

Ball Fans Greet Cardinals



It was a gay group of fans which left Oklahoma City on October 4 on "The Daily Oklahoman and Oklahoma City Times" baseball special for St. Louis, where they anticipated witnessing the Cardinal-Detroit games over the week-end. The photograph above shows them unloading from the Frisco Special at St. Louis. W. L. Huggins, Jr., traffic manager, accompanied the party.

NO PER DIEM CHARGE

Agents throughout the territory are intent on the campaign of reducing the payment of per diem on foreign equipment on Frisco Lines. Every effort is made to see that foreign cars are moved in and out of the stations without delay, and according to J. H. Doggrell, superintendent of transportation, some unusual cases have been recorded during the months of August, September and October.

During October the following cases were reported: Cars L&N 47742 and 22167 received at ELSINORE, MO., in train 867 at 7:00 a. m., October 10, cars made empty and moved out 11:00 a. m. same date, forwarded in train 866 at 12:30 p. m.; T&P 17249 50073 and 60997, lumber, received ROSELAND, ARK., 5:00 p. m., October 4, train 849. Cars released 10:00 a. m., October 5, and moved out empty train 849, October 5, at 3:00 p. m.; UTLX 19258, gasoline consigned MENFRO, MO., received 10:00 a. m. and released 1:00 p. m. same date, moving to St. Louis, train 834, same night.

Cases reported during September included: ATSF 129181, flour and feed moving to MENFRO, MO., received train 833, September 24, at 7:00 a. m. and released 4:00 p. m. same date; C&NW 138122, malt, received WITTENBERG, MO., train 833, 10:10 a. m., September 13, consignees at Old Appleton, 19 miles inland, notified by telephone at 10:20 a. m., car empty and ready to move back to St. Louis at 3:30 p. m. same date; RI 142333, car corn, received at LORRAINE, KANS., at 2:40 a. m. Septem-

ber 7, spotted and car made empty at 4:00 p. m., went forward on train 350 at 4:45 p. m. same date.

Cases noted during August included: MoPac 77256, autos, arrived FOREMAN, ARK., No. 737 at 11:15 a. m., August 25. Autos unloaded, car returned to MoPac at Hope, Ark., train 736 same day; the following cars received at BIRMINGHAM, ALA., from the L&N, August 27, at 3:05 a. m., MP 52417, CBQ 59038, RI 75390, N&W 27726, B&O 112339, CBQ 54350, SP 74898, ATSF 58677, ATSF 59775, CMStP 105042 and CBQ 66772. These cars were made empty and delivered back to the L&N at 7:20 a. m.; on August 24 the following cars were received at BIRMINGHAM for the Alabama Packing Company on the Birmingham Belt, L&N 18757, 19191, 19363, 18859, 19342, 19001, 19429 and T&NO 13169. Cars were received at 6:50 p. m. and made empty and delivered back to the L&N at 10:30 p. m. same date; the Frisco received the following cars of cattle for packing houses on the BIRMINGHAM BELT on August 21, CBQ 59648, 67108, 57783, 57758, 59397, 59823, 57420, 57564, 59664, 58641, 66758, 68231, 69532, LH&S 4131, SP 70678 and L&N 88091. These cars were received at 11:15 a. m., August 21st, and released and returned to the L&N at 3:35 p. m. same date.

WITTENBERG, MO., NP 41320, car of malt received in Train 833 at 9:30 a. m., August 21. Car made empty and ready to move at 3:00 p. m. same date.

DEMOPOLIS, ALA., UP 13880, store

1933 WAS SAFETY PEAK FOR RAILROADS

Reports from the American Railway Association's safety section of the Safety Congress, held at Hotel Cleveland, October 3, were to the effect that despite several major accidents the country's railroads in 1933 established their greatest safety record.

The year's total of 5,623 train accidents of all kinds occurring on the road and in the switching yards is the smallest number ever recorded, according to G. H. Warfel of the Union Pacific System, chairman of the committee on train accidents. There were 153 persons killed and 1,252 injured exclusive of trespassers.

K. C. CLUB SPONSORS WRESTLER

John Plum, who has been working on the section gang in Kansas City, is proving himself a wrestler of no mean ability. As an advertising scheme, Mr. Plum is being sponsored by the Sunnyland Club as the "Frisco Texas Fast Freight".

Although only 24 years of age, he has received recognition as a coming champion when he has appeared in various towns in Iowa, Kansas, Oklahoma and Missouri, and particularly in Kansas City.

The Kansas City Sunnyland Club is proud to put him up against any 170 pound wrestler in the field.

A FINE PERFORMANCE

A splendid performance of train 833, September 25, J. R. Abernathy, engineer and T. E. Miller, fireman, was reported for special mention in the Frisco Magazine.

In the movement, Chaffee to Yale, handling 98 loads and 65 empties, train handled 345,781 gross ton miles on 18 tons of coal, 12 hours on duty.

With the amount of work and tonnage handled by this crew using only 18 tons of coal. J. S. McMillan felt that the movement was well worthy of mention.

fixtures, Beatrice, Nebr., Union Pacific waybill 2414, August 14, moved out of Beatrice, Nebr., 4:15 a. m., August 15, out Kansas City 8:00 p. m. same date, arrived Demopolis train 231, 1:15 p. m., August 17, delivered immediately and car made empty by 5:00 p. m. Moved out empty train 232, 3:00 a. m. the 18th, first available train.

McMULLIN, MO., CB&Q 58372 arrived at 10:00 a. m., No. 845, August 14. Car was placed and unloaded and moved out on No. 832 morning of the 15th.

MERITORIOUS SERVICE

RIVER DIVISION

September 27—T. M. Hudson, agent-operator, Freemont, Mo., received a phone call on September 8 that bridge near Low Wassie was on fire. He rounded up as many section foremen as he could locate and drove to the fire. It developed that the report was erroneous and bridge was not on fire, but agent's actions would have prevented possibility of great damage had there actually been a fire. Mr. Hudson was commended by J. S. McMillan, superintendent.

August 30—W. O. Cook, engineer; C. Daugherty, fireman; J. R. Johnson, conductor, and George Hiram, porter, R. M. West and J. W. Davis, brakemen, the crew on train 808, August 13, discovered truck of road contractor on fire, arrival St. Marys, which truck was located near gasoline storage tank on house track; above crew cut off the engine and pulled out one stock car and three others, some of which were partly loaded, placing them on track where they would be out of danger in event the large gasoline storage tank caught fire and exploded. Each member of the crew had his record credited with five merit marks.

AGENCY CHANGES

The following permanent agents were installed at the stations which follow their names:

Frank A. Thomas, Boynton, Okla., September 20; Clyde Purtell, Leflore, Okla., September 21; George A. Bond, Hulbert, Okla., September 27; William Summers, Butterfield, Mo., September 29; Axel G. Johnson, Medora, Kans., October 1; Bert M. Gregory, Strauss, Kans., October 1; Wm. D. Wilson, Bennington, Okla., October 3; Cecil L. Siler, Exeter, Mo., October 4; John B. Patrick, Arkinda, Ark., October 5; Ralph W. Roseberry, Haworth, Okla., October 5; Wiley R. Mills, Springdale, Ark., October 6; Virgil L. Banks, Leflore, Okla., October 8.

The following were installed temporary agents at the stations which follow their names:

James J. Morgan, Kewanee, Mo., September 27; Robert P. McCoy, Johnsons, Ark., October 4; Thomas F. Underwood, Oklahoma City Ticket Office, October 8.

1934—Important Conventions—1935

Below is a list of important conventions which will be held during 1934 and 1935.

The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

1934 MEETINGS

American Petroleum Institute.....Dallas, TexasNov. 12-15
Order Eastern Star Grand Chapter...Tampa, Fla.....Nov. 18-23
Southern Medical Association.....San AntonioNov. 13-16

1935 MEETINGS

Western Fruit Jobbers Assn.....San FranciscoJan. 29-Feb. 1
National Educational Assn.—
Dept. of Superintendents.....Atlantic City, N. J.....Feb. 23-28
Shrine Directors Association.....St. Louis, Mo.....March 6-8
American Zinc Institute.....St. Louis, Mo.....April
Southern Baptist Convention.....Memphis, Tenn.....May 15-20
Kiwanis InternationalSan Antonio, Tex.May
Northern Baptist Convention.....Colo. Springs, Colo.....May or June
Shrine (A. A. O. N. M. S.).....Washington, D. C.....June
American Institute of Banking.....Omaha, Neb.....June 10-14
U. S. Junior Chamber of Commerce...Columbus, O.June
M. O. V. P. E. R. (Grotto).....Knoxville, Tenn.June
National Educational Assn.....Denver, Colo.June
Cooperative Club International.....Oklahoma City, Okla.....July
Knights of Khorassan (D. O. K. K.)...Toronto, Ont.August
United Spanish War Vets.....San Antonio, Tex.August
Rotary International.....Mexico, D. F.....June 17-21
Lions' Clubs International.....Mexico, D. F.....

APPRECIATION

To the Junge Baking Company of Joplin, Mo., from C. W. Merkle, of the traffic department, Menasha Products Company, Menasha, Wisc., dated October 4, 1934:

"We certainly want to thank you for your prompt handling and the trouble you went to in handling the prepayment with your agent of the Frisco Line, and you might say to him that the Frisco Traveling Representative traveling through Menasha out of Milwaukee, Wis., is truly a hundred per cent Frisco man and favors of this kind, shown at outlying stations in other territories, are appreciated by us."

To Harry Granger, TF&PA., Frisco Lines, Ft. Worth, Tex., from the Rasmussen Engineering Company of Ft. Worth, Tex., dated October 15, 1934:

"We recently placed a rush order for one compressor, weighing 2,345 pounds with a concern in Buffalo, N. Y., to be shipped to the City Packing Co., Ft. Worth, routing same via your lines."

"This shipment moved out of Buffalo on October 2nd, New York Central to St. Louis, Frisco to Ft. Worth and was received by the City Packing Company on October 6th, or only four days enroute. Inasmuch as this was such excellent time we wish to

drop you a note of appreciation for the service rendered, because the compressor was badly needed."

To E. G. Baker, general passenger agent, Kansas City, Mo., from M. M. Grimes, Chiropractor, Tulsa, Okla., dated October 12, 1934:

"On Monday noon, the 17th of last month, I left Tulsa for Moline, Ill., via Kansas City on the Frisco. This was, without doubt, the saddest trip I had ever taken, due to the fact that I was returning the body of my mother, who had passed away a day previous, to Moline, for burial."

"Upon alighting from the Pullman as the train pulled into the depot, I heard someone speak my name. I answered and turned to meet a man whom I had never met before. He was wearing a blue uniform and I later learned he was a conductor by the name of E. M. Giffey. He kindly assured me that my mother's body would be given the best of watchful care and that there would not be a possible mistake made in the transfer of her body to the Golden State Limited. Never had an occasion so pleasantly affected me as his understanding and kindness. This being the case, I want to thank your railroad and tell you that just such occasions as this cause one to feel that not all big business is cold and commercially grasping."

"I wish to thank you for your excellent service and kind employes, and say that I wish your road many successful years."

NEWS OF THE FRISCO CLUBS

Frisco Sunnyland Club Kansas City, Mo.

The Sunnyland Club of Kansas City opened its fall festivities with a dance and floor show at the El Torreon Ballroom the evening of September 21. The affair was offered without charge to Frisco employes, their friends and patrons, in a special effort to give wide publicity to the New Texas Fast Freight Schedule, as it is believed that as the new schedule and service become familiar to shippers, phenomenal increase in business will result. There were close to 2,000 people in attendance at this affair, and when their attention was attracted by the floor show, the following announcement was read and reflected over the entire auditorium by loud speakers:

"I have an announcement from T. C. Kehoe, president of the Frisco Sunnyland Club, the employes organization of the Frisco Railway, which is sponsoring the program and dance this evening. He wishes to call attention to the fact that the party is being given in the interest of the Frisco Railway and to take this opportunity of giving publicity to its splendid service, both passenger and freight, and bringing to your especial attention the New Texas Fast Freight schedule which was inaugurated on September 4th. This train leaves Kansas City at 9:00 a. m. daily and arrives at Fort Worth at 9:15 a. m. the next day. If you, or any of your friends or acquaintances contemplate making shipments to or from Texas, and are looking for faster, more efficient, and more economical service, a visit to the traffic department of the Frisco Railway will prove a decided advantage.

"Mr. Kehoe hopes that each and every one of you are having a good time this evening and will watch for future affairs of the Frisco Sunnyland Club, and it is his desire that all of you will become members of the Frisco happy family here in Kansas City."

The officers received many compliments from those in attendance on the success of the affair, and the club members are anticipating many such enjoyable evenings during the coming winter.

The members of the Sunnyland Club have been continually urged by Mr.

Kehoe, president of the club, to be tireless in their efforts to secure traffic tips and not to become discouraged by failures, but according to the old maxim, "if at first you don't succeed try, try again"; that it is the duty of every Sunnyland club member to turn in every possible tip which will be turned over to the traffic department where the business will be secured, if at all possible, by the well-trained service salesmen in that department.

While it is only natural that members of the Sunnyland Club feel their club is successful and doing really worthwhile things, it was gratifying to Mr. Kehoe, president of the club, to know that the work of the club is becoming recognized by others outside of Frisco circles, when he received a call from a neighboring railroad requesting permission for a committee of their employes to sit in at a club meeting and also asked to borrow a copy of the club's constitution and by-laws, as they were endeavoring to organize a similar Employes' Club.

Business secured by members of the Frisco Sunnyland Club of Kansas City, Mo., according to a report issued by J. R. Coulter, traffic manager, shows five carloads, 49 LCL shipments and one passenger secured during the month of September, 1934.

This business was all secured by employes of the transportation department at Kansas City, the 5 carloads having been secured by C. C. Lacy. R. P. Ruisinger secured 35 of the 49 LCL shipments reported.

Other employes in this department, responsible for the balance of the business, include: F. H. Fenner, J. J. Fitzgerald, H. L. Herman, E. M. Martin, L. W. Poncik and A. J. Westerman.

Air Capital Club Wichita, Kans.

At the October 12 business meeting of members of the Frisco Employes' Club of Wichita, Kans., H. B. Sigler, conductor, reported having secured routing on 19 cars of canned goods, fruits, vegetables and coffee from various points. Mr. Sigler continues, meeting after meeting, to report carload shipments secured through his efforts for this club.

Ralph Dinsmore, president of the club, reported securing routing order on two carloads of chocolate from

Eastern points to Wichita, and James Ansboro secured a shipment of shoes from St. Louis.

S. P. Haas talked on general business conditions and expressed the belief that business in general was holding up well for this season of the year; however, he felt it would be necessary for every member to put his or her shoulder to the wheel.

Afton, Okla.

Fifty-seven employes, thirty-one visitors and ten officials were present at the October 15th meeting of the Frisco Employes' Club of Afton, Okla. Special invitations had been sent to officers and patrons and the response was indeed gratifying.

A report of the business secured at the Afton station, first nine months of 1933 compared with the same period of 1934 showed an average increase of over \$1,000 a month.

E. E. McGuire, representing the general manager's office was the first speaker on the program and directed his remarks to general business conditions, new freight service, new equipment, fares, rough handling, etc.

Others who addressed the meeting included: J. A. Moran, superintendent, Northern division; C. T. Mason, superintendent, Southwestern division; C. K. Sims, assistant superintendent; J. E. Springer, DF&PA, Joplin; J. H. Barcus, president, Joplin Club; J. H. Douglas, agent, Joplin; B. H. Crosland, roadmaster, Ft. Scott, and others.

Mr. Mason expressed his appreciation to the shippers for their support given the Frisco in his territory, and J. E. Springer talked for a few moments on "The Human Element". The addresses were all interesting and of an informative nature and added greatly to the program.

Following the presentation of the officials, the professional men of the City of Afton were invited to address the gathering. All of them were complimentary in their remarks regarding Frisco service, and W. M. Estus, president of the club, told the merchants that their presence was always welcome and that they had become a real part of the club.

Clint H. Baker, restaurant owner of Afton and a 100% Frisco shipper, arrived at the close of the meeting and served sandwiches and coffee to those present. Ted Shedlebar and his

orchestra furnished music, consisting of all the popular airs and the meeting was considered to be one of the best held by the Afton Club.

Frisco Girls' Club St. Louis, Mo.

Eighty-one members and three guests were present at the September 27th luncheon of the Frisco Girls' Club of St. Louis, Mo., held at the American Annex. The August meeting of the club was postponed account of the death of Victoria Matrose, a member.

Following the luncheon, a report of business secured by the members was made for the months of July, August and September, which included: 4 carloads of freight secured by Miss Pollock, head nurse at the Frisco hospital; 4 carloads and one passenger credited to Margaret Leahy, accounting department; 2 passengers each for Agnes Larkin, secretary to General Agent Cummings, 7th Street Station, St. Louis, and Minnette Juhlin, freight traffic department, and 3 passengers each to Lucille Meyer, of the purchasing department, and Lil Kulage, secretary to auditor-revenues.

Ella Ecklekamp, president of the club, expressed sincere appreciation for the efforts put forth by the girls in securing this business.

Mrs. Chic Sally, wife of operator at Pacific, Mo., was introduced. She told of her plans to attend the American Legion Convention in Miami, Fla., in October and made a very interesting short talk to the girls.

The guest speaker was Thomas O'Donnell, traffic manager of the Mallinckrodt Chemical Works, St. Louis. Mr. O'Donnell is a brilliant speaker and left a real message with the girls. His fund of Irish stories is always used to advantage.

Rose Resnick, passenger representative, gave a very interesting talk on the solicitation of business for Frisco Lines among women's clubs.

Two attendance prizes were awarded, the winners were Betty Doyle and Ellen Roach.

The Frisco Girls' Club of St. Louis sponsored a card party at the Melbourne Hotel on October 5. Approximately 100 persons were present and there were 56 sleepers sold.

Home made cakes were donated by the members, and the club sold ice cream with the cakes, realizing a total of \$35.00 from this sale, and the sale of the bridge tickets.

Fort Smith, Ark.

Approximately 50 members attended the first fall meeting of the Frisco

A Happy Frisco Family



A real Frisco family lines up for a picture. Mr. and Mrs. L. P. Burch, of 3402 Magnolia Avenue, St. Louis, pose for a picture with their 12 children. Mr. Burch is dining car steward on Frisco trains, St. Louis to Oklahoma City. Names of the family, from left to right: Mr. Burch, 48 years old; Mrs. Burch, 46; Vernon, 20; Leonard, 21; Aubrey, 22; Melba, 18; Wilbur, 14; Wilma, 15; Mrs. Marguerite Woodlridge, 23; Mrs. Florence Dodds, 25; Robert, 12; Edgar, 10; Kenneth, 8, and Richard 6. Mr. and Mrs. Burch have been married twenty-six years.

Employes' Club of Ft. Smith, Ark., meeting held in a coach at Garrison Avenue, September 17. The meeting was called to order at 7:30 p. m. by George Hinnant, president, who outlined plans for the fall and winter activities. Short addresses were also made by A. M. Leitzell, C. O. McCain, O. L. Young, W. C. Schultz and H. H. Hedges, the latter of the Railway Express Agency.

Music for the occasion was furnished by the Frog Stickers in a program of old and popular pieces. The musical program was furnished through the courtesy of S. Kelton, dispatcher. G. H. Garrison entertained the group with tricks of magic.

A motion was made and seconded that an auxiliary to the Ft. Smith Club be formed and the date of September 27th was set as a date for the organization meeting. Through the courtesy of the Frisco Association of Metal Crafts and Car Department Employes, the use of Woodman's Hall was offered for the use of the Frisco Club and the offer was accepted with thanks upon behalf of the club by President Hinnant.

Seventy-five members and visitors attended the October 8 meeting of the Frisco Employes' Club of Ft. Smith, Ark., meeting in the baggage room at 100 Garrison avenue. W. G. Hall, master mechanic of Sherman, H. E. Gabriel, O. L. Young and E. L. Collette were among the guests present.

A number of good tips were read by Geo. Hinnant, president of the club, and then some complaint was heard about not being able to secure tip blanks and Mr. Young offered the services of his office, which was fol-

lowed by C. O. McCain, represented by Mr. Tidwell and Mr. Presson and Mr. Letizell, so that any employe calling the office of the superintendent, division freight agent, trainmaster or agent will receive credit for his traffic tip on the regular tip form.

About 50 members promised to attend the meeting of the Northwest Arkansas Club to be held at Winslow on October 18, and several cars were offered to take members of the club there.

A dance, to be sponsored by both the ladies' and men's organizations was discussed, and plans were made for a date, which was finally left open, to be decided by the committee, the dance to be held around the end of October. The president was asked to appoint a committee.

Question of posting bulletins in the Union Station for the benefit of the passenger men, was brought up by Engineer Nulph, and it was ordered that a bulletin of the meetings in the future be placed at the Union Station.

Joplin, Mo.

Members of the Frisco Employes' Club of Joplin, Mo., held their monthly meeting at their club rooms, 10th and Main Streets, October 4. The business meeting was preceded by the usual covered dish dinner, served by the Ladies' Auxiliary. Approximately 40 persons were in attendance.

The regular business session was called to order by Roy H. Barcus, president, and minutes of previous meeting read and approved. Treasurer's report indicated a balance of \$7.34 on hand.

Letters, extending welcome to the Purdy Products Co., and J. W. Halter, new manager of Montgomery Ward & Company were read.

It was decided by the members present to drop the plans for a dance in connection with the card party to be given on October 25 in connection with raising funds with which to finance the Christmas party. Mr. Moulton was appointed chairman of a committee to arrange for tickets for the card party.

J. E. Springer reported having solicited and secured through Conductor Lane, one fare, Joplin to Los Angeles, Calif., from Mr. Lane's niece who had purchased through bus ticket from Charlotte, N. C., to Los Angeles, but was induced to travel by rail from Joplin.

Messrs. J. E. Springer and J. H. Douglas, as well as visiting agents, reported general business conditions much improved. Mr. Douglas reported a \$12,000 increase in revenue, September, 1934, over the previous year.

Frisco Colored Club of Birmingham, Ala.

Meetings of the members of the Frisco Colored Club of Birmingham, Ala., were held on September 6 and 18, and, while the attendance was small, a number of tips on passenger business were given.

Members of this club are responsible for having sold the following fares; Lena Noel and Hattie Johnson, who traveled Birmingham to Oklahoma City; Miss M. M. Bearden, Birmingham to Kansas City, these passengers secured by Joe Boston. Two passengers solicited, Birmingham to St. Louis by Mrs. Rena Robertson, wife of Steve Robertson, president of the club; Mrs. Kathie Hatcher, Birmingham to Kansas City and Mrs. Mary Steveson, Memphis to Birmingham, secured by Walter Johnson.

The club members are doing splendid work and making fine headway in their solicitation program.

Colored Club of St. Louis, Mo.

Ten members of the Colored Club of St. Louis, Mo., were present at the October 12th meeting at the Tower Grove Club rooms.

A Hallowe'en party was discussed and the members decided to entertain at Douglas Hall. Plans are now being made for the event and it promises to be a real drawing card.

J. Rogers, member of this club, and his family, spent a vacation in Monroe, La., and on this trip he was able to secure a round trip fare, Memphis to St. Louis, thence to the Chicago World's Fair and return.

Monett Women Asked to Aid Program

IN AN effort to further increase the solicitation activities of the Frisco Employe Club members, C. J. Kunz, president of the club, addressed a letter on September 17 to the wives of the employes and to all women employes of Monett. In the letter are a number of selling points which are valuable to the purchasers of supplies for the household and families of the employes. The letter in its entirety is quoted below:

"To the Frisco Ladies:

"It has been my intention for some time to address an appeal to the ladies of the Frisco family, asking for their support in our campaign to get more traffic for the Frisco.

"At the outset, will say that we have several 100 per cent patrons in Monett but we need more.

"Every woman whose husband, father, son or brother is, or has been a Frisco employe until recent years when the motor trucks and busses deprived them of a job, can assist very materially in getting traffic back to the Frisco where it rightfully belongs and also assist in making our state highways SAFE for private automobile travel. Isn't it appalling how many are killed and injured on Missouri highways wherein a heavily loaded truck is involved? The highways were never intended to be monopolized by trucks and busses. They are increasing in number by the thousands, continually getting longer, wider, higher and faster speed, and generations to follow will be tax burdened to provide suitable and substantial highways for these huge and heavy motor vehicles to use, unless public sentiment rebels against it and compels the Government to regulate them in the same manner in which the railroads are regulated.

"The railroads are the heaviest contributors to all the schools of the United States and when they cannot pay these taxes, we, as individuals, will have to pay them. The Frisco for the year 1933 paid the State of Missouri \$719,462.01 in taxes, \$235,781.96 of this went to the schools and \$148,718.92 to roads and highways. Barry County received a total of \$16,802.77 proportioned as follows: County tax \$4,466.75, roads \$4,401.48, schools

\$6,096.26. The City tax for Monett amounted to \$476.13.

"The Frisco is the heaviest consumer of water and electric current in Monett which is all bought from the City, paying them approximately \$3,500.00 a year. The Railways Ice Co. furnished the Frisco twenty million (20,000,000) pounds of ice in 1933, this consumption being responsible for 75 per cent of their present payroll, which approximates \$20,000 a year.

"The Frisco payroll is more than \$50,000.00 monthly with about 500 employes at Monett, but we still have a large number of former employes on the furloughed list who were placed there account of unfair motor competition. These men would probably be working today if our railroad was accorded the consideration that is properly and justly due from all Monett merchants and patrons.

"You have the right and it should be an honor and privilege to bring these facts to the attention of the merchants with whom you trade. Induce them to join with you in requesting shippers and buyers to patronize and boost the Frisco instead of the motor trucks. Ask them to DEMAND Frisco routing on all their shipments.

"The merchants who have their merchandise shipped by truck are contributing to the discomfort and loss of income of every citizen in Monett, even to the merchants welfare, themselves. This robs the rail workers of employment who in turn are unable to buy account reduced or no compensation at all.

"The Frisco is the backbone of the life and happiness of this community and should have the wholehearted support of every citizen. The depression may be letting up, but the unregulated job-smashing trucks and busses are increasing by leaps and bounds. During the years 1920 to 1930 over 500,000 railroad employes were hunting jobs because of the freight grabbing trucks. During 1931-32-33 approximately 500,000 more men were cut off the board. Thousands more self respecting railway workers will be seeking jobs unless this traffic is returned to the railroads.

"Monett, THE MAGNET CITY, will ultimately perish unless the MAGNET, THE FRISCO RAILROAD, is strengthened and not continually weakened due to lack of patronage.

"Your support and cooperation is solicited."

Northwest Arkansas Frisco Club

One of the most enjoyable and enthusiastic meetings yet held by the Northwest Arkansas Frisco Club, was the regular monthly meeting, October 11th, in the high school auditorium at Winslow, Ark.

Many members of the club were present, and about 40 members and their families from the Ft. Smith Club, also a great number of Winslow people were in attendance.

After a short business session, the Parnell family of Winslow favored with a musical number. J. A. Winn, Frisco agent, Winslow, gave the welcome address, followed by introduction of Geo. Hinnant, president of the

Ft. Smith Club. The feature speaker of the meeting was G. C. Smith, of Fayetteville, a non-employe, yet an old friend of the Frisco and its employes, who gave a short resume of the Townsend bill, and spoke of a better feeling between the public and railroads, mentioning service of the Frisco and its employes. This address was enjoyed by all. Other speakers were G. Wheeler Smith, Supt. Winslow School; G. L. Presson, trainmaster; S. Kelton, dispatcher; E. L. Collette, division engineer; H. E. Gabriel, assistant superintendent; J. R. Trotter, claim agent, and C. H. Garrison, roundhouse foreman. Musical numbers were presented by The Winslow Epworth League Club, and Mr. Kelton introduced his "Frog