

Hayti, Mo.

The baseball game scheduled to be played by River division employes with the Frisco Employes' Club of Memphis at Memphis August 18 was discussed by members of the Frisco Employes' Club of Hayti at its meeting August 6.

W. J. Ferguson, engineer, Chaffee, Mo., requested that the Hayti club take its team to Chaffee Sunday, Aug. 11 and play the Chaffee club's team and that a team from among the players of both of these teams be picked to play the Memphis team August 18. The Hayti club agreed to carry out Mr. Ferguson's request.

Mr. Ferguson praised the flower garden on the station grounds at Hayti.

Springfield, Mo. Girls' and Men's Clubs

Members of the four teams in which members of the Frisco Girls' Club and the Frisco Men's Club, both of Springfield, Mo., are grouped for traffic solicitation, turned in during June 2,042 tips, which to July 23 resulted in 115 carloads and 198 L. C. L. shipments of freight, leaving 1,729 tips as prospective business.

Standing of the four teams for June was as follows: First, Captain A. B. Sherwood's; second, Captain F. L. DeGroat's; third, Captain W. W. Shackelford's and fourth, Captain K. T. Walters'.

C. C. Fawcner held first place with 700 tips turned in during June, R. W. Toupin was second with 550 tips, and Miss S. Hoffman was third with 167 tips.

Cape Girardeau, Mo.

Competition which the Frisco has and may have at Cape Girardeau was the subject of the talk which President J. F. Neal made during the meeting of the Frisco Employes' Club of Cape Girardeau, Mo., held July 25. A general discussion of club activities and proposed activities of the club followed.

Willow Springs, Mo.

The entertainment committee of the Frisco Employes' Club of Willow Springs, Mo., announced at the meeting of the club held August 13 that it is planning an entertainment to take place in October.

The attendance at this meeting was fifteen. The next meeting was to be held September 10.

Men's Club, Springfield, Mo.

The showing of two motion pictures and talks by J. N. Cornatzar, assistant vice-president, traffic; R. N. Nash, freight traffic manager, and W. L.

Huggins, Jr., director of publicity, all of St. Louis, were on the program of the regular meeting of the Frisco Men's Club of Springfield, held July 30 on the lawn of the general offices at Springfield. Approximately 400 members attended.

One of the motion pictures was of operations at the Frisco reclamation plant at Springfield. This picture was shown at the convention of the American Railway Association held at San Francisco June 28. Preceding the showing of this picture E. B. Sanford talked of work done at the reclamation plant, and Mr. Huggins explained various parts of the picture.

The other picture was "Look, Listen and Live," sponsored by the American Legion. This was an accident prevention picture. Z. B. Claypool, assistant director, accident prevention, for the Frisco talked of accident prevention before this picture was run. "Arkansas Thumps" (watermelons) were served.

Girls' Club, St. Louis

F. H. Hamilton, vice-president, secretary and treasurer of the Frisco, was the principal speaker at the monthly meeting of the Frisco Girls' Club of St. Louis held July 25 at Hotel Jefferson. Another feature of the meeting was a comedy sketch presented by members of the Morse School of Expression.

Miss Lydia Peterson, president of the club, announced that because Miss Kathrine Martin, who was first vice-president, had resigned from the Frisco, Miss Agnes Larkin, second vice-president, had become first vice-president. Miss Peterson appointed a committee to choose a second vice-president.

Miss Bernice Cantrell presented a reading. Mr. Hamilton's talk was of his recent trip to France. Those taking part in the comedy sketch were Misses Maltier Chauncey, Therese Wittler and Bernice Cantrell.

Miss Peterson introduced the club's entertainment committee composed of Mrs. Louise Gibson, Miss Lucille Kerr and Miss Gladys Marshall. The attendance was 130.

Fort Worth, Texas

The July luncheon of the Frisco Employes' Club of Fort Worth was held the twenty-fifth in one of the dining rooms of the Westbrook Hotel. Forty-one members were present.

Miss Mary Bess Smith, secretary to W. O. Moore, chief clerk to the vice-president and general superintendent, presented several violin numbers, accompanied on the piano by Miss Margaret O'Donnell. They played also for the sing-song.

After luncheon short talks were made by G. L. Oliver, traffic manager of Texas Lines; Dr. S. A. Wood, Frisco surgeon, and Dr. Valin Ward.

Malcolm Killian, of the accounting department, was guest of honor because he had turned in the largest number of traffic tips.

Memphis, Tenn.

Considerable business was obtained for the Frisco by members of the Frisco Employes' Club of Memphis. It was reported at the meeting of the Greater Traffic Committee of the club held in the Memphis local freight office August 2.

The next meeting of the committee was set for September 11.

Memphis, Tenn.

Two thousand people attended the Memphis-Chaffee baseball game staged on Lewis diamond at Memphis on August 18. It was a friendly engagement between the two teams, Memphis having taken the game from Chaffee on Chaffee's own field on July 21, with a score of 15-2. Before a packed grandstand of 700 people.

Friendly rivalry was apparent. Not only did the employes of Memphis and Chaffee come en masse to the game, but there sat in the boxes officials of both divisions, the River and Southern, and Hayti brought a thirty-piece Frisco band to lend to the occasion.

Besides the band, 131 employes and revenue passengers came from Poplar Bluff, and 750 employes and passengers came from over the entire River division. They were headed to Memphis in a special train of eleven cars which arrived at Union Station at 12:00 noon.

S. J. Frazier, genial superintendent of the Southern division, greeted A. Moran, superintendent of the River division, and they were the center of an interested group of spectators beside the special, as they made friendly wagers as to which team would prove the victors. The Memphis employes felt confident that a score similar to that credited the team on July 21 would be the outcome, while Mr. Moran proudly boasted that the Chaffee team had come down for the victory and they hoped to take it back.

The visitors procured dinner at nearby restaurants and then stepped into automobiles supplied by members of the Frisco Employes' Club of Memphis, where they were taken to Lewis field. The grandstand

boxes were packed, and a large number went to the bleachers.

Mr. Moran sat in the dugout with the Chaffee boys, while Mr. Frazier, at the opposite side of the park, remained with his Memphis team. B. G. Gamble, master mechanic at Memphis, sat in a box, while S. L. Oliver, agent at Memphis; E. E. McGuffre, terminal superintendent, and H. R. Wade, assistant superintendent, sat together. Mr. Gordon Robertson, president of the Employes' Club, sat among the Memphis boys in the dugout.

The game was called promptly at 2:45 p. m., and for two innings the score remained 0-0, with enthusiastic rooting for a score on both sides. In the second half of the third inning, Memphis scored. Going into the first half of the eighth inning Chaffee rallied with two hits and two men on bases but was unable to deliver any runs. The score stood 1 to 0 in the first half of the ninth inning when Joe (Buster) Brown, catcher for Chaffee, met one of Tom Scruggs' offerings on the nose and rode it into deep center for a home run. The grandstand went wild. It was the fifth hit off Scruggs, four of which came in the last two innings. It was in the last half of the ninth inning that the Bluff City club broke up the hostilities. Scruggs singled, was sacrificed to second, held his sack on an error by Rigdon, second baseman for Chaffee, and after McKee, catcher for Memphis had whiffed, came home on a clean one-bagger by Ray Meadows, first baseman for Memphis.

For exactly eight innings the pitchers were having the best of the argument. Lefty Alexander, nicknamed by the crowd as Grover Cleveland and hailing from West Memphis, was holding his own with the score against him and Scruggs was hurling brilliantly. Alexander got poor support in the third frame when the one run was scored off him, but Scruggs glided on safely. Scruggs also had his eye on the ball and got three safe blows in four trips.

Meadows and Brown supplied two hits each for their respective teams while D. Merrill, shortstop, and Scruggs of Memphis and Brown and Rigdon were fielding well. Merrill made two errors but handled eight runners.

The final score was, Memphis 2, Chaffee 1.

The crowd of out-of-town guests returned on the special train to Chaffee at 6:30 p. m., delighted with the day and the score, for they felt

that the Chaffee team had held Memphis' score down in a creditable manner.

Chaffee, Mo.

In the presence of a crowd estimated at 700, including employes of Chaffee, Hayti, Poplar Bluff, Cape Girardeau, Puxico and Advance, Mo.; Blytheville, Ark.; Memphis, Tenn.; St. Louis, Mo., and other points the baseball team of the Frisco Employes' Club of Memphis, Tenn., defeated the team of the Frisco Employes Club of Chaffee, 15-2, Sunday, July 21, at Chaffee, Mo.

The Memphis team took advantage of seven Chaffee errors and delivered timely hits in the pinches.

A rousing welcome greeted the 125 persons in the Memphis delegation on its arrival. A large crowd and a seven-piece band were at the station to meet the Memphians. A special train from Poplar Bluff brought sixty-seven.

The Memphis team was composed of D. Merrell, shortstop; Loeffel, left field; Meadows, first base; McKee, catcher; Brewer, right field; Maupin, second base; E. Merrell, center field; Tankersley, third base, and Scruggs, pitcher.

The Chaffee line-up: Roney, catcher and third base; Hamilton, left field; Redfern, left field and pitcher; Roland, pitcher and center field; Rigdon, shortstop; McBride, first base; Carle, shortstop, center field and pitcher; Essner, left field; Campbell, right field; Fowler, right field; Barber; Ferguson, third base; Alsop, catcher, and Reimer, second base.

In the Memphis delegation were R. E. Buchanan, traffic manger; T. H. Banister, general agent; S. J. Frazier, superintendent of the Southern division; B. G. Gamble, master mechanic; W. L. Eaves, general foreman, B. & B.; Gordon Robertson, president of the Frisco Employes' Club of Memphis, and C. J. Andereck, secretary of the club. W. L. Huggins, Jr., St. Louis, director of publicity of Frisco Lines, attended the game.

The game gave Chaffee the biggest day it had had for some time. Citizens, including merchants and members of the Chamber of Commerce co-operated in the event.

St. Louis Terminals

A train load of members of the Frisco Employes' Club of the St. Louis Terminals, members of their families and friends attended the second annual picnic of the club held Sunday, July 21, at the Pevely Dairy

Company farm at Crescent, Mo. The train was operated from the Union Station to the farm and return. Many others went to the picnic in automobiles.

The train was a special and was operated by a volunteer crew consisting of Harry Dean, engineer; Fireman McRoberts; William Boylan, conductor, and Roy Prendergast and Walter Montgomery, brakemen.

The special train arrived at Crescent at 9:30 a. m. Numerous swings, a sand pile, slides and seesaws were provided by the Pevely company.

At 10 a. m. the picnic was in full blast. A collegiate orchestra furnished music for the dance. The Three Silver Kings were out on the grounds singing and playing.

A halt was called at 12 o'clock for lunch and ice cream, lemonade, hot coffee and cold milk were served. After the lunch, children fished in a fish pond for prizes. The pond was operated by Adam Erlanger, and he was assisted by Catharine Barrett and Miss Agnes Larkin.

Next on the program were races and distribution of prizes to the winners. Louis Roseman and R. L. Klein directed the races. Mr. Klein supervised the horseshoe pitching contest.

The Pierce Petroleum Corporation furnished its radio-reception truck. The baseball grounds were occupied by players most of the day. One little hoy was seen with a plate of ice cream in each hand and when asked if he did not think he would be sick because of eating too much cream he said the ice cream was free and he was going to get enough to make him sick.

At 5:30 p. m. the picnic was over and a tired but good-natured bunch started on its way home.

John Daniels, vice-president of the club, was master of ceremonies. He was assisted by the following officials of the club: Albert J. Moxley, president; Clarence Stookey, treasurer, and William O'Toole, secretary.

Thayer, Mo.

Discussion of work and proposed work of the Frisco Employes' Club of Thayer, Mo., took place at the meeting of the club held July 15, at the Y. M. C. A. The next meeting was to be held August 19.

Large delegations from Hardy, Hoxie and Jonesboro, Ark., Memphis, Tenn., Thayer, Mo., and perhaps other points attended the annual picnic of the Frisco Employes' Club of

(Concluded on next page)

S. P. Tobias Tendered Farewell Dinner on Retirement



Guests at the dinner tendered S. P. Tobias, supervisor of wheels records at Springfield. The two "x" marks designate Mr. and Mrs. Tobias.

ON July 31 fifty-four of the Frisco friends of S. P. Tobias, supervisor of wheels records in the office of H. L. Worman, superintendent of motive power at Springfield, met at the Ontra Cafeteria to tender him a farewell dinner on the event of his retirement from active service of Frisco Lines. He has been in charge of wheel records on the Frisco since October, 1901, and was retired on pension at the age of seventy.

G. W. Moore, assistant superintendent of motive power presided as toastmaster, while each of the friends who

attended the banquet expressed a few words for the continued happiness of Mr. Tobias. He was presented with a combination Knight-Templar-Shrine watch charm in appreciation of his long and faithful services.

Mrs. Tobias sat beside her husband at the guest table, with J. K. Gibson, assistant to superintendent of motive power and his assistant, J. E. Potts. Mr. Tobias expressed his appreciation for the friendship displayed and the honor bestowed on him in a few remarks in which he said that he had always tried to help others, and that

he regretted that his service on such a wonderful road must end, but promised to visit his old headquarters at frequent intervals.

Among the out-of-town guests were T. W. Amberg, Griffin Wheel Company, Kansas City; Dute Brown, Southern Wheel Company, St. Louis; Chris Hansen, Standard Stoker Company, Chicago; W. E. Salisbury, American Arch Company, Chicago and Henry Sweeten of the Garlock Packing Company, St. Louis. Mr. D. Brown presented a delightful vocal solo.

NEWS OF THE CLUBS

(Continued from Page 15)

Thayer, held at Imboden, Ark., July fourth.

A special train was run from Thayer to Imboden, making all station stops between these termini. Memphians were numerous and had as their leader S. J. Frazier, superintendent of the Southern division.

Numerous athletic stunts were held. A baseball game was played between the teams of the Memphis and the Thayer clubs. The Memphis-Thayer game resulted in a landslide for Memphis. In a previous game between the Memphis and the Thayer teams the latter team won.

Another baseball game was played during the picnic at Imboden, between the "leans" and the "fats." Mr. Frazier was one of the players in this event and left the field with one of his fingers injured.

At the noon hour a basket dinner was held and at 5:30 p. m. the remnants of the noon meal were demolished.

Kansas City, Mo.

Mesdames R. L. Milice, James Cummings, L. W. Poncik and Frank Morgan were hostesses to a card party given by the Ladies' Auxiliary to the Sunnyland Club at the W. B. A. new club rooms, Tuesday, August 6, at which fifty-one members were present.

Progressive bridge, pinochle and bunco were played. Mrs. W. B. Berry and Mrs. E. W. Grace and Mrs. J. L. Kirkpatrick won first prizes. There were also many general prizes donated, and a drawing for lucky numbers was enjoyed by those present. Punch and wafers were served at the conclusion of the afternoon.

Mrs. B. J. Gleason, president of the club, made a short talk thanking the members present for the good attendance during the summer months.

The next regular meeting will be held at the W. B. A. club rooms on Monday, September 9.

X. R. CAMPBELL PROMOTED

X. R. Campbell, who was trainmaster at Hugo, Okla., on the Central division, was appointed assistant superintendent of Texas Lines, with headquarters at Fort Worth, Texas, effective August 3, vice S. R. Kennedy, who resigned.

For the last twenty-five years Campbell has been in the employ of the Frisco, most of that time on the Central division between Hugo and Fort Smith. He began his railroad career in Hugo a quarter of a century ago. His first position was trucking freight at the station, which was at that time both freight and passenger depot, but which is now the freight station. He was promoted from that position to station agent, and from that to dispatcher and later to trainmaster.

E. P. Olson, who was dispatcher at Hugo, has succeeded Mr. Campbell as trainmaster at Hugo. Mr. Olson is president of the Frisco Employees' Club of Hugo.

HONORED BY CIVIC CLUBS Frisco Men Hold Many Offices in Nation's Traffic Units

MANY Frisco Lines traffic officials and other employes in the Lines' traffic department have been signally honored by election to high offices in traffic and allied clubs throughout the nation.

Inasmuch as membership of the clubs is composed to a considerable degree of prominent shippers over the Frisco, elevation of Frisco traffic men to official positions in the clubs is evidence of the high esteem in which these men are held by Frisco shippers. Men engaged in transportation comprise much of the remainder of the membership of the clubs.

The list of Frisco traffic department men who hold responsible offices in traffic and allied clubs and of other Frisco traffic department men who recently have held such offices is a long one, according to a survey on this subject recently completed by *The Frisco Employes' Magazine*.

So far as the *Magazine* has ascertained the following list is complete:

President J. M. Kurn, director, St. Louis Chamber of Commerce.

J. S. Butler, general traffic manager, St. Louis, Mo., director National Association of Traffic Clubs; past president, St. Louis Traffic Club.

J. N. Cornatar, assistant vice-president, traffic, St. Louis, past president, St. Louis Traffic Club.

George F. Macgregor, traffic manager, Kansas City, Mo., director, National Association of Traffic Clubs.

J. L. McCormack, superintendent freight loss and damage claims, Springfield, Mo., president, Springfield (Mo.) Chamber of Commerce.

H. H. Reid, general agent, Tulsa, director, Traffic Club of Tulsa.

T. W. James, traffic manager, Tulsa, chairman of the publicity committee, Traffic Club of Tulsa.

I. E. Springer, assistant traffic manager, Birmingham, second vice-president of the Birmingham Traffic and Transportation Club.

W. L. Coleman, division freight and passenger agent, Joplin, director, Tri-State Traffic Club.

A. S. Owen, assistant general eastern agent, New York, N. Y., past president of the New York City Association of Passenger and Ticket Agents and now vice-president of the Past Presidents Passenger Association.

C. E. Quinn, St. Louis, director, Junior Traffic Club of St. Louis.

J. E. Nash, St. Louis, chairman of the program committee, Junior Traffic Club of St. Louis.

Tulsa Terminal Holds Pennant Seven Months



The crew of the Tulsa Freight house exhibit that "pennant-winning smile." Lon Burd, warehouse foreman is standing at the extreme right of the picture.

IT looks as if the Tulsa Terminal had dusted off the flagpole to hang the Least-Error-for-Shipment-Handled-Pennant up for good. They captured it with errorless handling in December, 1928, and up to July, 1929, the pennant still floated triumphantly from a Freight House pinnacle.

The Tulsa crew during the month of July, 1929, reported only 13 errors out of 28,740 shipments handled, which figured out 4,790 shipments handled to each error. Of these 13 errors, 5 were credited to error in billing; 6 to handling, and 2 to mis-handling of waybill.

Seventh Street, St. Louis ran a close second, with a total of 42,053 shipments handled and 49 errors, which figured out 2,804 shipments handled to each error. Kansas City, Springfield, Memphis and the St.

Louis Broadway Station followed in the order named. These stations were listed in group 1, as handling the largest number of shipments.

In group 2, Hugo, led the list with Birmingham, Joplin, Ft. Smith and Oklahoma City following.

A record was made in group 3, which was never made before in the compilation of these figures. Wichita, Jonesboro, Ft. Scott, Okmulgee, Pittsburg and Muskogee all in group 3 stations, made perfect records in handling of shipments.

The credit for the remarkable showing at the Tulsa freight station is due Mr. C. P. Hensley, agent, Lon Burd, warehouse foreman, and the crew which have worked so faithfully and carefully that the pennant might wave from this station for so long a time.

E. A. Roth, chairman, publicity committee, Junior Traffic Club of St. Louis.

Fay A. Edmondson, general agent, New Orleans, director of the board of governors of the Traffic Club of New Orleans.

F. W. Archer, Wichita, member of the convention committee of the Wichita Chamber of Commerce.

S. P. Haas, local agent, Wichita, member of oil committee, Wichita Chamber of Commerce.

H. E. Morris, assistant general freight and passenger agent, Wichita, first vice-president of the Wichita Traffic Club; member industrial committee, Wichita Chamber of Commerce; member Wichita Club.

Harrison Will, division freight and passenger agent, St. Louis, chairman, publicity committee, American Association of Traveling Passenger Agents; member, transportation committee sales managers' bureau, St.

Louis Chamber of Commerce, commander, Walter Runge Post No. 37, American Legion; director, Co-operative Club; member, executive committee, National Association of City Passenger Agents; past president, City Passenger Agents' Association of St. Louis.

C. S. Oldaker, assistant general agent, Dallas, Texas, was vice-president, Pittsburgh (Pa.) Passenger Club in 1925.

S. L. Oliver, agent, Memphis, vice-president, Traffic Club of Memphis.

Approximately 50 per cent of the membership of the Junior Traffic Club of St. Louis made up of Frisco employes.

"My wife will never go to bed before two o'clock in the morning—I can't break her of the habit."

"What does she do all the time?"

"Waits up for me."

—Passing Show (London).

For Meritorious Service

NORTHERN DIVISION

August 1—J. T. Marney, operator, Severy, Kan., saw a rod sticking out from a car in a train passing his station and notified the dispatcher who handled with the crew of the train. Commended.

August 1—R. McDowell, engineer; O. H. Greenwald, fireman; B. E. Edwards, conductor; J. L. Parcell, J. E. Collins, and E. Lloyd, brakemen, all of Fort Scott, Kan., assisted in clearing a tree from right-of-way. The train was delayed only twenty minutes. Commended.

July 31—Sam Kuhn, brakeman, Kansas City, discovered a brake beam down and stopped the train so the beam could be removed. Five merits.

EASTERN DIVISION

July 30—E. P. Wirth, conductor, Clinton, Mo., carried water from a well to hogs and cattle which were delayed in his train. Commended.

SOUTHERN

July 12—F. D. Thayer, conductor; H. E. Weaver and J. L. Goodman, brakemen, all of Springfield, discovered a tie bar down in a passing train. Commended.

July 16—R. Madison, retired section foreman, Sargent, Mo., discovered a broken rail. Letter of appreciation.

July 22—V. G. Hackett, B. & B. foreman, Kimbrough, Ala., and his gang threw buckets of water on the station to protect it from catching fire from a burning garage. Ten merits.

August 5—C. H. Crawford, helper, Columbus, Miss., discovered brake beam down and flagged the train. Commended.

SOUTHWESTERN DIVISION

July 15—Tony Bogris, fence gang foreman, Weleetka, Okla., discovered brake rods dragging under a car. Ten merits.

August 6—J. B. Boggs, conductor, West Tulsa, Okla., protected highway traffic at a crossing. Commended.

August 5—C. A. Hodges, brakeman, Sherman, Texas, discovered a broken flange. Fifteen merits.

July 27—Will Brown, section foreman, Olustee, Okla., discovered a brake rigging down in a passing train and flagged the conductor. Ten merits.

CENTRAL DIVISION

June 13—E. S. Vickery, fireman, assisted in transferring mail from a car which was set out account loose wheel. Five merits.

June 13—Fred Eddy, fireman, made temporary repairs to a coach. Commended.

June 24—Clifford Davis, section foreman, Garfield, Ark., found a piece of wheel flange near track at Garfield and notified the trainmaster. Five merits.

V. L. Kile, conductor, and B. L. Blanchard and A. G. Britton spotted a car of automobiles at Hope, Ark., avoiding a 24-hour delay to the car. Commended.

J. J. Ford, section foreman, discovered a brake beam down and flagged the train. Ten merits.

RIVER DIVISION

E. E. Roland, conductor, aided in clearing main line at Piggott, Ark., of a disabled engine of Hemphill Lumber Company. Ten merits.

July 23—J. R. Abernathy, engineer; L. M. DeBerrt, conductor; C. Jarrell, fireman, and W. E. Jefferies and William Spencer, brakemen, assisted in getting a chemical outfit in operation. Fifteen merits.

Engineer Mouser and L. E. Riggins, fireman, assisted in putting out a fire in a house at Manila, Ark. Ten merits.

June 29—L. S. McConachie, engineer, and G. C. Cannon, fireman, aided in repairing atomizer on burner of engine 1046 after the atomizer became stopped up. Ten merits.

June 7—C. Stroud, conductor, voluntarily worked as a flagman on train 805 after regular flagman was left to protect against 835 during washouts. Fifteen merits.

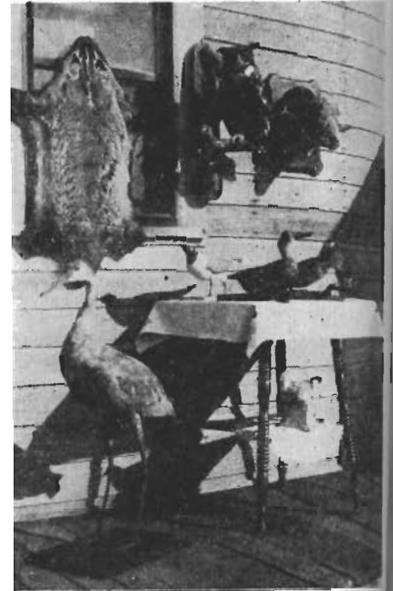
July 22—Frank Green, extra gang foreman, discovered a dragging brake beam and notified the conductor and the beam was removed. Ten merits.

July 9—A. W. Waldron, brakeman, discovered oil leaking from a Frisco car, opened car and corrected trouble. Five merits.

June 26—J. A. Steger, engine foreman, and F. Himmelspoch and C. E.

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KANSAN A TAXIDERMIST



Arnold Hedrick, section foreman at Latham, Kans., on the Beaumont sub-division, is an expert taxidermist.

The fishing and hunting around Latham is exceptionally fine and Mr. Hedrick finds many specimens. He prefers to mount animals for as he describes it, "a life-like pose and expression is much easier to apply. He has mounted a mouse in the claws of an owl, and the largest specimen he has yet mounted, is a coyote.

Mr. Hedrick came with Frisco Lines in 1920 as a laborer and since that time has been promoted to foreman. His skill in taxidermy was acquired through a correspondence course. He is married and has a 12-year-old boy to whom he is teaching the art of taxidermy. His mounted specimens have attracted a great deal of favorable comment.

NEW BAGGAGE CHECK PLAN

Arrangements have recently been made with agents on Frisco Lines at all principal stations whereby a patron of the line may check baggage from hotels and residences at destination of transportation. This plan has just been inaugurated on Frisco Lines and is of considerable convenience to the patron.

A special delivery check is used for this purpose which permits a transfer company at Tulsa, for instance, to pick up baggage from hotels and residences and check to destination. The plan is now in effect at Tulsa, St. Louis, Memphis, Kansas City, Wichita and Birmingham. Cooperation has made this system possible.