

FOR MERITORIOUS SERVICE

(Continued from Page 25)

A. B. Coley, head yard clerk, in handling waybills, found a car of gasoline moving to Clarksville, Ark., routed Kansas City via a foreign road. Mr. Coley carded the car "hold" until routing was corrected. His personal record has been credited with five merit marks.

Mell Coley, yard clerk, in handling a train saw a slip waybill on a car home-routed to St. Louis and re-billed car to owner at Kansas City, giving a shorter line mileage. The personal record of Mr. Coley has been credited with five merit marks.

M. L. York, engine foreman, discovered that a car, moving as an empty and billed from Springfield, Ill., to Okmulgee, was loaded. He called yard clerk's attention to the car and they found it to be shipper's error and instructions were issued to return car to Springfield, Ill. The personal record of Mr. York was credited with ten merit marks.

Bernard Mulrenin and Harold Ofield, yard clerks, detected a car of scrap lined up for movement, with two ties down on a coupler and ready to fall on track. The personal record of each of these men has been credited with five merit marks.

C. P. Kennedy, yard clerk, discovered that an empty tank car, billed Kansas City to Okmulgee was routed via Frisco to Baxter Springs, Kans., K. O. & G. to Henryetta, Okla., and Frisco to Okmulgee. Car moved via Frisco all the way to Tulsa, where it was held for disposition. The personal record of Mr. Kennedy was credited with five merit marks.

MEMPHIS TERMINAL

Superintendent E. E. McGuire reports the following case of meritorious service:

J. H. Martin, H. J. Rice and O. T. Gibson, switchmen, recently aided in extinguishing a fire in a car. The personal record of each of these men has been credited with five merit marks.

BIRMINGHAM TERMINAL

Superintendent J. W. Skaggs reports the following cases of meritorious service:

Forrest Westbrook (occupation not given) recently found a brake beam down in a cut of cars and tied the beam up with a piece of wire. The personal record of Mr. Westbrook has been credited with five merit marks.

J. O. Lindsey, engineer, while off duty was passing by the main line at the time a broken rail was discovered and he immediately proceeded to flag

Worman-Rhodes Marriage Solemnized Feb. 28

THE wedding of Miss Dorothy Rhodes and Mr. H. L. Worman, superintendent of motive power, Frisco Lines, both of Springfield, was solemnized at noon on February 28, at the home of Mr. and Mrs. J. D. Simmons, in Springfield.

in 1900 in the Kansas City Southern Railway shops at Kansas City, in the capacity of machinist apprentice. In 1904 he left the railway and was employed by the Kansas City Star for a year.

His first connection with the Frisco



MRS. H. L. WORMAN



H. L. WORMAN

The marriage service, performed by Dr. E. F. Leake, pastor of the South Avenue Christian Church, followed the recent announcement of the engagement. Only the relatives and close friends of the couple were present for the ceremony. Directly following the dinner, given to the couple by Mr. and Mrs. Simmons, they left on the Frisco's Sunnyland for Havana, Cuba, by way of Birmingham, Palm Beach and Miami.

Mrs. Worman, popular in social circles, is a graduate of Elfindale Academy and attended Marlborough school for girls at Los Angeles. She is a member of Lambda Theta Phi national sorority and Tau Phi Gamma local sorority. She is a devotee of outdoor sports.

Mr. Worman entered Frisco service

came in 1905 when he went to work for the company in Kansas City as a machinist. In 1906 he was promoted to the position of night foreman, and in 1907 was made erecting foreman at that point. In 1908 he was transferred to Fort Scott, Kansas, as machinist foreman, and in 1910 was made general foreman with headquarters at Fort Scott.

He came to Springfield in 1915 as general mechanical foreman and was transferred to Memphis as master mechanic in 1917. He returned to Springfield in 1919 as assistant superintendent of motive power, and in 1920 was promoted to his present position.

Mr. and Mrs. Worman will return to Springfield during the first of April, and will make their home at the Kentwood Arms Hotel.

any approaching train. His personal record has been credited with five merit marks.

G. W. Lawrence, engineer, recently discovered a broken rail and reported the matter. His personal record has been credited with five merit marks.

Men are like trains—they are at their best when on the level.

FRISCO SPEEDS FREIGHT

The Frisco has been commended by Mr. O. Ewing, manager of the Davidson & Case Lumber Company, Jones, Okla., for its rapid handling from a Katy connection to Jones of a car of cement shipped from Iola, Kansas, February 4. The car was at Jones at 8:15 a. m., February 6, and left at 6:45 that night for Oklahoma City for delivery to Katy.

Good Records Made By Frisco Fuel Savers

Frisco engine and train crews continue to make good fuel performance records as will be noted by the following:

EASTERN DIVISION

Rolla Sub: Engineer J. MORRISON, fireman N. SHORT, train 36, engine 2, Newburg to St. Louis, February 23d, handled 2,953 gross tons in train and burned 10 tons of coal, performance 119 pounds per 1,000 gross ton miles.

Engineer A. R. GUNZLER, fireman J. BURGETT, train 36, engine 45, Newburg to St. Louis, February 25th, handled 2,823 gross tons in train and burned 10 tons coal, performance 123 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer WALT DOOLEY, fireman J. STOLPE, train 38, engine 43, Springfield to Newburg, February 24th, handled 2,300 gross tons in train and burned 16 tons of coal, or an average of 116 pounds per 1,000 gross ton miles.

Engineer W. H. CARTER, fireman F. DILLON, train 2d/33, engine 33, Springfield to Newburg, February 25th, handled 61 cars or 2,979 gross tons in train, burned 12 tons of coal, performance 127 pounds per 1,000 gross ton miles.

Engineer A. W. MONROE, fireman F. DILLON, train 34, engine 47, Springfield to Newburg, February 3d, handled 1,889 gross tons, burned 14 tons coal, performance 134 pounds per 1,000 gross ton miles.

Engineer R. TIERNEY, fireman C. MILLER, train 4, engine 1504, Springfield to Newburg, February 24th, 9 cars in train, burned 1,107 gallons oil, performance 1.2 gallons per passenger car mile.

Springfield Sub: Engineer J. BLACKLEDGE, fireman N. SUTTON, train Extra West, engine 4134, Springfield to Monett, February 21st, handled 67 cars or 2,416 gross tons in train, burned 5 tons coal, performance 94 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer HEGBERG, fireman HORNBEAK, train 135, engine 4138, Springfield to Thayer, February 24th, had 1,685 gross tons in train, performance 104 pounds per 1,000 gross ton miles.

Engineer TURNER, fireman MORRIS, train 131, engine 4133, Willow Springs to Thayer, February 23d, had 1,435 gross tons in train, burned 4 tons coal, performance 118 pounds.

Engineer PATE, fireman COLE, train 131, engine 4128, Springfield to

Willow Springs, February 28th, 1,465 gross tons in train, burned 8 tons coal, performance 120 pounds.

Engineer HUNTRESS, fireman McBRIDE, train Extra South, engine 4126, Willow Springs to Thayer, February 22d, 1,450 gross tons in train, burned 4 tons coal, performance 117 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer DUKE, fireman SHAFFER, train 1st/131, engine 4032, Thayer to Jonesboro, February 20th, 1,850 gross tons in train, burned 6 tons coal, performance 81 pounds.

Engineer SPANGLER, fireman ROWDEN, train 107, engine 1028, Thayer to Memphis, a distance of 144 miles, February 13th, handled 5 cars, burned 5 tons coal, or an average of 13.1 pounds per passenger car mile, which is an unusually good performance considering the distance.

Tupelo Sub: Engineer TOM SMITH, fireman C. E. CONDROY, train 1st/136, engine 37, Amory to Memphis, March 7th, handled 281,941 gross ton miles, consumed 14 tons coal, or an average of 99 pounds.

Birmingham Sub: Engineer H. T. SHOOP, fireman L. JOHNSON, train 105, engine 1528, Amory to Carbon Hill, February 1st, 10 cars in train, consumed 597 gallons oil, or .93 gallons per passenger car mile.

Engineer KENDRICK, fireman HULLET, train 934, engine 10, Birmingham to Carbon Hill, February 14th, handled 1,845 gross tons, burned 8 tons coal, performance 152 pounds per 1,000 gross ton miles.

Engineer DALTON, fireman JOHNSON, train 131, engine 38, Carbon Hill to Birmingham, February 16th, 1,675 gross tons in train, burned 7 tons coal, performance 147 pounds.

Engineer SCHWEND, fireman E. THOMPSON, train 921, engine 1106, Amory to Dora, February 1st, 4 cars in train, consumed 3 tons coal, performance 15.6 pounds per passenger car mile, which is much below the average for local passenger train.

RIVER DIVISION

St. Louis Sub: Engineer LYNCH, fireman HALL, Conductor McADAMS, were in charge of Extra North, engine 4006, Chaffee to St. Louis, March 8th, called 3:45 a. m., Chaffee, departed 4:10 a. m., 44 loads, 13 empties in train, total of 2,496 gross tons, arrived at Gratiot 11:10 a. m., actual time on duty 7 hours, of which 1 hour 35 minutes were delays on line of road, 17 tons coal were consumed in making this run or an av-

erage of 95 pounds per 1,000 gross ton miles.

Conductor McADAMS was also on Extra 4023 North March 10th with Engineer EDWARDS, fireman JERRELL, called to leave Chaffee 9:00 a. m., departed 9:45 a. m., arrived Gratiot 5:10 p. m., actual time on duty 7 hours 20 minutes of which 1 hour 25 minutes were delays on line of road. This train consisted of 53 loads and 8 empties or 2,738 gross tons, 21 tons of coal were consumed on the trip, this including allowance for firing engine up at St. Louis, performance 106 pounds per 1,000 gross ton miles.

These are excellent fuel records and are an example of performance that can be made by close co-operation between engine and train crew such as MR. McADAMS displayed in making these two runs.

Chaffee Sub: Engineer BARKLAY, fireman RYKER, train 835, engine 4016, Chaffee to Hayti, February 7th, 2,300 tons in train, consumed 6 tons coal or 76 pounds per 1,000 gross ton miles.

Engineer ODUM, fireman MILLER, train 835, engine 4006, Chaffee to Hayti, February 9th, handled 2,400 gross tons, consumed 7 tons coal, performance 84 pounds per 1,000 gross ton miles.

Engineer A. W. AUBUCHON, fireman E. TALLEY, train Extra North handling Advance 832's connection, engine 4006, Harvard to Chaffee, March 2d. Made fuel performance of 65.9 pounds per 1,000 gross ton miles, run was made with only two stops, Blytheville and Rudd for water.

NORTHERN DIVISION

Kansas City Sub: Engineer O. NORRIS, fireman A. ELSEBERRY, train 1st/131, engine 4151, Kansas City to Fort Scott, February 9th, handled 2,067 gross tons in train, consumed 11 tons coal, performance 112 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman GOODMAN, train 2d/131, engine 4102, Kansas City to Fort Scott, February 7th, 60 cars in train, consumed 11 tons coal, performance 110 pounds per 1,000 gross ton miles.

Engineer BUCKNER, fireman J. T. MILLER, train 2d/162, engine 4120, 73 cars in train, 2,950 gross tons, burned 8 tons coal, performance 99 pounds.

Engineer B. LIVESEY, fireman J. CASEY, train 164, engine 4131, Ft. Scott to Kansas City, February 15th, 73 cars or 3,220 gross tons in train,

burned 16 tons coal, performance 100 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer A. PHELPS, fireman E. YOUNG, train 135, engine 4100, Fort Scott to Springfield, February 15th, 2,468 gross tons in train, burned 15 tons coal, performance 117 pounds.

Afton-Parsons Sub: Engineer C. KIRKPATRICK, fireman NOBLETT, train 132, engine 4136, Afton to Ft. Scott, February 9th, 56 cars in train, burned 11 tons coal, performance 98 pounds per 1,000 gross ton miles. This train left Afton with 1,760 gross tons, filled on line, arriving at Fort Scott with 3,445 gross tons.

Engineer J. EAVES, fireman C. CAGLE, train Extra East, engine 4002, Neodesha to Ft. Scott, February 10th, 1,673 gross tons in train, consumed 11 tons coal, performance 122 pounds.

Engineer E. DUNHAM, fireman M. WILLIE, train Extra South, engine 4113, Ft. Scott to Afton, February 9th, handled 2,223 gross tons, burned 13 tons coal, performance 132 pounds per 1,000 gross ton miles. This crew ran from Ft. Scott to Columbus for water, which is exceptional, grates were moved but once on the trip and fire on arrival at Afton was in perfect condition to be run through without any cleaning.

Engineer F. CONRAD, fireman F. LONG, train Extra South, engine 4102, handled 2,019 gross tons, burned 13 tons coal, performance 145 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. A. BEATTY, fireman W. M. BOYD, train 432, engine 4110, West Tulsa to Afton, 78 miles, handled 2,473 gross tons, burned 1,812 gallons oil, performance 9.3 gallons per 1,000 gross ton miles.

Engineer E. BRIDWELL, fireman J. ROBINSON, train 4, engine 1508, Tulsa to Afton, 8 cars in train, burned 604 gallons oil, performance .99 gallons per passenger car mile.

Engineer W. H. DODD, fireman W. A. PICKENS, train 439, engine 4139, Afton to West Tulsa, 52 cars in train, 1,881 gross tons, burned 8 tons coal, performance 109 pounds per 1,000 gross ton miles.

Engineer P. F. RUSKOSKI, fireman S. E. BAILEY, train Extra East, engine 4114, West Tulsa to Afton, 2,684 gross tons in train, burned 2,102 gallons oil, performance 10 gallons or 119 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer BOB HAWKINS, fireman J. C. ANDERSON, train Extra North, engine 1336, Ft. Smith to Monett, February 11th, handled 166,000 gross ton miles,

GOOD RECORDS AT MONETT

The following letter was received from Mr. C. H. Garrison, general foreman at Monett, Mo., on his stationary boiler fuel performance for years 1925-26-27 inclusive:

"Am attaching hereto statement showing the amount of coal consumed by stationary boiler at Monett, Mo., for years 1925-26-27.

"In the month of February while attending fuel meeting at Newburg, Mo., I stated the stationary fuel consumption at Monett was entirely too high and that we had set a goal of 500 tons reduction for the year 1926 over 1925.

"In 1925 the stationary plant consumed 4,681 tons of coal, while in 1926 we consumed only 4,160 tons or a reduction of 521 tons. Feeling that there could be further reduction made at this plant a goal of 150 tons was set for 1927 and at the close of the year total tons saved over 1926 amounted to 170 tons.

"This saving was effected by the alertness and co-operation of the stationary engineer and firemen as well as the other employes in taking advantage of every possible means of keeping steam leaks down and avoiding the waste of steam and air. Another thing, the stationary firemen keep the boiler blown out and do not permit mud or scale to accumulate. By doing this we have been able to lengthen the washout periods, which of course saves fuel. For the year of 1928 we are going to put every effort forth to make a decrease over 1927."

These records are a fair example of what can be accomplished by combined efforts and close co-operation. Also, as will be noted, Mr. Garrison and his forces are not satisfied with the performance made in previous years but set their goal for a certain reduction each year and have in all instances exceeded the proposed saving.

burned 10 tons coal, performance 120 pounds.

Engineer J. E. PAYNE, fireman A. M. BEAN, train 734, engine 1342, Ft. Smith to Monett, February 29th, handled 178,000 gross ton miles, burned 10 tons coal, performance 112 pounds.

Engineer JIM MOORE, fireman W. B. STEWART, train 705, engine 1048, Fayetteville to Ft. Smith, February 23d, 8 cars in train, burned 3½ tons coal, performance 13 pounds per passenger car mile.

Engineer H. J. BLAKESLEE, fireman J. P. WILLIS, train Extra North, engine 1318, Ft. Smith to Rogers, February 22d, handled 1,406 gross tons, burned 8 tons coal, per-

formance 139 pounds per 1,000 gross ton miles.

Arthur Sub: Engineer W. A. DAVIS, fireman F. C. FRY, train 705, engine 1403, Ft. Smith to Tallhina, 5 cars in train, burned 2½ tons coal, performance 11 pounds per passenger car mile.

Engineer P. YAW, fireman F. EDDY, Extra North, engine 714, Hugo to Ft. Smith, February 8th, handled 150,000 gross ton miles, performance 93 pounds.

Engineer JOHN LIDDELL, fireman P. M. WILBURN, train 735, engine 708 Ft. Smith to Hugo, February 9th, handled 178,000 gross ton miles, burned 10 tons coal, performance 112 pounds.

A. & A. Sub: Engineer H. H. BAIRD, fireman GUY HENDRICKS, train Extra North, engine 1257, Madill to Hugo, February 2d, handled 114,000 gross ton miles, burned 5 tons coal, performance 88 pounds.

Engineer A. ROSENBAUM, fireman C. A. MOORE, train 737, engine 1253, Hugo to Madill, February 26th, handled 118,000 gross ton miles, burned 6 tons coal, performance 102 pounds.

Engineer H. M. KEESE, fireman W. B. BUSH, train 737, engine 1248, Hugo to Madill, February 28th, burned 6 tons coal, handled 115,000 gross ton miles, performance 104 pounds.

WESTERN DIVISION

Enid Sub: Engineer W. P. GEHREAN, fireman W. A. DAVIS, train Extra North, engine 1324, Enid to West Tulsa, February 28th, handled 179,378 gross ton miles, burned 1,783 gallons oil, performance 9.9 gallons.

Engineer W. H. KEILLER, fireman W. A. DAVIS, train 634, engine 1320, Enid to West Tulsa, February 22d, handled 206,622 gross ton miles, used 1,701 gallons oil, performance 8.2 gallons.

Engineer C. A. HARLEY, fireman GEORGE BISHOP, train 2d/634, engine 113, Enid to West Tulsa, February 29th, handled 183,127 gross ton miles, burned 1,807 gallons oil, performance 9.8 gallons.

TEXAS LINES

Sherman Sub: Engineer STEPP, fireman GALBREATH, train 1st/35, engine 1240, Sherman to Ft. Worth, February 5th, on duty 7 hours 20 minutes, handled 133,636 gross ton miles, burned 1,243 gallons oil, performance 8.12 gallons per 1,000 gross ton miles.

F. W. & R. G. Sub: Engineer QUINN, fireman BACCHUS, train Extra North, engine 1261, Brownwood to Ft. Worth, February 2d, on duty 10 hours 30 minutes, handled 133,578 gross ton miles, burned 1,483 gallons oil, performance 11 gallons per 1,000 gross ton miles.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Crystal Trees Are Newest Vogue

In all the smart stores you will see crystal trees of glass in all sorts of attractive shapes and colors. These imported trees sell from \$15.00 to \$100.00 each and upwards. Because they are in line with the modern home decorative ideas now prevailing, these new crystal trees are very popular.

A great many folks will hesitate before purchasing one of these trees because of the expense involved. Anyone can duplicate practically any one of these trees from sealing wax in a few pleasant hours at a small cost.

A very popular tree is the Wisteria Tree, which is illustrated. The only materials necessary to make this tree are: 2 spools No. 5 annealed wire; 1 spool No. 1 white wire; 1 dozen No. 10 wire; 6 pieces No. 7 wire; 2 pieces No. 15 wire; 2 sticks wax each lilac, violet, purple, and cerise wax; 8 sticks gold bronze wax; 1 fold each white and Nile green crepe paper; 1 bunch rose stamens; 1 bunch yellow crystal beads; 2 yards gold tricateen; paste.

After the materials are assembled the tree can be made by closely following these directions:

Flowers—Cut off pieces of the several shades of violet wax $\frac{1}{4}$ -inch long.

Heat the wax and drop on a piece of glass and when still soft, press the end of a piece of uncovered wire into it with the thumb. Shape the wax in flat circles, trimming off the edges

with the scissors if necessary. While still soft, take between the thumbs and forefingers of both hands and twist slightly, making a cup-shaped dent. Put 3 petals together in a group with a center of one yellow bead strung on a rose stamen. Wrap each blossom with gold tricateen.

Buds: make buds in the same way as the flower petals, but in flat oval shape; wrap eight to twelve buds and seven blossoms into a long spray, as illustrated,

using a piece of No. 10 wire 10 inches long for the main stem, and wrapping with tricateen.

Leaves: Ten branches of No. 10 wire 8 inches long with three to six leaves are wrapped with tricateen.

Assembling: Before assembling arrange each group. Wind stem of each $\frac{1}{4}$ -inch thick. Tie four groups of leaves together with spool wire; at this point add two flower branches opposite each other. Wrap down 3 inches with tricateen; add a flower branch. Wrap 2 inches down; add branch composed of three leaf and two flower branches. Add leaf branches

to fill in spaces. Add two No. 15 wires at this point; wrap stem to thickness $\frac{3}{4}$ -inch, using strips of white crepe. Wrap with tricateen. Each branch is twisted over a pencil to give a gnarled effect. Main trunk is effective if twisted. Make the base of gold bronze wax.

CAREFULNESS IN ADULTS

The most appalling and tragic fact about accidents is that so large a proportion of the victims are minors. The deaths of children, due to accidents in and around the home, are almost as numerous as those from all other causes.

Another sobering thought in this connection is that probably all these mishaps to children may, in the last analysis, be attributed to the parents or to some other adults. Carelessness, neglect, disorderly habits, thoughtlessness on the part of the grown-ups brings disaster to the child.

Childish curiosity leads our little ones into dangerous paths. It is nothing short of criminal negligence not to show them how to do things safely; not to teach them how to avoid danger in the home and on the street. Set them examples of carefulness and orderliness for it is a psychological fact that all of us learn better from example than from precept.

Recently we quaked inwardly when we saw a father grab his five-year-old son by the hand and make a dash to beat a racing automobile across a busy street. They made it, but we shiver at the thought of what may happen if some day the little fellow should attempt the feat alone.

Not long ago a woman was seated in her automobile at the side of one of the city's main thoroughfares. Her small daughter came out of a school located on the other side of the street. The mother honked the horn and the child, elated at the sight of her, dashed across the street to death.

Think over the list of tragedies that have befallen children of your friends and see how many of them can be attributed to the carelessness, or lack of judgment, on the part of some adult.



This beautiful Wisteria tree of sealing wax can be made easily at little cost.

Styles for March Days

Marie Leinker, of the freight accounting department, St. Louis, models one of the new printed silk dresses, in a popular style. This particular dress is of red, black and white pattern and has a belt of black with rhinestone buckle.



Ensembles for spring—and Miss Helen Bell of the office of auditor of over-charge claims, St. Louis, models an attractive combination of tan and brown georgette. This style promises to be a most popular one for late spring and summer. The hat is of tan felt with rhinestone buckle effect, and matches the tan blouse.

(Fashions from B. Nugent & Bros., St. Louis)

Picnic Sandwiches

The secret of successful sandwiches is to use yesterday's bread and a sharp knife. Butter should be creamed and spread as the basis for tasty sandwiches. After they are prepared they should be wrapped in wax paper, then in cheese-cloth wet in cold water and then a thick paper outer wrapping.

Delicious combinations are: creamed cheese and chopped pineapple; cottage cheese and peanuts on whole-

wheat; grated cheese, chopped water-cress and chili sauce; peanut butter to which chopped olives have been added. The recipe for chicken creamed sandwiches can be used for any small amount of meat which it is desired to make go as far as possible. Chop the chicken or meat, add a little chopped parsley and celery salt, add chopped olives and mix with a small amount of white sauce made of flour, milk and butter. Boil, cool and spread on buttered wholewheat bread.

SPRING FASHIONS

With nature making ready to clothe herself anew in bright and vernal splendor, every mother's daughter is on the qui vive for the newest and most alluring in the world of feminine wear.

Fashion experts tell us that the most popular colors in spring apparel are gray and green. The smart dresser is wearing gray—either such lovely hues as morning-mist with its flush of pink, or moonbeam, verging on the French gray, or cinder gray which has a decided brownish cast. The greens are all of the early spring tones, soft and tender.

As for hats—brims are irregular and instead of the turned-up-in-front or turned-down-in-front varieties to which we have become accustomed, it is quite an innovation to find all brims higher on one side than on the other. Straw promises to be more popular than it has been in recent years, although felt continues good.

One of the smartest vogues at present is to have hat, scarf and arm bag match. A dress of tan or gray just naturally presupposes a hat, bag and scarf of green. To be strictly up to the minute, a woman must plan her scarf, purse and gloves to complement her hat.

In gloves, the gauntlet type is still the preferred one, with novelties constantly appearing in the trimming of the cuff. Some gloves are strikingly painted in bright colors in all over designs.

TRY A PUDDING

Chocolate Cornstarch Pudding

- 1½ squares melted chocolate
- ½ teaspoon vanilla
- ¼ teaspoonful salt
- Cup milk
- Teaspoon cornstarch
- Cup sugar

Milk dry ingredients, make into thin smooth paste with a little milk. Add to heated milk in top of double boiler. Add melted chocolate. Stir to prevent lumps. Cook twenty minutes. Add vanilla and pour into moulds rinsed in cold water. Chill, serve with cream or whipped cream.

Poor Man's Pudding

- 5 cups whole milk
- ½ cup rice
- ½ cup sugar
- 1 teaspoon salt
- ½ teaspoon nutmeg
- ½ cup raisins

Put together in a buttered pan in a moderate oven. Stir frequently at first and then occasionally. Bake two hours. Should be creamy. Better cold than hot.