.

Aberdeen citizens are proud that the Frisco selected Aberdeen as the head of the new line to Pensacola. This city of 5,000 population realizes that the new line has opened up a rich and fertile area. Aberdeen invites participation in the development of its natural resources: beds of valuable clays, deposits of bentonite and other minerals, valuable forests, recently-discovred fields of gas and oil, rich grazing lands and fertile soils.

Many advantages are offered to industries: Tax exemption for a period of years, low assessments, accessibillity of raw materials, the extreme inaccessibility of the cost of living, abundance and cheapness of power, the absence of extremes in temperature, and the excellence of water supply.

A live chamber of commerce in cooperation with a Rotary club and a Lions club, formulates and executes policies of civic and rural progress. Aberdeen is the county seat of Monroe County. Ninety-five per cent of the rural homes around Aberdeen are on, or adjacent to, hard-surfaced or concrete roads. Aberdeen has excellent schools, a large creamery and mill powdering plant, and three banks with the total of more than two million dollars on deposit.

Columbus, Miss.

Columbus, Miss., 167 miles southeast of Memphis, is the largest city on the Frisco between Memphis and Pensacola, with a population of 15,000 people.

This city is more than a hundred years old. Up to a quarter of a century ago it was an old-fashioned southern town, but within the last fifteen years two gravel plants which ship 12,000 sacks a day of the very high quality cement.
1,000 bales of cotton, 200 cars of hay, and 50 cars of cattle. The land is of sandy loam and of black prairie. Cattle raising and dairying thrive in this vicinity.

Buildings at Boligee include a new $35,000 accredited junior high school, two hotels, one bank, fourteen stores, three churches, a bonded warehouse, two cotton gins, and two garages. The three churches, a bonded warehouse, two hotels, one bank, fourteen stores, 7,000 inhabitants, is in a locality down to forty-five miles.

Demopolis, Ala. Demopolis, a city of approximately 5,000 inhabitants, is in West Central Alabama. It is thirty miles from the Mississippi state line, in the eastern part of a famous Black Belt town land section and on the high banks of the Warrior and the Tombigbee rivers, on which navigation is conducted throughout the year. Besides being on the Frisco, Demopolis is on the Southern Railway and on the Dixie Highway.

The average temperature of the short winters is forty-five degrees, and of the summers, eighty. Sunstrokes are unknown and the nights are cool. The annual rainfall is fifty-one inches. Marengo county, in which Demopolis is located, has many overflowing artesian wells of pure soft water.

The Demopolis section contains an immense supply, varying in depth from twenty to one thousand feet, of all raw materials necessary for the manufacture of the highest grade of Portland cement. The limestone is of a soft composition and can be quarried by a shaving process, the most economical method of quarrying known.

Annually there is shipped north and east from Demopolis two or three thousand cars of timber. This city is in the center of the richest alfalfa lands in the South, and receives approximately 30,000 bales of cotton a season. The pecan thrives in the Demopolis section. Other agriculturals pursuits which are thriving there are dairying and the raising of sheep, hogs and poultry.

Demopolis has a Kiwanis and a Rotary club, an American Legion post, a country club, an active chamber of commerce, and women's civic clubs. The city was originally founded by refugees from Napoleon's army.

Linden, Ala. Linden, Ala., is in the county seat of Marengo county, one of the largest counties in Southwest Alabama. It has a beautiful court house, new high school building, a brick grammar school, approximately thirty brick stores, artesian wells, cotton gins, two planting mills, an ice factory, wood working shops, a telephone system, electric power, two banks and two railroads, the Frisco and the Louisville & Nashville. Water works and sewage systems and two electric gins have been contracted for.

Linden is on several highways. The country around Linden is suitable for cattle raising and the growing of southern crops with a grazing season of ten months. The county health department is located at Linden, as is the headquarters of the Marengo County Farm Bureau.

Monroeville, Ala. Monroeville is the county seat of Monroe county, has a population of approximately 2,000 and is the oldest and largest town in the county, which has a population of 36,000. The town is in a prosperous agricultural section and it is at the junction of four state highways.

Monroeville is a commercial center and draws its support from a wide area. Two strong banks with combined resources of approximately $2,500,000, afford adequate financial facilities. The schools are splendid and the climate is healthful. Land in the vicinity of Monroeville

Kimbrough, Ala. Kimbrough, Ala., in Wilcox county, which is one of the largest agricultural counties of the state, is in a locality now producing cotton, corn, potatoes, beans, peas, okra, cabbage, many kinds of fruit, including grapes and berries, and in which cattle, hogs, chickens and other farm animals flourish and winter entirely in pastures.

The seasons are practically as early as in any locality down to the Florida line. Winters are mild and short, and the annual rainfall forty inches. Summers are mild, being tempered by breezes from the Gulf of Mexico, and heat postponement practically unknown. Kimbrough is in offering free factory sites for industries considereed desirable.

Health conditions are excellent and the city is supplied with water from deep wells. There is also an abundant supply of surface water for agricultural purposes.

Kimbrough is in the middle of the cotton producing country. Many kinds of hardwood grow in the vicinity. There is timber for paper manufacturing, and clay for brick, and much sand and gravel. Kimbrough is on an east and west transcontinental highway.