Re-elect Corporate Officers
Reelect Corporate Officers

All officers of the Gulf, Mobile and Ohio Railroad were re-elected last week as the Board of Directors held their annual organization meeting in the Company’s offices in Mobile.

President I. B. Tigrett presided at the meeting in the absence of Board Chairman A. C. Goodyear of New York. Mr. Tigrett told his Directorate that with the delivery of 20 new diesel locomotives in the Fall, the railroad would retire the last of its steam power and that it was probable that GM&O would be the first major railroad to become completely dieselized. He also reported the purchase of 17 sleeping cars from the Pullman Company for general service on the Company’s lines.

The chief executive reported that of the approximately six million dollars net income of the Company during 1948, only a little more than $706,000 was available for

(Continued on Page 10)

One life has been lost and twenty-five persons have suffered injuries as a result of a head-on collision between a passenger and a freight train on our Railroad. Neither regrets nor excuses can restore the life of Mail Clerk J. O. Cannon of Jackson, Mississippi, nor can they alleviate the suffering of the injured.

However, to those men who figured in the operation of these trains and who may reproach themselves for this catastrophe, may it be said that each one of them was a veteran employee with an excellent record of performance.

Where there is industry there is manpower, and always present is there the element of human error, for none of us is perfect.

From this tragedy must we all take renewed courage and renewed resolve for the future.

I. B. TIGRETT,
President.
Window Displays Located In St. Louis
Attract Additional Passenger Business

Both the GM&O and its highway subsidiary, Gulf Transport, have placed window displays in St. Louis to attract greater attention for their passenger service.

The railroad displays, located in the windows of the city ticket offices, feature the GM&O's new equipment and fast St. Louis-Chicago service.

Gulf Transport, which placed its display in the window of the St. Louis Union Bus Depot, features the Gulf Coast, Mobile and New Orleans. As an additional feature of the GT display, round trip fares to the various scenic points are shown in conjunction with the photographs which picture the many attractions of the Gulf Coast.

Electrician Supervisor
Is Amateur Photographer

Spending his time in the dark is nothing new for Electrician Worker Supervisor Charles H. Barnett, Jr. As an amateur photographer, he spends countless hours in his darkroom.

Born in Mobile, Ala., Barnett began his rail service with the GM&O as an electrician apprentice in 1937. When his apprenticeship ended in 1941 he entered the Navy, serving as Chief Electrician on a destroyer. Following his discharge he returned to the GM&O, and a short time later was promoted to his present position.

Barnett is married and has one son. His father, Charles H. Barnett, served as Chief

GM&O Asks Merger
(Continued from Page 1)

solidation of the trains a net annual savings of $331,073 could be made on the operation of the midnight service.

Earlier Freight Traffic Manager (Commerce) P. E. Geil had testified that the public would not be inconvenienced because the proposed schedule of the consolidated trains would be "substantially the same." He said that a second section would be operated when necessary. He presented figures to show that the majority of passengers traveled through between St. Louis and Chicago and testified that only 10 per cent of the passenger miles carried represented passengers getting on and off at intermediate stations in Illinois.

Superintendent B. V. Bodie testified that the normal consist of the consolidated train would be 15 cars leaving Chicago and 16 arriving St. Louis. He showed station reports at Chicago and St. Louis to substantiate his testimony that trains of 16 and 18 cars were not uncommon.

Examiner Lawrence A. Glenn took the case under advisement.

Electrician at Jackson for a number of years.

Barnett has been active in amateur photography for about ten years, and is now vice president of the Jackson Camera Club. A sample of his work is shown below.

Mr. Tigrett Addresses
New Lions Club

When the newly organized Lions Club of Friendship, Tennessee celebrated Charter Night on March 7, the members invited President Tigrett, a native son, to deliver the principal address.

After giving a short history of the railroad, Mr. Tigrett went on to say that our railroad is not a rich railroad, having grown from failure and poverty and sacrifice, rather than through wealth. He urged that citizens through their government allow railroads to earn sufficient money to enable them to keep progress with the demands of the growing commerce of these United States.

Portraying the railroad as a citizen of each community which it serves, Mr. Tigrett brought to the attention of his audience the accomplishments of our line that make it a good citizen.

Besides paying all forms of taxes except Inheritance Tax, the railroad makes numerous contributions to the welfare of its section. He said, "We have an Industrial Department which has brought hundreds of industries to the communities in which we operate. Among the whites and among the negroes we have a department which promulgates an interest in agriculture and forestry, in better homes, in 4-H work, in woodland improvement projects, in trying to promote better soil conditions.

We have an Employer's Welfare Department under whose supervision we have, during these many years, straightened out the economic life among hundreds of our families."
Dallas Traffic Club
Has "GM&O Day"

Monday, March 28, was GM&O Day in Dallas, Texas and a large delegation of GM&O personnel from all parts of the Line was present to celebrate the occasion with District Freight Agent L. L. (Johnny) Walker and his "Big D" Traffic Force.

Because of the illness of President Tigrett, Executive Vice-President F. M. Hicks, made the principal address at the luncheon. He was introduced by D. A. Hulsey, President of The Lone Star Gas Company and the Dallas Chamber of Commerce. His subject was "Incidents from the Biography of a Railroad."

Attending with Mr. Hicks were: Vice-President L. A. Tibor, Mobile; Vice-President S. A. Dubbs, Chicago; Assistant Vice-President R. E. Stevenson, St. Louis; Assistant Vice-President P. D. Dorman, New Orleans; Passenger Traffic Manager R. A. Pearce, St. Louis; General Freight Agent D. F. McCullough, New Orleans; Executive Assistant F. J. Lott and Publicity Director B. M. Sheridan, both of Mobile.

Mr. Hicks said, "Present-day diesel locomotives may be obsolete within the next fifteen years because of revolutionary discoveries now being made in the field of railroad motive power."

He stated that with the delivery of 20 new diesel units in the Fall, GM&O would retire the last of its steam engines from service. He said that, had purchased 237 new diesel units and that they are being depreciated over a fifteen-year period "so that we will be in position to take advantage of new and better power when it is developed."

Next to a Texas Line

Mr. Hicks said that the GM&O was "next to a Texas Line." He explained that more than eighty per cent of the Texas people going to Chicago through St. Louis used GM&O. Also he said, Traffic Vice-President L. A. Tibor of Mobile, started his railroad career with the Texas and Pacific in Dallas more than 30 years ago. Further "Texas ties" for GM&O were claimed in John Lancaster, Chairman of the Board of the Texas and Pacific, and Andrew Chester, retired Vice-President of the Texas and Pacific, both of whom he said came from his and President Tigrett's home-town of Jackson, Tenn.

Returning to the problems of the railroads, Mr. Hicks said "the immediate financial future for the railroads is not bright." About rate increases he stated, "skyrocketing costs and the never ending demands of labor have necessitated higher rates, but further higher rates are not the complete answer to our problems, as we are already losing traffic to subsidized competition."

Subsidized Competition

Although Dallas is an inland city, its shippers and citizens are nevertheless, the GM&O official said, helping "to bear the costs of the 100 percent subsidized Federal Barge Line." He stated that all private and contract carriers operating on waterways, highways and airways, maintained at Government expense, "exert a tremendous influence in holding rates down to a subnormal level in the territory contiguous to their operations in discrimination against shippers and receivers who help pay for the subsidies but are located outside the area of influence of such subsidized carriers."

In closing he said, "This problem is one which must be solved if the railroads are to continue to operate under the private enterprise system. The future of our railroads is closely tied to the future of our national politics."

HATS OFF TO JOHNNY, TO SOUTHWESTERN PASSENGER AGENT FRED CLARKE AND THE REST OF A SWELL GANG IN TEXAS.

Traffic Department Announces

Four Office Changes

Assistant General Freight Agent H. W. Bell, Denver, was transferred to Atlanta on April 1, according to an announcement by Traffic Manager E. B. Farrell. Division Freight Agent L. V. Reef, formerly at Memphis, will take charge of the Denver office.

Two new offices were opened by the Traffic Department in March, one at Charlotte, N. C., and the other at Miami, Fla. Commercial Agent T. V. Talley will operate from the Charlotte office, while Commercial Agent Fernando Castro, Jr., will handle the east Florida business from the Miami office.

Locomotive 709 leaves Iselin Shops in preparation for another freight run. In the background can be seen part of the shops. Photo was taken by Electrical Work Supervisor Charles H. Barnett, Jr., Jackson, Tenn. (Story Page 2, Column —.)
Assistant Vice President R. E. Stevenson, St. Louis, and Agent W. A. Monroe, Louisiana, pause in front of the local station. The freight and passenger station at Louisiana is little more than 800 yards from the Mississippi River. R. B. Clawson is Cashier and Leo Creamer is night operator.

Freight and Express Clerk W. C. Payne, Bowling Green, Mo., unloads an express car. A. L. Uhey is Agent-Operator at Bowling Green.

Railroad Fair To Feature
"Wild and Wooly" Frontier Town

Latest new feature to be added to the mammoth Chicago Railroad Fair when it opens for its second season on June 25 will be a rip-roaring, wild and wooly, frontier town of the untamed gold rush days, as announced by Major Lenox R. Lohr, the Fair's president.

To carry the fitting name, "Gold Gulch," and to reenact in almost every detail all the thrill and color of life in the Wild West when a man's shooting iron was his best friend and when the early railroads were pushing toward the Pacific, the rebuilt boom town will give its visitors the thrill of walking about in surroundings like those once familiar to Billy the Kid, Jesse James and the other early western "bad men."

While slight concessions may be made to present day customs, Gold Gulch will be mainly true to the raw life of the Sixties and Seventies, from its action-filled Main Street and wooden sidewalks to the hearded, gun-toting "old timers" working its gold mine and filling its noisy shacks and buildings.

Point of No Return
(From The Jackson (Tenn.) Sun)
Monday, March 7, 1949

The Farm Journal, which has a very large circulation among rural families throughout the United States, recently ran an editorial, which deserves the widest circulation. Here is what the Journal said:

"Never has a nation recovered itself, once the leaders have lured the people far into the grip of socialistic power. You can call the roll as far back as history reaches. Countries go on down to catastrophe as Germany and Italy have gone, as Rome went, and as Russia will go.

"Americans for a century and a half supported their government, kept it well out of their affairs, and so became the earth's richest people. Now more and more we ask the government to support us.

"Government offers more 'help' for agriculture, housing, education, health and other things. Everybody is encouraged to ask for something. Every government aid means more taxes and more regulation. Each new experiment fastens onto the people a new load, and the load remains.

"When a flyer risks stormy weather over the ocean, he approaches what airmen call 'point of no return.' Beyond that he cannot return to safety. He must take his chance on getting through.

"How near is the U. S. A. to Point of No Return?"
GM&O NEWS
Mobile, Alabama

Dear Sirs:

I want to compliment you on your men at Meridian, Miss. They are wonderful.

My fellow, Bennie Lamar Pace, age 20 years, was employed by the GM&O Railroad Company at Meridian as apprentice machinist. He had been with the company two years when he went in the Navy in November, 1945, and came out in October, 1947.

In March of 1947, on the way to China, during a storm on the ocean, he fell of a ladder, bruised his hip, and this later caused cancer of the bone. He passed away at Rushes Hospital at Meridian on Tuesday, February 12, 1945.

I want to thank the men for the donations sent to Lamar, which were one $20, one $35 and another $40. That was appreciated very much. The company paid for two operations at Rushes for Lamar.

He was sent to Jackson, Miss. to Veterans Hospital from there to New Orleans to Veterans Hospital. Then after all hope for recovery was gone, he was taken back to Rushes by the Meridian Air National Guard in ac-47, where he lived 2½ days.

His father is Patrolman B. D. Pace of Meridian.

Again I want to thank the men for their donations and the beautiful flowers, and their words of comfort during our sorrow.

Sincerely,

MRS. M. A. CARAWAY
Oak Grove, La.

---

Farmers From 19 Counties Participate
In Northeast Mississippi Livestock Show

Mutual’s Cedric Foster Attends
Event Held In West Point

Farmers from 19 Northeast Mississippi counties attended the livestock show at West Point, Miss., this month. The event, which was attended by countless dignitaries in the state, was reputed to have been the largest ever held in Clay county.

Commentator Cedric Foster, Mutual Broadcasting Company, was honored guest at the show, and broadcast his commentary over the network. In addition to his work with the livestock show, Mr. Foster also toured outstanding industrial concerns.

Many Entries

The livestock show, which featured half a dozen classifications, had more than 350 entries, including both beef and dairy entries. A special junior division was featured for the youth of the 19 counties.

Distinguished Visitors

Among the many distinguished visitors attending the three-day event were Public Service Commissioner Howard Little, Agricultural Commissioner Si Corley and Mayor Thompson McClellan. GM&O was represented by Vice President (Industrial Relations) T. T. Martin, Director of Agriculture and Forestry S. A. Robert, Executive General Agent Fred Johnson, Publicity and Advertising Director B. M. Sheridan, and General Agricultural Agent A. F. Stephens.
Burlington Route Seeks

(Continued from Page 1)
est single opportunities for improving the
Burlington’s freight service to the public.”
He added that “with the better service
possible by the Mexico route, the Burling-
ton will be able to prevent further losses
of traffic to its competitors by rail and by
highway and that it would regain traffic
that normally should move over its line.”

Mr. Budd said that CB&Q was one of
the oldest Kansas City-St. Louis lines and
that unless the railroads were permitted
to make improvements to afford better
service “stagnation would result.”

GM&O Would Benefit

Executive Vice-President Hicks told the
Examiner that regardless of whether the
Burlington’s application was approved or
not, “GM&O would have to make substan-
tial expenditures on the Kansas City line.”
He said that “with the Burlington as a
tenant we will have a partner sharing the
costs,” and added that GM&O would
“benefit by having a more efficient rail-
road for its own use.” Under the agree-
ment Burlington would pay GM&O an
average of $374,195 a year rental.

Consulting Engineer E. D. Scruggs of
the GM&O testified that the majority of
GM&O business to and from Kansas City
moved via the Chicago route rather than
via St. Louis and estimated that Burling-
ton competition would cost GM&O about
one car per train per day between Kansas
City and St. Louis.

The application was opposed by various
labor organizations. Supporting were
Shippers and Civic Organizations in the
territory, including Carl Giesow of the
St. Louis Chamber of Commerce.

On Rally Day in
Crockett county,
4-H Club boys and
girls paraded with
posters to increase
interest in the 4-H
Club-GM&O fores-
try program.

Eager Youngsters Meet Rebel
To Greet Holmes Easter Bunny

Thousands of eager youngsters at every
point on the GM&O between Jackson,
Miss., and New Orleans rushed to the sta-
tion last month to greet the D. H. Holmes
Easter Bunny on his way to the Crescent
City.

An annual event since 1947, the Easter
Bunny’s trip each Spring is the counter-
part of the Santa Claus trip sponsored by
the New Orleans department store each
Christmas. Both events have attracted
wide attention in this section of the ter-
ritory.

Greeted By Mayor

As the Rebel arrived in Bogalusa, the
Bunny was greeted by Mayor Curt
Siegelin, who made his way through hun-
dreds of eager youngsters to present the
Bunny with a large carrot “to munch on
his way to New Orleans.”

Between stops the Bunny passed through
the train greeting the passengers and dis-
tributing candy eggs and souvenirs of the
trip.

Arrival In New Orleans

Upon arrival in New Orleans, the Easter
Bunny was greeted by several thousand
youngsters and their parents, who filled
the station. The arrival was televised, and
wire recordings were made for later
broadcasts by radio station WDSU. Upon
leaving the station the party paraded
down Canal Street to the Holmes store,
where the Bunny held court until Easter
Sunday.

Hostess Mary Louise McLean, on board the Rebel especially for the Easter Bunny’s trip to New Orleans, assisted the Bunny at stops along the line. Here Miss McLean and the Bunny greet the hundreds of excited children at Bogalusa.
Why I Like to Work for The GM&O Railroad

WILLIAM F. HVIE JR.
Utility Clerk
Freight Agents Office
Montgomery, Alabama.

The above statement, to me, carries a two-fold thought and to express my feelings more vividly and with greater sentiment I am dividing it into two lines of thought.

The first phase of thought is the GM&O as a part, and I must say a great and growing part, of the largest and most progressive railroad system in the world today and to know that by being an employee of the GM&O, I am a part of this great transportation system. Without the railroads, this country would be no further advanced in industry than the countries we know of that have limited means of transportation. Our progress can be traced right along to the progress of our railroads, for while this country was moving westward, it could move no farther than the last mile of railroad track. It is known that men died for our democracy and men also died building the tracks for our iron horses to thunder over and carry the civilization of the East to the Wild West. I firmly believe if the railroads had never advanced westward our great industrial and civilized methods would be confined to the East. Every man and woman in this democracy is deeply indebted to the railroads of ours for they are our very life line. Next to the constitution that governs us, the railroads are the bonds between each of the forty-eight states and to know that by being an employee of one of these great railroads I am a part of one of the most important and binding of all the industries.

My second phase of thought is the actual working for the best railroad of them all, the GM&O. Although, I have only been with the GM&O three years, I have lived in a town it has passed through as long as I can remember, so it is no stranger to me. There is an overpass on the road into town and I can always remember seeing the letters M&O RR Co., on it and then the letters changed to GM&O RR Co., and everyone knew that this railroad was progressing forward. They also knew that with the changing of these letters on the underpass they could expect better service and longer hauls from this railroad. To trace the history of the GM&O will reveal an ever growing and progressive system. One that is ready to serve any shipper big or small. It is good to be part of something that is growing and moving with the times. Our railroad is one of courtesy and service. I like to work for the GM&O because to me it has the spirit and determination of that great American, John Paul Jones, when he said, “Give up, h— no, we have just begun to fight!” and the officials of the GM&O are saying, in comparison to him, “Give up, h— no, we have just begun to build our railroad.” So for all these reasons, it gives me great pride in saying, “I am an employee of the GM&O Railroad.”

W. F. Hvie

President Tigrett plants a seedling in commemoration of Arbor Day in West Tennessee. The occasion was the Annual Negro Field Day at the West Tennessee Experiment Station. Holding the seedling is Extension Forester J. B. Sharp. Behind Mr. Tigrett is District Extension Agent Judd Brooks.
COMMENDATIONS

MOBILE—Mr. W. J. Ralls, clerk in the Transportation Department, was married to Miss Madeline Eddins on February 20th.

MERIDIAN, Miss,—Friends over the whole line are pleased to hear of the improvement of Rules Director R. B. McAlpin. Mr. McAlpin entered the Missouri Pacific Hospital at St. Louis in March, spending some time under treatment there. The latest reports on his condition are favorable.

SPRINGFIELD—Ticket Agent George H. Fleming received an unsigned letter on hotel stationary enclosing a ten-dollar bill to cover the cost of fare plus interest for a ride which the writer of the letter said he had stolen several years ago.

Agent H. A. Davis, Broadwell, Ill., for his discovery of a hot box in a passing train.

Conductor C. B. Ecton, Slater, Mo., for noticing loose wheels on car and reporting this fact to Chief Dispatcher.

Towerman W. A. Baker, Pekin, Ill., for discovering faulty track and reporting it for repair.

Operator E. V. Swanson, Dwight, Ill., for his discovery of a faulty brake rod on a train passing his station.

S. G. Thompson Promoted To Superintendent

S. G. Thomason, formerly Assistant Superintendent of Terminals was promoted to Superintendent of Terminals effective April 16.

Miss Betty Thompson, who recently left the GM&O to join the Sisters of Charity. Prior to her departure, Miss Thompson was presented with a Nun's watch by Traffic Manager E. B. Farrell, on behalf of her friends.
When General Agent and Mrs. J. J. Henry celebrated their sixtieth wedding anniversary in Laurel recently, friends and associates throughout Mississippi attended the event. Shown with Colonel and Mrs. Henry are (left) General Agent and Mrs. B. D. Casey and (center) Mrs. J. O. Henry, Emery, Tex., Colonel Henry’s sister-in-law.

C. C. Woodworth
Dies in Cincinnati

Clifford C. Woodworth, Division Freight Agent for the GM&O until his retirement four years ago, died at his home in Cincinnati on March 23rd. Mr. Woodworth had been with the Gulf, Mobile and Ohio for twelve years prior to his retirement, having opened the office for the Gulf, Mobile and Ohio in Cincinnati. After his retirement, Mr. Woodworth had been in poor health for two years.

A native of Cincinnati, Mr. Woodworth was a member of the Cincinnati Traffic Club and a number of out-of-town traffic organizations. Before his connection with the GM&O, he had been associated with another railroad for several years. He leaves his wife, Mrs. Florence Peter Woodworth, his brother, Frank Woodworth, and a sister, Miss Estelle Woodworth.

Gulf Transport Announces Ten Safety Awards

The Gulf Transport Company announces that the following bus and truck operators became eligible for, and received, safety awards during the month of February:


S. A. Robert Addresses Vandalia Civic Club

Director of Agriculture and Forestry S. A. Robert addresses the Business and Professional Men’s Club, Vandalia, Mo., last month. Mr. Robert’s subject was “Community Relationships and Community Betterment.”

GM&O representatives attending the dinner meeting included Assistant Vice President R. E. Stevenson, General Agricultural Agent A. F. Stephens, General Freight Agent J. C. Meehan and Superintendent J. R. Connerly.

Passengers Compliment Mobile Ticket Agent

City Ticket Agent J. C. Midyette, Mobile, received two letters of commendation this month from appreciative passengers.

The first, from Miss Katharine F. Kendrick, Mobile, expressed her thanks for Mr. Midyette’s assistance in arranging her transportation through a connecting line in Chicago.

W. O. Lott, Mobile, offered the second letter in appreciation of the ticket agent’s work in securing his reservation after “four false starts.” In his letter, Mr. Lott praises Mr. Midyette for his “efficient, patient and courteous work.”

When Mrs. Norma M. Pumphrey, quotation clerk in the Traffic Department, retired after 31 years service she was presented with a silver tea service by the GM&O Traffic Employees Club. Shown with Mrs. Pumphrey are the club officers. (Left to right) Stenographer Mary C. Thompson, secretary; Commerce Clerk V. J. Klein, president; Chief Clerk to the Vice President (Traffic) Lester Schaeffer, treasurer, and Secretary Mrs. Maida Clarke, vice president.
Passenger Personnel
Reunites Mexican Family

A nice piece of teamwork on the part of the hostess, train crew, hostess and St. Louis Union Station employees this month reunited a Mexican family which had been separated when the mother was left in the station shopping as the Abraham Lincoln pulled out.

Hostess Phyllis Shinkus, making her way through the train, discovered the father and two children searching for the mother. As the father spoke no English, Conductor E. L. Pasley searched the train for an interpreter while Hostess Shinkus cared for the children.

Meanwhile, station personnel had located the mother and arranged for her to make the trip to Alton by auto.

Through the interpreter the train crew arranged for the father and two children to be left with Company employees in Alton until the mother arrived.

When the family was reunited they continued their journey to Chicago on the Alton Limited, two hours later.

Miss Dorothy Card, Traffic Department, became the bride of Chief Clerk Wallace Winner on March 24. Both are residents of Mobile.

The electric conveyer recently installed by Rogers Gin Co., Falkner, Miss., speeds loading of the finished bales into the waiting box cars of the GM&O. Photo was submitted by Superintendent W. R. Moore, New Albany.

Natchez Tour Party
Compliments GT Operator

Bus Operator E. L. McCullough, Mobile, was recently complimented for his “splendid driving and many courtesies” when he drove the Historic Mobile Preservation Society on its Natchez tour. The charter trip was arranged by GT Passenger Traffic Representative G. V. Adams.

GM&O Directors Meet
(Continued from Page 1)

future use after paying for improvements, debts and dividends. Total income for the Railroad, he said, was approximately $811,500,000 (m) of which almost $76,000,000 (m) was paid out in expenses. The total tax bill for the GM&O during 1948 was approximately $8,000,000 (m).

Foreign freight business continue to be an important part of GM&O’s revenue, and the increased facilities under construction at the State Docks should further increase the movement of commerce through the Gulf, Mr. Tigrett said.

The Executive Committee composed of Tigrett, Executive Vice President F. M. Hicks, Board Chairman Goodyear and Mobile Directors J. F. McRae, President of the Merchants National Bank and H. A. Pharr, President of the First National Bank, was re-elected.

Directors attending were: from Chicago, H. J. Lorber, President, Rollins Burdick Hunter Company; from St. Louis, Wm. H. Bixby, Partner, G. H. Walker & Company, Willard R. Cox, President, Coca-Cola Bottling Company, F. M. Mayfield, President, Scruggs - Vandervoort - Barney, Inc., and from Jackson, Mississippi, A. Boyd Campbell, President, Mississippi School Supply Company.

Local Directors attending in addition to Mr. Tigrett were: F. M. Hicks, Executive Vice-President, GM&O; G. P. Brock, Vice-President and General Manager, GM&O; J. F. McRae, President, Merchants National Bank; H. A. Pharr, President, First National Bank, and H. E. Warren, Vice-President, Purchases and Stores, GM&O.