

# Frisco Fuel Savers Make Admirable Record for First Nine Months of Year

## Reduction in Consumption of Eight Per Cent over 1924 Equals 2530 Cars of Coal

By ROBERT COLLETT, Fuel Agent

THE year 1924 was an important one in the work of the fuel department of the Frisco Railroad.

For that year we set our mark of fuel consumption at a reduction of twelve and one-half per cent as compared with 1923.

In other words, we wanted to make seven scoops of coal or seven gallons of fuel oil do in 1924 what it took eight scoops or eight gallons to accomplish in 1923. As you all know we reached that goal.

For 1925 we set our mark at a further reduction of six and one-half per cent over 1924, or a total of nineteen per cent improvement over 1923. For the nine months' period ending September thirtieth, the average reduction over 1924 was eight and one-tenth per cent. This is a splendid showing and everyone who had a part in it should feel justly proud.

The engineers and firemen, who handle eighty-five per cent of the coal, contributed more to this saving than any other group of individuals, but it takes everybody on the railroad to save coal and everybody did help in some measure. Expressed in tons, the saving amounts to 121,410 tons or 2,530 cars of coal. The value of this coal at the present price, including a reasonable cost for company haul, would purchase seven of the new 4100 class or 1500 class engines; it would buy 90 miles of ninety-pound rail; it would pay the total payroll at the West Shops at Springfield for seventy-nine days.

We are going into the winter of 1925-26 with the heaviest business in the history of the railroad and this will necessarily mean that a number of new firemen will enter the service. These boys want to do the right thing. Let us be fair with them and give them a good start. They should take every advantage of the idle days to go out on the engines with the most skillful and experienced firemen, in order that they may be taught correct methods from the start and not have to unlearn improper practices later on. The engineers can help these new men greatly by taking an interest in them and in their work, just as someone took an interest in us when we started out. Maybe it was a foreman, perhaps it was a conductor or a brakeman of many years' experience, or an engineer, and had not these more experienced men felt an interest in us and helped us to learn to do our work in a reasonably proper manner, our services would probably have been lost to the railroad world for all time.

### Oil Must Be Heated

Cold days mean that fuel oil must be well heated in storage tank and by the firemen in the engine tanks before starting on a trip. The open heater should be used frequently to stir the oil up—should be turned on strong every little while. Flues should be properly sanded and engineer and fireman should work together on this, so the engine will be working hard enough and the exhausts close enough together that the sand will be drawn through the flues. We have recently found cases where superheater flues were almost plugged up, due to sand lodging in them. This was due to improper method of sanding.

Each month the Magazine reports some of the fuel performances which are observed by the road foremen of engines and the fuel supervisors. I suggest that these records should be carefully studied by all of our engineers and firemen and compared with some of their own trips where the conditions have not been so favorable, due to causes that the engineer and fireman, perhaps, had no control over, but which resulted in an excess amount of fuel being burned and in many cases unnecessarily long hours of service. It will help to make comparisons between these trips and call the attention of the division officers at the fuel meetings, to the difference in fuel consumption on the good and bad trips. The good trips mean the most comfort for the crew and are the trips that bring in the most revenue and cost the least to produce in wage and fuel expense.

Engines should be thoroughly and well lubricated at all times. The feed should be started in time to get the cylinder and valve walls well lubricated before starting the trip. The lubrication should not be destroyed through failure to use the cylinder cocks or the blow-off cocks at the proper time. A constant and uniform feed that will provide suitable lubrication should be maintained instead of starving the lubrication in the first part of the trip and wasting it at the last part of the trip.

The engineer can save fuel by taking every advantage in the handling of the cutoff. In cushioning engines, only enough steam to protect the lubrication is necessary. At times the engineer wastes fuel by overdoing this feature. Careful pumping so as to supply the boiler with water that is being used, but not through oversupply, is an important aid to fuel economy.

The fireman who makes the best fuel performance fires light and often and maintains a bright, level fire. This is very important. Fuel can be saved by proper regulation of steam heat temperature in our coaches.

Every second that can be saved in loading and unloading passengers and in doing station work will help the engineer maintain the schedule with the least amount of fuel.

Unnecessary stops or slow-down of freight trains can waste a great deal of fuel.

The October performance was not quite what we had hoped for. It was chiefly due to operating conditions and not to any let down in the interest and effort of our engine crews. Let us all pull together to get the December showing equal to or as good as the first nine months' period, thereby enabling us to exceed the mark set up for us to reach in 1925. The showing so far in November is very good and I believe there are mighty good prospects that we will beat last year's figures.

### MORE SPLENDID FUEL RECORDS

#### FRISCO PROPER

October 28—Engine No. 47—Engineer Howe, Fireman Roy Gallahan—Train 1st 34 from Newburg to Lindenwood, handled 1615 tons, burned 12 tons coal and ran Stanton chute. Took water at Cuba and Pacific; shook grates twice; blew engine twice and did not pop over entire distance. Fuel Performance 137 lbs. per 1000 G. T. M.

Supervisor of Fuel Economy, W. A. Crawford, furnishes the following on one of the new 4100 class engines—Springfield to Thayer in charge of Engineer Thos. Brown, Fireman Wm. Burdett. This engine equipped with Duplex stoker and booster; handling tonnage train. Engine went over entire division without popping off and without varying more than five (5) pounds in steam pressure. On each hill where it was necessary to use the booster, a short time before the booster was cut in, engineer would give the fireman a certain signal which would mean to speed up the stoker just a little in order to keep the steam pressure from dropping back when booster was cut in. This trip was also observed by General Road Foreman of Engines Mr. D. L. Forsythe and representative of the stoker and booster companies. The main point we would receive from this is not so much the fireman knowing just where the booster was going to be cut in, but the close co-operation between engineer and fireman.

Engine 723, train extra north—Harvard to Jonesboro—in charge of Engineer Fred Bauer, Fireman Ray Milliman—handled 51 cars, 1809 tons, burned 3½ tons of coal; made 94,068 gross ton miles or a performance of 74 lbs. coal per 1000 G. T. M., which, however, does not include terminal

consumption. This trip was also observed by Fuel Supervisor who commented on the close co-operation between the engineer and fireman, both of whom took every advantage of engines and conditions in order to save fuel.

October 14—Engine 42, train first 32—Springfield to Newburg—in charge Engineer A. Adams, Fireman F. W. Stolpe; handled 2530 tons—made 301,070 gross ton miles; consumed 13 tons of coal or a performance of 89 lbs. per 1000 G. T. M.

October 16—Engine No. 1, train extra west—Newburg to Springfield in charge of Engineer Ed Carter, Fireman Joe East—handled 1775 tons, made 211,225 gross ton miles; consumed 16 tons coal or a performance of 152 lbs. per 1000 G. T. M.

TEXAS LINES

November 1—Engine 1240, extra—Madden and Cheshire, Brownwood to Ft. Worth, 138 miles—on duty 10 hours 35 minutes. Handled 150,156 gross ton miles—burned 1,580 gallons oil—11 gals. per 1000 G. T. M.

November 2—Engine 648, No. 47 local freight—Vaughn and Mayfield—Brownwood to Menard, 86 miles—on duty 9 hours, 10 minutes. Handled 77,176 gross ton miles—burned 850 gallons oil—11 gals. per 1000 G. T. M.

November 2—Engine 697, extra—Stapp and Robertson—Ft. Worth to Sherman, 95 miles—on duty 8 hours 40 minutes. Handled 132,128 gross ton miles—burned 1,163 gallons oil or 9 gallons per 1000 G. T. M.

November 2—Engine 706, No. 1/35—Cash and Dew—Sherman to Ft. Worth, 95 miles—on duty 7 hours 35 minutes. Handled 139,680 gross ton miles—burned 1,208 gallons oil or 9 gallons per 1000 G. T. M.

November 3—Engine 1214, No. 2/35—Snow and Witt—Sherman to East

Dallas, 78 miles—on duty 7 hours 10 minutes. Handled 118,565 gross ton miles—burned 1,178 gallons oil—10 gallons per 1000 G. T. M.

The Rookie Switchman of Cravensville

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There was great excitement in the little shanty that night. Officers were called out of bed, a doctor and a nurse summoned and a written confession obtained from the man who had managed some way to live long enough to clear Charlie in the eyes of his colleagues.

Old McClure, who had been called in for a statement, was standing in the corner telling Sandy all about it.

"Stuck an automatic in my ribs—and I pulled out, I'll tell the world. You oughta seen his eye—Man! He'd a driven that engine himself if I hadn't."

"Ha-ha-ha!" chuckled old Sandy. "Sure an' you were all for accusin' the lad o' something he never thought of doin'."

"Well, Charlie, this is a fine Christmas surprise you've given us!" remarked Wynne, smiling after the excitement was over and the true story revealed.

"Christmas? O—I'd almost forgotten. Just one thing on my mind—gaining back your confidence and proving my innocence. I will ask for one Christmas gift! How about comin' to work Christmas morning?" "Hell, yes," remarked Wynne. "Transfer you to a day job—I'll fix that up."

"Much obliged, sir," and Charlie, deeply moved, left the little group around the stove and started toward the hotel.

Wynne gazed after him perplexedly. "Nice kid—but somehow I can't understand him at times," he said.

But sympathy and understanding seemed to show in the far-away look in Sandy McGinnis' eyes—as he lighted his corn-cob pipe for the last smoke of that eventful evening.

Clerks Group Insurance Has Been Well Subscribed, Ball Says

Line Forces First in Campaign, Springfield Second, in Campaign Just Closed

The management's group insurance offer to clerks, certain station employes and others has been well subscribed to by the eligibles, according to a report from Mr. G. L. Ball, Superintendent of Insurance. The line forces finished first in the drive, Springfield general office forces second and St. Louis general office forces third.

The price of the insurance was fifty-five cents and \$1.10, which placed it within the reach of all who were eligible, and it is to be regretted that the returns did not come in one hundred per cent.

Health is a wonderful asset, and we

often forget its real value until it is gone for a time.

Have you read your certificate? Do you know just what kind of a contract you have purchased? A case recently developed on the Frisco where both an insured and the head of the department in which the insured employe worked, did not know our group life insurance contract paid for sickness under certain conditions.

Briefly here is the case: The insured employe was granted leave of absence because of impaired health. His insurance was kept in force. His leave expired and the insurance was allowed to lapse because the insured did not realize that he had in the circumstances a valid claim against his insurance. While the policy had lapsed for more than a year, arrangements were made to pay the benefits due this insured under the contract.

"This is one of the most wonderful of values for the employe," Mr. Ball remarked. "Every policyholder should read his policy carefully. It is not one which necessitates his death in order that his family may receive the benefits—but it carries a remarkable disability clause."

CHESTER SAYS—

The ever-recurring problems of life make the task more simple if we will but profit by what has gone on before.

Life is very interesting—filled with joy and gladness one moment, torn by sorrow and fear the next.

Encourage, preach and practice economy.

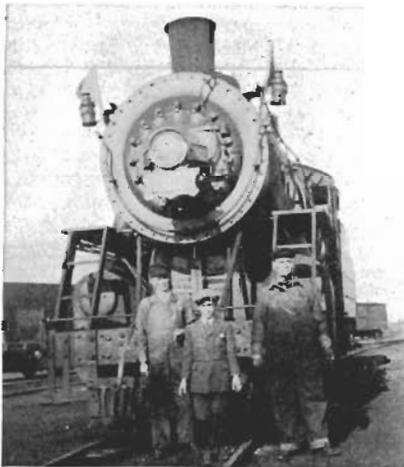
In 1924, 2,149 people were killed and 6,525 injured, as a result of highway crossing accidents in the United States. This is a most deplorable thing, and the entire railroad fraternity should concentrate its efforts toward educating people to Stop, Look and Listen.

This philosophy is followed by many: "If in Heaven I have the pleasures I now enjoy, I will be used to them; if not, I can say that 'I had mine.'"—but please don't forget that the greatest philosophy a man can have is in service to others.

It would be quite a difficult thing to replace the Golden Rule.

To be charitable is to show a keen appreciation for your fellowman and an interest in his welfare.

This world is one great city, and one is the substance whereof it is fashioned; a certain period there needs must be, while these give place to those; some must perish for others to succeed; some move and some abide; yet all is full of friends—first God, then Men, whom nature hath bound by ties of kindred each to each.—(From the Golden Sayings of Epicurus.)



Reading right to left, Engineer R. S. Edwards, his son, Stewart (who holds his hands like an experienced engineer), and Fireman John D. Thompson.

Engine 1302 is on the "Helper" job between St. Louis and Crystal City. Engineer Edwards has been in the service 22 years and Fireman Thompson 15 years.

# America Celebrates "National Apple Week" October 31 to November 6

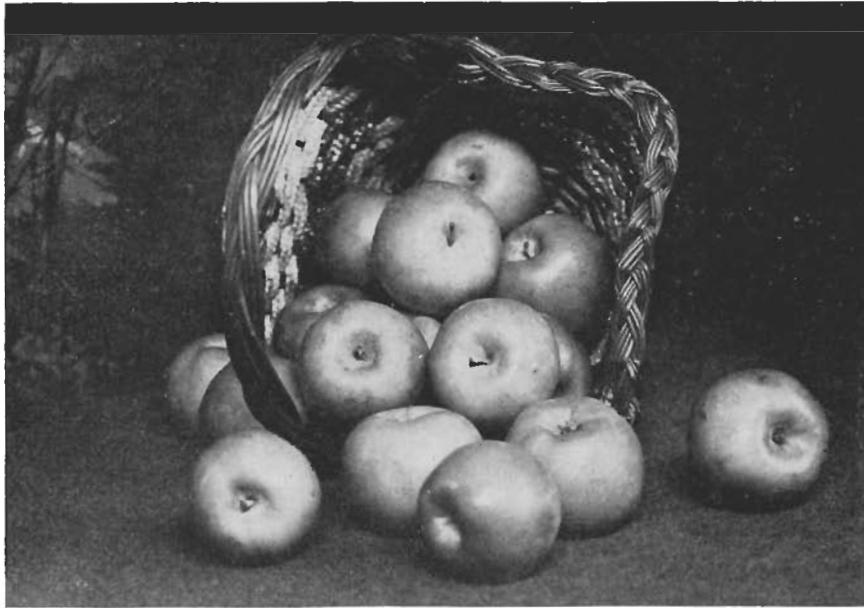
## King of Fruits Receives Just Tribute From Subjects— Prizes Awarded for Window Displays

**N**ATIONAL APPLE WEEK, October 31 to November 6, created a greater sensation this year than ever before among dealers, consumers, and owners of large orchards.

James Handley, former secretary of the Mississippi Valley Apple Growers Association, conceived the idea of pro-

cesses which have been filled and shipped out, via Frisco Lines.

C. B. Michelson of the Agricultural Department of St. Louis, met with representatives of every railroad out of St. Louis in the promotion of apple week. Prizes were awarded for the best window displays, restaurants and



*Wouldn't you like to take a bite of one? These delicious Grimes' Golden apples were grown on Frisco Lines and shipped by Frisco Lines to consumers in twenty-seven states of America.*

moting National Apple Week—a full week devoted to the advertising and sale of apples, to bring before the public in as big a way as possible the varied uses of the apple, "The King of Fruits." In 1913 this plan was endorsed by the International Apple Shippers Association, and every year since it has been given nation-wide publicity.

The Ozark mountains and the surrounding territory, through which the Frisco runs, has long been known as "The Land of the Big Red Apple." This name was applied on account of the large size, unusual color and outstanding flavor of the Ben Davis apple, the variety that was first commonly planted throughout the Ozarks.

Year by year new orchards have been set out until the handling of the apple during season has assumed huge proportions and the Frisco for the present season and up to November 12 has furnished to this Ozark region 3,467

dining cars prepared apple menus, barrels of apples were distributed to charitable institutions and bargain day in the market brought reasonable and attractive prices for the wholesale and retail merchants and consumers.

There are many varieties grown along the Frisco-Ozark region: Gano, Grimes Golden, Jonathan, Ingram, King David, Champion, Mammoth Keeper and the Ozark Ben Davis.

In the southern part of the Frisco-Ozark apple belt the growing of summer apples has reached considerable proportion. Early Harvest, Yellow Transparent, Maiden Blush and Ada Red have become common varieties with heavy movement to market, beginning the first of July and running into August, when the harvest of Grimes Golden and Jonathan begins. These are followed by Delicious and so-called Winter apples.

The varieties of Ben Davis, Black Twig, York Imperial and Gano apples

## A WELCOME LETTER

Any master mechanic is glad to receive the whole-hearted support from his men that is indicated in the letter below, sent to W. B. Berry, master mechanic at Kansas City, Mo., by R. L. Milton, engineer.

"Our engine No. 3692 is in fine shape. August 22 we handled three transfers—two of them from Nineteenth street to Armour's—one of 55 cars, one of 50. One out of Armour's to Nineteenth street with 37 cars.

"Went down in morning with 28 short house cars and did all of our switching and in the 8 hours used only 400 gallons of oil.

"At each lunch period we put out the fire, relighting just before going to work again, thus saving 20 to 25 gallons daily.

"When not handling heavy transfers we used 285 gallons, the best record of which I know for 8 hours' work.

"In my fireman, McClure, I have a fine partner who takes an interest in saving all fuel we can and we try each day to keep well under the 400-gallon mark—our average daily between 330 and 365 gallons.

"Respectfully yours,  
"R. L. MILTON."

are for cooking purposes almost entirely. Jonathan, Grimes Golden and Delicious are outstanding eating apples, while the Mammoth, Black Twig and Winesap are standard winter eating apples. Practically all the summer varieties are for cooking.

The harvest season lasts from July 1 to November 15. About one-fourth of the crop goes into cold storage, which for the year 1925 is estimated to be about nine hundred cars.

Some of the larger shipping points with carload shipments of apples follow: Bentonville, Ark., 299 cars; Centerton, Ark., 344 cars; Lincoln, Ark., 228 cars; Lowell, Ark., 222 cars; Marionville, Mo., 364 cars; Springdale, Ark., 454 cars; Rogers, Ark., 289 cars, and smaller shipments from Arkansas and Missouri towns which brings the total number of cars as of November 12 up to 3,467 shipped via Frisco Lines.

"For many years Springdale, Ark., has been the largest shipping station, shipping each year from 800 to 1100 cars, but this year Marionville, due to increased orchards, will lead the list for the year," Mr. W. L. English, supervisor of agriculture, said. "There has always been rivalry between the two towns, and this year, up to November 12, Marionville stored in its new storage plant, 40,000 barrels of apples for winter consumption besides the 364 cars already shipped out.

Production of the apple in the Ozarks is very stable, and during the past twenty years there has been but one complete failure which was in 1921.



# The Pension Roll

**F**RANK G. FARMER, engineer of Neodesha, Kansas, was retired from active service, due to reaching the age of seventy years, on September 13, 1925. He was born near Nashville, Ill., on September 13, 1855, and received his education in the schools of Ashley, Ill. His first position, at the age of twenty, was that of firing a locomotive near Mt. Vernon, Illinois. He worked at this position until he entered the Frisco service in 1898 as Engineer at Ft. Smith, Arkansas. In February, 1900, Mr. Farmer was sent to Neodesha, Kans., where he has remained ever since. He married Jerusha Van Patten of Ft. Wayne, Ind., and a girl, Eva, was born to them in 1879, another girl, Laura, in 1890, and a son, George L., in 1893. His present address is 711 Ida Avenue, Wichita, Kansas, where he, his wife and daughter Laura reside. His son and one daughter are married and live in New York and California, respectively. Mr. Farmer is the champion checker player of Kansas and will devote his entire time to the game now that he has been retired. Continuous service of twenty-five years and seven months entitles him to a pension allowance of \$51.00 a month, dating from September 30, 1925.

Frank Dale Davis, Northern Division locomotive engineer, was retired, due to permanent disability. He is sixty-eight years of age. Born in Bronson, Mich., on March 12, 1857, he began work at the age of fifteen years. Although his father was a farmer, after receiving his education in the little schoolhouse near his home, Frank began work, trucking bricks in a



F. D. DAVIS

brickyard. In 1873 he worked as a switch engineer for an eastern road. From this position he went to the Burlington as hostler and night roundhouse foreman, but on October 9, 1889, was hired as an engineer by the Frisco and worked out of Monett, Mo. While he was still a resident of Michigan, he married Miss Eniz A. Chubbs. There were four children born to them, all of whom died at an early age. Three years ago Mr. Davis lost his wife by death. At present, his address is 305 West 6th Street, Joplin, Mo. Up to the time of his retirement, he had served a total of thirty-five

*Seven veterans, with 215 years of service to their credit, were pensioned at the meeting of the Board of Pensions, held October 29, in the offices at St. Louis, Missouri.*

years and nine months with the Frisco and his pension will amount to \$77.40 a month.

John Frederick Halsey, a pumper, with headquarters on the River Division, was retired when he became



J. F. HALSEY

seventy years of age, August 9, 1925. Mr. Halsey was born near Milton, Ind. His father was a farmer and he attended the public schools of Wayne County, Ind. At the age of seventeen years he became an apprentice in the molding trade. From 1876 to 1883 he was engaged in buying timber for an Indiana concern. Later he served as fireman for the T. C. & St. L. R. R., and in June, 1910, began work with the Frisco Railroad as a pumper at Tenbrook, Mo. He was transferred to Wilson, Ark., Kewanee, Mo., Luxora, Ark., Poplar Bluff, Mo., Brickeys, Mo., and then back to Poplar Bluff at which place he was pensioned. Mr. Halsey has never married and after his retirement, returned to Centreville, Indiana, to make his home. He had had a total of fifteen years and two months continuous service at the time of his retirement and was granted a pension allowance of \$20.00 a month.

London Lafayette Traw, mechanical laborer at Ft. Scott, Kans., who was retired due to permanent disability, died on November 8 at his home. The total amount of pension paid him was \$80.00. He was sixty-nine years of age. Born near Louisville, Ky., February 2, 1856, he helped his father run a large farm. He was educated near Richland, Mo. At the age of thirty-two he was employed by the M-K-T Railroad as a section hand, but in December, 1898, he was employed by the Frisco



L. F. TRAW

as a section hand at Ft. Scott, Kans. He occupied various positions in the coal chute gang, roundhouse, store-room, blacksmith shop and last in the labor gang. He had a total of fourteen years' service in the blacksmith shop alone. On November 18, 1877, he married Alice D. Hammes of Richland, Mo. They have one daughter, Lula, born August 5, 1883. The deceased veteran devoted twenty-six years and five months to service with the Frisco.

Benjamin Mack Polk, section foreman at La Wassie, Mo., was retired, due to deafness, at the recent meeting. He was sixty-six years of age. Born at Centreville, Mo., on October 20, 1859, he worked with his father on a farm, receiving his education in the schools of Centreville. He began his service with the Frisco as section laborer in October, 1894, at La Wassie, Mo., and later was promoted to section foreman. On September 24, 1885, he married Mary A. Going of Ellington, Mo. and they are the parents of six children, all living. Mr. and Mrs. Polk reside in the little town of La Wassie, Mo., where Mr. Polk has worked. At the time of his retirement he had had thirty years, ten months service with the Frisco and was given a pension allowance of \$30.40 a month.

George Washington Daniels, Central Division locomotive engineer, aged sixty-four years, was retired by the pension board, due to permanent disability. Daniels was born at Rolla, Mo., December 23, 1861. His father was a farmer. He received his education in the schools near Cuba, Mo., and at the age of sixteen he secured employment with the Frisco in the



G. W. DANIELS

fence gang, working between Pacific, Mo., and Springfield, Mo. Some time later he fired out of Springfield and also worked as a freight engineer out of that point. His first employment dates from October 1878, however, he began firing in May, 1880, and was promoted to freight engineer in 1883, and finally to passenger engineer in 1889 on the Central Division at Ft. Smith. He continued in that service until he was forced to retire from active service, due to ill health. On July 3, 1884, he married Miss Lou L. Baldwin of Springfield, Mo. Two

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# Homemakers' Page



## Dining Table Correctly Set for That Memorable Christmas Dinner



**A**RARA AVIS, indeed, is the woman whose soul does not crave to transform her table into the proverbial thing of beauty for the Christmas dinner—we doubt that even one such callous creature lives. Rather, for this end, most women strive not wisely, but too well.

In table decorations, as in many another field, the old Greek gospel of moderation is the sanest guide to follow, for too much adornment results only in messiness.

The accompanying photograph shows the correct placing of the china and silverware. This table was dressed and the china furnished by the St. Louis Glass & Queensware Company.

The large plates are bone china, and do not chip or nick. The bouillon cups, as will be noted, do not match the bread and butter plates or the

dinner plate, and to be correct should be of a contrasting color and design.

The four candles add much to the attractive design and do not interfere in any way with the serving of the dinner. The candlestick holders are of Fostoria glassware.

The goblets, with the extra long stem, are of imported rock crystal. An innovation quite new and most important to the present dinner setting is the small individual cigarette and ash receptacle, placed directly in front of the dinner plate.

During the Christmas season, a center design of small chrysanthemums of deep colors is an added attraction.

The following firms aided in dressing the table: Silver, Jaccard's; table, Hellrung & Grimm; flowers, Julius E. Schaeffer.

### SOME CHRISTMAS IDEAS

Appropriate Decorations for the Holidays Are Plentiful and Pretty

Combinations of Stars, Bells, Holly, Mistletoe, Flowers and Fruits Offer Large Assortment.

**A**LL OF US realize that decorations should be appropriate for hostess and guest, as well as the occasion. When dinners take a formal aspect, novelties are out of place. At such times dignity and elegance should be the aim.

Stars, bells, holly, mistletoe, flowers, fruits, candles, Christmas trees—not all the other holidays combined

offer so wide a field from which to choose to attain the festal board.

The owner of an attractive candelabra, or candlesticks, is fortunate indeed, for these may be made the basis for many an attractive setting. Nothing could be more charmingly dignified than a centerpiece of a single candelabra embedded in a large five-pointed star of holly, or holly and mistletoe combined. Two additional candles in low candlesticks, their bases covered with the same glossy leaves and gleaming berries, may be placed cater-cornered at the ends of the table so as to give the graduated line so much in vogue. A sprig of holly at each place lends a finishing touch.

### Candelabra Is Clever

A candelabra standing in the center of a bed of pine is clever—or it might be effectively flanked on either side by holly stars or encircled with a wreath of mistletoe and holly. Small candles set in smaller wreaths and placed in front of each plate would go well with this.

Dark bowls or baskets filled with pine needles and pine cones mingled with brilliant-hued poinsettias are especially good when candles are set equally distant on either side of the bowl and lengthwise of the table. A tracery of holly connecting candles and basket lend much to the effect. This pine needle-pine cone-poinsettia arrangement can be varied by encircling the basket with candles or a wreath of holly and poinsettias. The pine needles and pine cones could be piled up in a mound with candles on each side.

A single large poinsettia under water in a crystal bowl is lovely, for the air bubbles on the petals gleam like jewels. Another novelty is a huge bowl of red and white berries with gold and silver or red and green balloons floating by threads from the center. A very new idea would be to have one of the ships so much the rage at present adorn the table, a candle burning on every mast. A red bell on a bed of mistletoe or Southern moss would be unique. Festoons of Christmas tree lights, their cords concealed by Christmas greens, at each end of the table or encircling a centerpiece of candles, flowers or birds makes a decoration at once dignified and novel.

### Combine Dignity and Fun

A combination of the spirit of revelry with dignity and charm is achieved by the use of artificial or natural tinsel-covered Christmas trees, standing in holly, or in cotton and mica-dust snow outlined with greens, and plates of holly-decorated fruit midway from the center of the table. Sprigs of holly may be laid at each plate.

The tree as a centerpiece has as many possibilities as there are families, for personality shows in the trimming of a tree as it does in the arrangement of flowers, but all trees must have a fairy quality and sparkle with imagination, for the fairy-tale Christmas tree, with the angels bringing stars to hang among the icicles on the branches is the pattern of them all.

Your Christmas dinner will be all the gayer for a small tree on the table, whether you make it the classic tree of the picture book, with its fat cherubs and shiny ornaments.