

pounds.

They then proceeded to portage into Stone Dam Lake over a piece of ground into Loon Lake. While going through this lake they trolled for Salmon Trout, using copper wire for a line and a large spoon for bait. The Salmon Trout are game fighters and are rarely caught in water less than 200 feet in depth. E. J. Hopkins caught the first Trout which weighed ten pounds.

They proceeded to Pipestone Lake and camped between Pipestone and Yoke lakes at 4:00 p. m. Here they found some seven or eight cabins used by the Indians in trapping season. Taking out fishing tackle they caught an ample supply of Salmon Trout which were served for supper together with eggs, coffee, potatoes, tea, bacon and fruit.

Fish was again served for breakfast, along with the regular breakfast menu and the party started fishing again at 7:00 a. m., going in canoes into Yoke Lake and portaging to Strawberry Lake, thence to Bluff Lake where they again portaged to an unnamed lake. Here they caught thirty-two Line Side Bass in forty-five minutes, none of them weighing less than four pounds. Eleven were served for dinner and the balance turned loose. In the afternoon the party fished for Lake Trout at a depth of from 200 to 300 feet and caught twenty fine specimens which weighed 152 pounds.

The next morning it rained and the fishing was postponed until 4:00 p. m. when the fishermen again took their fishing tackle and caught 258 pounds of Pickerel, Bass and Lake Trout. The Bass weighed four and a half pounds each and there were 37 of the Pickerel or Jack Fish in the catch.

Proceeding on from one lake to another, the next afternoon's catch produced 152 pounds of Northern Pike. The evening was cool and following a tempting meal, a big camp fire kept the fishermen warm until time to roll into their tents, which they did at 10:00 p. m.

While the largest fish caught on this trip weighed 17¼ pounds and was landed by Dr. P. C. Hopkins, it did not equal Mr. Gustin's record of several years ago when on one of his first trips he landed a forty-five pound muskellunge after a tussle of an hour and twenty-five minutes. Dr. Hopkins' Northern Pike was one of the finest of specimens and he measured thirty-nine inches. He caught this fish on a thirty pound test line, Bristol rod and ordinary reel.

Of the various specimens which were caught, Mr. Gustin says that the

party were agreed the Salmon Trout meat was the most wonderful. These fish are caught at great depth and the meat is yellow. They average around twelve pounds and there were none in the catch which weighed less than six pounds. These fish are also very game and put up a terrific fight when caught on the tackle.

The Pickerel or Northern Pike or Jack Fish (they go by all three names), are long and speckled and grow to an enormous size.

The Wall Eyed Pike, known as Jack Salmon in this country are caught in rather shallow water and in narrow channels. The party caught them using artificial minnows.

Line Side Bass, another species of which they caught numbers, weighed not less than four and a half pounds and they cast for these, using artificial minnows.

The Lake Trout were caught in deep water the same as the Salmon Trout, however, not in the same lake. Each species seemed to be found in separate lakes, and the Indians not only knew which lake contained the species, but they knew the exact spots for the fishermen to cast for them.

The entire country which the party traversed is replete with lakes, joined by short stretches of land over which the canoes and supplies were carried by the Indians. Each lake bore an Indian name, and as they inquired they found an interesting legend surrounding the names. Mr. Gustin says that no woman could have cooked more tempting meals than the Indian guides and one evening for dinner the men enjoyed a lemon pie.

Deer and moose were plentiful and they caught glimpses of them in the thick undergrowth as they went from one lake to another.

But like all fishermen, they felt that photographs of the various catches would not be enough to satisfy doubting friends and so they prepared to take home some of the catch. On Wednesday afternoon, the week-end of their return, they advised the Indian guides that they would like to take back some fish. The Indians took off the gills and cleaning the fish put a pole from one tree to another and strung up a number which were promptly photographed. On the return trip they reached Fort Francis, Ont., on Friday afternoon, 48 hours later, and taking the fish to a fish shop for packing in ice, the fish man told them they were in perfect condition. They were packed in a box of ice, reiced at St. Paul, and Kansas City and delivered to Mr. Gustin at his home in perfect condition the Mon-

WINS PRIZE TRIP

The Frisco received some well merited publicity in the recent contest staged by the Memphis, Tenn., Evening Appeal and Orpheum Theatre to find the most popular police officer of Memphis. First prize, won by Sergeant J. P. Cross, was a two weeks' trip to Pensacola, Fla., via Frisco Lines, with all expenses paid. Admission to the theatre entitled the patron to one vote.

Sergeant Cross won the contest with 258,890 votes, second place being awarded J. M. Fowler, with 29,460 votes, and third to R. L. Archer, with 26,000.

Friends in Sergeant Cross' district feel the honor is deserved as he is known to have personally helped many poor families of Memphis from his own pocket, and one family in which he took an interest were put on their feet and later sent to relatives in Chicago. Many of these cases are known to his friends but many are known only to himself.

Sergeant Cross, his wife and three children, left the latter part of August for the two weeks' trip. While there he had the pleasure of landing a nine-foot shark which weighed 550 pounds.

They report the trip a delightful one, with every courtesy extended by the Frisco crews on both the going and return trips.

day morning following. Each fisherman came over and took a supply, the neighbors were given fish and the Gustin family kept fish on ice for a week, until the entire supply was gone.

This is Mr. Gustin's third fishing trip to Canada. He has made several to Minnesota, but he is partial to the Canadian trip. He says he has been selfish the last few years, and the next year he intends to take his family to Minnesota, but his friends and fellow fishermen are already making plans to return to the Canadian paradise of fishermen.

And Mr. Gustin says the trip did not cost any more than a regular camping trip of two weeks on White River—the largest single expense in one day being for a non-resident fishing license which is \$5.50. The party was on the water nine days and the trip consumed two weeks.

It can easily be understood from the foregoing story that a trip to the river, where one might catch a few Perch or Bass, would not appeal to this group now and the accompanying pictures, bear out the story that the only reason one wouldn't be able to catch fish in this section of Canada is because they didn't drop their line in the water.

ST. MARY'S, MO., WINS FLOWER CONTEST

THE care and attention given the garden at the Frisco station by Henry Schroeder, agent at St. Mary's, brought gratifying results when the announcement was made on September 21 by Don B. Fellows, Frisco Florist, that that garden had been adjudged the best on the entire Frisco system, in the division of gardens cared for where water was available. E. H. Leming, section foreman at Rogersville, Mo., on the Southern division, shared honors with Mr. Schroeder in having his garden adjudged the best on the system under the second group, where water had to be carried from a nearby point. A silver loving cup was presented to both Mr. Schroeder and to Mr. Leming.

In the garden at St. Mary's, there are two very attractive emblems, one in the old portion along the track which reads "St. Mary's," and in the new portion the emblem reads "Frisco." Numerous beds of blooming flowers also give a very pleasing outlook, and an attractive southern planting of Cacti and other varieties of succulents along with a pool, create a great deal of interest in "Mr. Schroeder's park," as it is called by residents of St. Mary's. One of the most outstanding beds in the layout is a large round bed of bachelor buttons bordered with a very showy type

Garden at Rogersville, Mo., Takes Second Prize — 1,200 Flower Plots Planted

of Celosia or Coxcomb that he has brought up to a high state of perfection.

At Rogersville, a large Frisco monogram with yellow lettering has been made and from an old wood pile and dump yard which was the front of the town, up until last year, has evolved a wonderful park, in fact the most outstanding on the whole system, and all of it without water. It would be a credit, Mr. Fellows believes, to any place with water. The entire credit for the display may be given to Mr. Leming, who started the garden, but it has been maintained largely through the efforts of the citizens and business men and women of Rogersville. Around the outer portion of the park there is a hedge with iron fence surrounding, and in the center are numer-

ous flower beds which bloomed profusely all season through. It shows the old saying is true, "Where there's a will, there's a way."

Besides these two system winners, a first prize was given on each division of \$10.00 and the gardens were divided into two divisions, those where water was available and those without water. Mr. Fellows believed it unfair to compare the gardens which had been growing several years with those which had just started, and in order to judge fairly, the divisions above quoted were made as well as every consideration given to the condition of the garden on date judged, whether it was free of weeds, hedge trimmed, etc., and the arrangement of the plants.

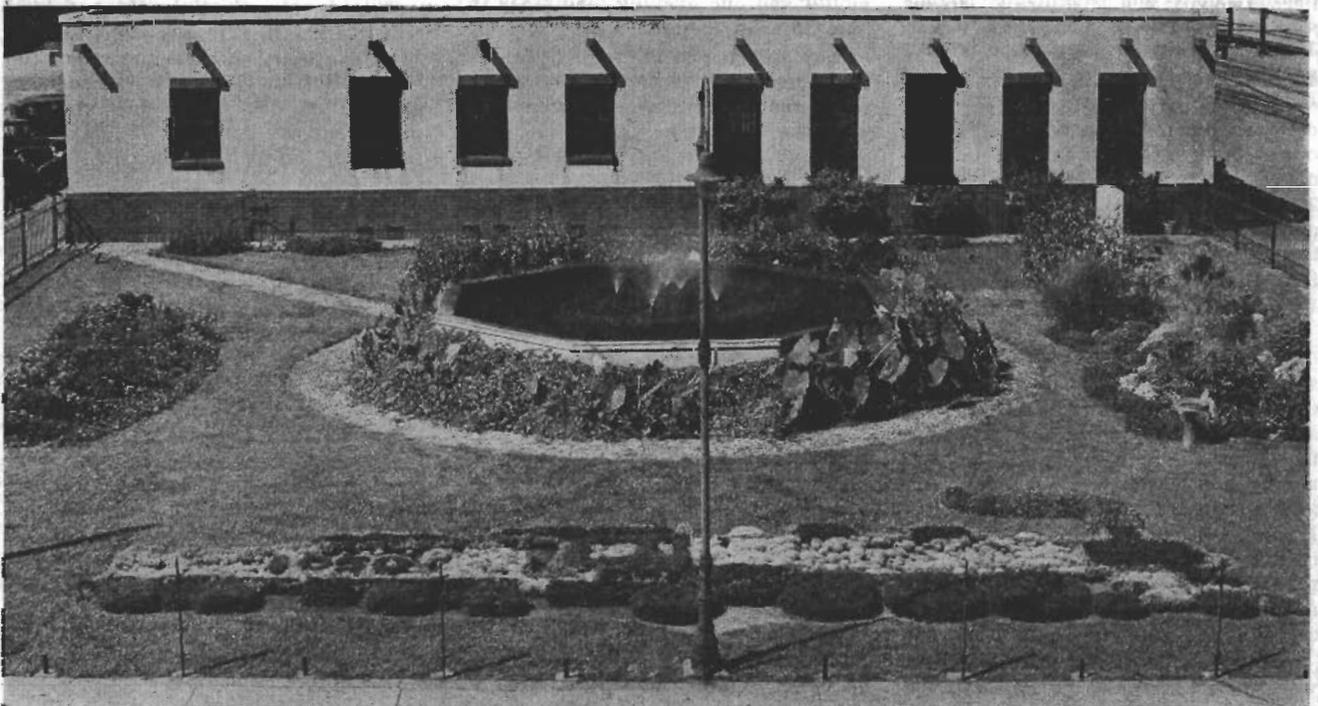
In addition to the loving cup awarded the River division, the garden of M. Owens, agent at Bassett, Ark., was awarded first prize in the division where water was not available.

Other division prize awards are as follows:

Central division, best garden with water, Muskogee, Okla., tended by R. L. Ritchey, crossing flagman. Best garden without water, Toskahoma, Okla., cared for by J. T. McCrow, section foreman.

Western division, best garden with

Ten thousand plants were used in making this floral design of Frisco Engine 1050, shown below. The "engine in flowers" is located in the Frisco passenger station flower garden at Springfield, Mo., and is believed to be the only one of its kind in America.



water, Winfield, Kans., cared for by J. B. Vasilopus, section foreman and J. H. Constant, agent. Best garden without water, Thomas, Okla., cared for by H. A. Gossett, pumper.

Northern division, best garden with water, Parsons, Kans., cared for by employes at that point, and best garden without water, Golden City, Mo., cared for by Ed Lock, section foreman.

Southwestern division, best garden with water, Chelsea, Okla., cared for by J. B. Key, section foreman, and best garden without water, Wyandotte, Okla., cared for by Richard Clark, section foreman.

Southern division, best garden with water, Atmore, Ala., cared for by Wm. Eggart, section foreman, and best garden without water, Rogersville, Mo., cared for by E. H. Leming.

Texas Lines, best garden with water, Bluffdale, Texas, cared for by M. A. Hufstedler, section foreman, and best garden without water, Plover, Texas, cared for by E. L. Richardson.

Eastern division, best garden with water, Lebanon, Mo., cared for by Robert Harrison, section foreman, and J. Daugherty, roadmaster, and best garden without water, Springfield, Mo., Boulevard and Mill crossing, cared for by George Russell, crossing flagman.

To make these gardens, and up to June, 1931, the following amount of seeds and bulbs had been shipped out to various points on Frisco Lines by Mr. Fellows: 17,135 bulbs; 5,338 window box plants; 750 apple trees; 100 pear; 50 peach; 15,000 hedge plants; 250 Chinese elms; 150 Catalpa trees; 1,000 two-year-old California grown roses; 10,000 miscellaneous shrubs and from 200 to 300 evergreens. This does not include some 15,000 packages of seed and orders had not been completed when this estimate was given.

Approximately seventy-five Frisco emblems were worked out in red, green, yellow and pink Alternanthera, with approximately 200 plants shipped to each bed.

The flower program was inaugurated on Frisco Lines in 1929 and received a hearty response from agents and section men on the line. The 1930 program was bigger and better, with the flower garden at Monett, Mo., cared for by George Morris, chosen as the best one among the 1,000 on Frisco Lines. There were approximately 1,200 garden plants during the season of 1931.

Following the announcement of the prize winners advice has been received that due to curtailment of expenses, the flower program will be abandoned. The Frisco Railroad

stood alone in the field of having a florist, whose entire time was engaged in beautifying stations and plats of ground on its right-of-way. It is with sincere regret that this announcement is made by the management.

One of the last bits of floral display made was the reproduction of engine 1050, made in approximately 10,000 shrubs and border plants at the park directly east of the station at Springfield, Mo.

As far as Fellows can learn, a replica of an engine in flowers has never yet been undertaken. The picture, while not doing full justice to the task, gives a fairly good idea of the dimensions.

Before a bit of it was planted, Mr. Fellows had a blue print made of the engine scaled down to forty-one feet, and ten feet high. In reality the engine is 75 feet over all. With the exact dimensions at hand he planted the tender wheels, trailer wheels, drivers and pony truck wheels, cab window frames and the number "1050," also the cowcatcher or pilot in pink Alternanthera. Outline of the tender, pilot, coal space, trailer truck, cab, boiler, smoke arch and stack is made of gray Santoline, and the tender trucks, brake cylinders, coal space, cab top, trailer truck, firebox, sand box dome and smoke arch and braces, are made of dark red Alternanthera. Tender body, draw bars, cab windows, pop valves, bell, headlight, boiler and cylinders were planted in yellow Alternanthera, and the smoke in blue Ageratum.

The engine stands out in the beds surrounding it—the left one bordered with pink Spatulata, Alternanthera and verbenas and dwarf French marigolds and periwinkle center.

Around the fountain are found old-fashioned lady fingers, maderia vines, cannas and caldiums of elephant ears. To the right is a most unusual rock garden planted with evergreens, pampas grass, summer poinsetta, verbenas, sedums and hardy hen and chickens. Window boxes at the Harvey House windows were planted with lantanas and verbenas, ferns and achyrantha.

Directly back of the fountain is a long bed bordered with ageratum (colored blue) World's Fair achyrantha, which was originated for St. Louis World's Fair of 1904, periwinkle and dwarf French marigolds for center.

Plants from pots used to make this lovely layout at the Springfield passenger station totaled 4,073, not including approximately 10,000 used to make the engine design alone.

THE FRONT COVER

The picture on our front cover this month might be construed as a modern picturized version of "Beauty and the Beast." At least the editor will get by with that characterization if everyone agrees, as we think they will, that the young ladies on the front of the engine are beauties, and if Superintendent of Motive Power Surles won't be unduly offended at our calling one of his splendid 1500 class engines a "beast."

These Oklahoma and Missouri girls arrived on the Frisco's Meteor at Union Station in St. Louis on the morning of September 15, and judging from the affectionate smile on the face of Pullman Conductor Harry Hulett, they were a splendid group of passengers. The photographer reported in enthusiastic tones that they consented to pose graciously, and the picture attests that they did so gracefully.

The girls went from Union Station to Lindenwood College, widely known girls' college at St. Charles, Mo., and the train crew of the Meteor that morning hope they'll be fortunate enough to draw the run that takes these charming young ladies back to their homes for the Christmas holidays.

The girls in the picture, from left to right, are:

(Top Row) Misses Hester Day, Oklahoma City; Anna Lorine Lynde, Okarche, Okla.; Mary Ford, Sayre, Okla.; Mary Jane Carson, Shawnee, Okla.; Lois Wells, Shawnee; Elizabeth Darling, Oklahoma City; Mary Lee Gallaher, Shawnee; Marion Hauck, Oklahoma City, and Mildred McWilliams, Oklahoma City, Okla.

(Bottom Row) Misses Mildred Puckett, Sayre, Okla.; Mary Sue James, Joplin; Marilyn E. Shinn, Joplin; Mary E. Sinclair, Aurora, Mo.; Rosine Saxe, Monett; Elizabeth Wheeler, Galena, Kans.; Miss Gayle Turner, the girl above on the extreme right, will attend Principia, this year. The two men on the end are, H. J. Hulett, Pullman conductor, and Wm. B. Wardlow, red cap.

LOADINGS INCREASE

Car loadings of revenue freight and receipts from connections by the St. Louis-San Francisco Railway Company for the week ended September 19 (the last week recorded before the magazine went to press) totaled 14,711 cars, according to a statement issued by President J. M. Kurn. This was an increase of 1,889 cars over the preceding week when 12,822 cars were loaded. During the corresponding week of last year the total was 19,424 cars. During the week ended September 5, 1931, car loadings totaled 14,752 cars.

RODE YARD ENGINES FOR 47 YEARS

A LONG time ago J. A. Murray worked for the L&N Railroad as fireman in the famous Mississippi River bottoms at Memphis, Tenn. His work was at night and he promised himself that if he ever landed a promotion to engineer and could get on a terminal job where he could have a good night's sleep, three "squares" a day, and daylight hours, no road job would ever tempt him.

And he kept that promise, as his record with Frisco Lines will show. He came to the Frisco as a fireman on October 14, 1884, and a short time later was given the position of engineer in the Memphis yards and here he remained until his retirement in August, 1931. There were few vacations for him during those forty-seven years and only one bad spell of sickness which kept him from work for a short time.

Another record of which he is proud is that he was never late to work but once, and that was on Christmas day a number of years ago. Jack Fitzpatrick, then yardmaster, told the crew they could take two hours for dinner, but Mr. Murray took two hours and thirty minutes. When he returned, he told Mr. Fitzpatrick that the time had just slipped away from him, and it was his first offense. Mr. Fitzpatrick, filled with the spirit of Christmastime, told him it was all right—there wasn't a lot of work anyway.

This veteran railroad man was born August 14, 1861, at Lexington, Ky. His father was a farmer. "J. A." had a leaning toward railroad service and left the farm to accept a position as brakeman with the L&N railroad. He also served as a fireman on a run from Birmingham to Decatur, Ill.

An old friend wrote from California that there were many opportunities in the far west and Mr. Murray decided to work his way out there, and so he left the L&N and took a position as fireman with Frisco Lines at Memphis on August 14, 1884. But day by day he became more interested in his work, promotion to the position of an engineer loomed, and he abandoned the thought of going west. His first engine was the little 27 and he says the frame and tank were all in one piece.

John Sullivan was the Frisco's yardmaster, and one day he told Mr. Murray he thought he would make a better hostler than fireman and so he assumed his new duties as hostler, which he held for about two years.

Engineer Murray Spent Railroad Career in Memphis Terminals by Preference—Retired Sept. 1



Photo by Cooverts, Memphis.
J. A. MURRAY

Then came his promotion to the position of engineer. At that time a promoted engineer never went back to a fireman's job. Just as he had received his promotion, he received a message that his mother was not expected to live and he was called away from Memphis. On his return he worked one day and the job was abolished, and there was six months intervening before he was given an engineer's job and he has been "at it" ever since.

"Since I have been retired," he said, "I have thought over the changes in railroading today as compared with the days when I first went to work. Then it was the engineer's duty to keep his engine in spic and span order. We were furnished sponges and soap and we kept the cab clean and scoured the brass trimmings. The engineer of today does not have to touch a piece of waste if he does not want to. And I remember the years when I shoveled many a ton of coal into a little four by six fire box, which was only three feet deep. Today on the big Frisco oil burners the fireman watches the gauge and turns a valve

which regulates the oil, and if it is a coal burner, it is equipped with a stoker."

The longest regular run he ever made was eighteen miles in length and was between Harvard and Yale. But there were times during his career when he took special trains out over the Southern division and one of those times was in 1912, when he handled a special train for J. E. Hutchison from Memphis to Hayti. The majority of his work has been making up trains, pulling up empties to the various industries around Memphis and pulling away loaded cars for making up freight trains. He has had a number of chances to bid in the job of regular passenger engineer on the Frisco passenger trains on the Southern division, but he preferred the job of yard engineer at Memphis.

He is grateful for the steady employment which the railroad has furnished him and for the pension which he will receive from now until his death. He cannot offer enough praise for the improvements made by the railroad company to make the working conditions better for its employes, and one of the improvements which he feels most noteworthy was the laying of double track from Clarkdale to Bridge Junction. Formerly freight trains had to go in the siding for passenger trains, and with the double track, countless delays are done away with.

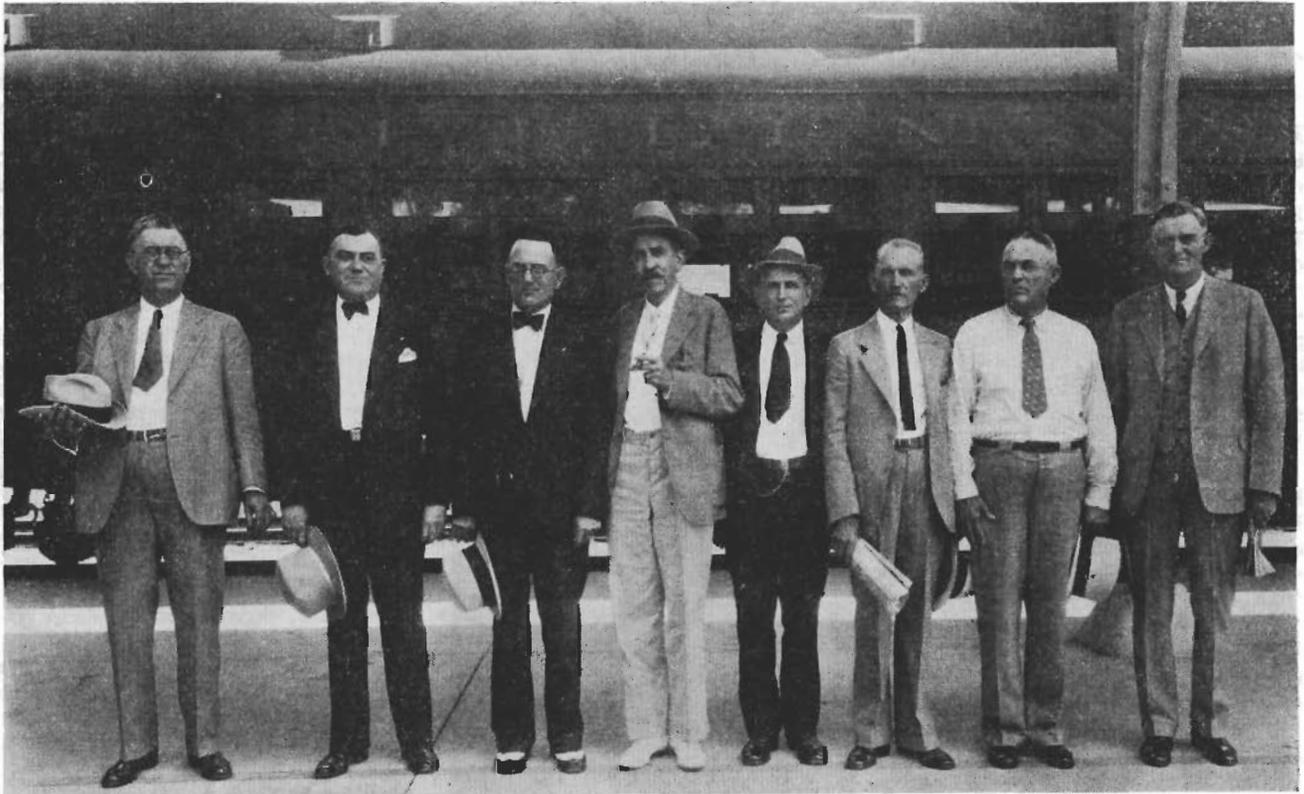
He feels that only those old timers who have been in the service for practically fifty years, can appreciate the tremendous changes for the betterment of the employes which have been made. Mr. Murray has lived through it all and has seen both the power, the rolling stock and the stations and roundhouses improve each year until they have at last reached the last word of twentieth century railroading.

His last service was on the yard engineer from eight in the morning until four in the afternoon. His friends and fellow workers tendered him a splendid banquet on the night of August 25, and it was a fitting farewell to his long years of railroad service.

Following the banquet he left for Chickasha, Okla., where he will visit a sister. He will then go to Detroit where he will visit a granddaughter. "Don't flop," his railroad friends ad-

(Continued on next page)

Gov. Murray of Oklahoma Rides the Meteor



The gentleman fourth from left, in the photograph above, has appeared in newspapers so often in recent weeks that it is hardly necessary to mention his name. The photograph was taken September 5 just before that luminary, Governor "Alfalfa Bill" Murray of Oklahoma, and the party which appears with him entrained on the Frisco Lines "Meteor" for Chicago, where the governor made a Labor Day speech

at Soldiers' Field Stadium. Appearing left to right, the group above is comprised of Ira Mitchell, R. O. Hopkins, Frisco Lines assistant general agent; Al Nichols, state senator; Gov. Murray, Ira Findley, state representative; Pat Murphy, state labor commissioner; Luther Langston, and Ben J. Theimer, all of Oklahoma City except Mr. Nichols who lives at Wevoka, Okla.

RODE ENGINE 47 YEARS

(Continued from Page 12)

vised him. "Keep going and you'll live twenty years longer."

His hobbies are hunting and fishing, and when his sister wrote from Chickasha that the wild turkey, squirrels and rabbits would be abundant for fall hunting, he packed his bag and only waited for the farewell banquet before he headed for Oklahoma.

And then he talks about a trip to Havana, Cuba, visiting friends in Pensacola, Fla., which indicates that he is going to take the advice of his friends and "keep going." For forty-seven years he applied himself diligently to his task of railroading and now he is as diligently applying his time to the enjoyments of life.

The call boy will soon be forgotten, and he will move from one point to another visiting friends and relatives, a Frisco pass safely stowed in his pocket and a pension check coming to him each month.

WHAT THE RAILWAYS DO IN AN HOUR

Source: Bureau of Railway Economics

(Based on statistics of Class I railway operations in 1930. Figures represent averages.)

In an hour, the railways earn \$602,876 from their transportation operations.

In an hour, the railways spend \$448,736 in operating expenses.

In an hour, the railways pay \$291,158 in wages. (Much of this total is included in operating expenses.)

In an hour, the railways pay \$39,789 in taxes to national, state and local governments.

In an hour, 5,238 cars are loaded with revenue freight on the railways' lines.

In an hour, 80,371 passengers board the railways' trains.

His philosophy has worked out, that if you work for the company's interest you work for your own good.

TRAINS 96.8% ON TIME

Frisco Lines operated 3,719 trains 96.8 per cent on time during August, according to the statement issued by the office of the general manager September 4. This compares with the corresponding month of last year when 3,762 trains were 96.5 per cent on time.

Among the divisions, Western led with 155 trains 100 per cent on time. River division was second highest with 744 trains 98.5 per cent on time and Central division had third highest percentage with 309 trains 98.1 per cent on time.

Records on other divisions during August were: Eastern division, 558 trains, 96.6 per cent on time; Southwestern division, 558 trains, 95.7 per cent on time; Northern division, 713 trains, 94.7 per cent on time; and Southern division, 682 trains, 96.8 per cent on time.