

Engineer FARMER, fireman SLATER, engine 4219, train 131, Springfield to Thayer, October 6, handled 268,000 gross ton miles, burned 12 tons coal, performance 89 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer ANDERSON, fireman INGRAM, engine 4219, train 234, Yale to Thayer, October 3, handled 554,000 gross ton miles, burned 16 tons of coal, performance 57 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer McCULLOUGH, fireman CRAWFORD, engine 4206, train 135, Yale to Amory, October 9, handled 350,000 gross ton miles, burned 16 tons coal, performance 92 pounds per 1,000 gross ton miles.

Engineer MEE, fireman RYAN, engine 1520, train 106, Amory to Yale, October 11, handled 1,220 passenger car miles, burned 809 gallons oil, performance .66 gallons per passenger car mile.

Columbus Sub: Engineer REYNOLDS, fireman CALHOUN, engine 1613, train 931, Amory to Magnolia, October 7, handled 522,000 gross ton miles, burned 13 tons coal, performance 50 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer AYERS, fireman DAVIS, engine 1522, train 106, Birmingham to Amory, October 10, handled 1,364 passenger car miles, burned 805 gallons oil, performance .57 gallon per passenger car mile.

TEXAS LINES

S. F. & Texas Sub: Engineer C. M. ROGERS, fireman W. C. CRAIN, engine 1243, train extra south, Sherman to Ft. Worth, September 11, handled 137,275 gross ton miles, burned 600 gallons oil, performance 4.38 gallons or 52 pounds per 1,000 gross ton miles.

Engineer T. B. STEPP, fireman J. GALBREATH, engine 1240, train extra south, Sherman to Ft. Worth, September 17, handled 167,300 gross ton miles, burned 778 gallons oil, performance 4.65 gallons or 55 pounds per 1,000 gross ton miles.

Ft. W. & R. G. Sub: Engineer MADDEN, fireman T. C. MELTON, engine 707, train extra north, Brownwood to Ft. Worth, September 18, handled 118,046 gross ton miles, burned 983 gallons oil, performance 8.3 gallons or 99 pounds per 1,000 gross ton miles.

Engineer J. M. TURNER, fireman R. CRISWELL, engine 735, train 46, local Menard to Brownwood, September 9, handled 94,378 gross ton miles, burned 980 gallons oil, performance 10.4 gallons or 124 pounds per 1,000 gross ton miles.

WINS AT KENNEL SHOW



Everyone has their own particular season in which they look forward to enjoy their favorite sport. And to Ross Davis, electrician in the roundhouse at Springfield, the quail season is the favorite. With Miaba Bell shown herewith and his trusty Remington, he is assured the bag limit almost any day. Miaba Bell, the 17-month-old female English setter, is a fine specimen of the canine family. She won second place in the Novice American breed, and open class, at the kennel show, held in connection with the Missouri State Fair at Sedalia in August. Davis is an excellent shot and an expert trainer of bird dogs, and also raises some as a hobby.

PRES. URGES REGULATION

(Continued from Page 4)

the purchasing power of their employees.

"I have been in the railroad business since I was 13 years old, gentlemen, and I have never seen the time when the railroads were prosperous that the country was not also in a prosperous condition, and the reverse is also true.

"The railroads of the country are not asking for subsidy. They are not asking for pity. They are not asking for charity. They are asking the American people for the square deal to which they are entitled."

Enid royally entertained her railroad guests on the occasion of this annual banquet to Frisco Lines. President Kurn and his staff were met at the train on their arrival shortly after noon, and taken for an extended automobile tour of the city, visiting the refineries and mills. The banquet began promptly at 6:30 that evening, and prior to President Kurn's address, W. R. Brown, superintendent of the Western division, introduced the Frisco visitors, including Vice-Presidents J. R. Koontz and B. T. Wood, general manager F. H. Shaffer, motive power superintendent H. L. Worman, and others.

J. WILL JOHNSON DIES Former Employe Succumbs Oct. 2 at Chicago, Ill.

MANY Frisco employes will be grieved to learn of the death of J. Will Johnson of Chicago, a former Frisco engineer who was vice-president of the Pyle National Company, manufacturers of locomotive headlights. His death, which occurred October 2, resulted from injuries received on the preceding day in an automobile accident near Crystal Lake, Ill. He had just left the Crystal Lake Country Club, of which he was president, when his car was struck by another, hurling him on the pavement. He received a fractured skull and died without regaining consciousness. He was sixty-one years old. His widow and a daughter by a former marriage, Mrs. Harold Moore, survive him.

Mr. Johnson was reared at Pierce City, Mo., and began firing for Frisco Lines out of Monett. He was promoted to engineer and worked on a preferred run between Springfield and Ft. Smith until 1901, when he accepted a position with the Pyle National Company and advanced to the vice-presidency of that firm. He was a leader in the electrical manufacturing field and was conceded to have been largely responsible for the present development of electrical train equipment.

CAPE DEDICATES STADIUM

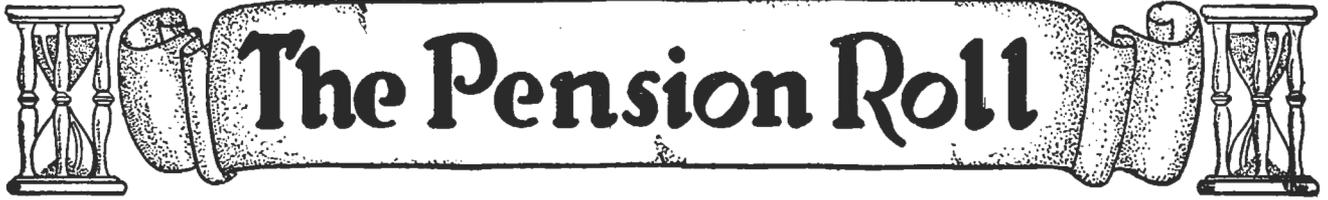
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opposite to the present unit.

Following the dedication, the distinguished visitors and the high school queens with their attendants were guests of the Chamber of Commerce at a luncheon. W. F. D. Batjer, secretary of the commerce body, introduced a number of guests following the meal and short talks were made by Governor Caulfield, Secretary Becker, Auditor Thompson, the presidents of the other four Missouri Teachers' colleges, Congressman Dewey Short, and a number of others.

The guests went immediately from the luncheon to the stadium to witness the game between the Teachers' College and the Southern Illinois University of Carbondale. The Cape Girardeau team lost a hard fought struggle, 12 to 6.

Despite the defeat, the crowd paraded down Broadway following the game with bands playing gaily and the business houses opened, having suspended work for the day. At 6:30 p. m. the Frisco's special train departed for St. Louis, and an epochal day for Cape Girardeau was brought to a close.



The Pension Roll

HARRY CHARLES DEAN, locomotive engineer, Eastern division, was retired June 15, 1930, because of total disability. He was born at Greenville, O., November 29, 1864, and was educated in the public schools there. At the age of fifteen he started work with a circus and remained in that kind of work for two years. Later he did railroad and various other kinds of work and June 15, 1884, entered the service of Frisco Lines as a fireman out of Newburg on the Eastern division. He was promoted to engineer in 1887 and served in that capacity until retirement. He married Miss M. Milligan, in 1889 at Newburg, Mo. His first wife died and in 1926 he married Miss Gladys Homes at St. Louis. He had four children, all of whom are living. Mr. and Mrs. Dean reside in Manchester, Mo. Continuous service of 45 years and 8 months entitles him to a pension allowance of \$115.05 a month, effective from August 1, 1930.



HARRY C. DEAN

JAMES THOMAS WALSH, general boiler foreman, Springfield, Mo., was retired August 31, having reached the age limit. He was born in Cincinnati, O., August 21, 1860, and was educated in the public and parochial schools of St. Louis, Mo. He began work at the age of thirteen as a rivet heater for the Rohan Brothers Boiler Works of St. Louis, and later worked for the Cairo Short Line Railroad at East St. Louis, Ill. He entered the employ of Frisco Lines in January, 1885, as a boiler worker in the North Shops at Springfield and later became boilermaker to the assistant foreman there. Subsequently, he was transferred to Memphis, Tenn., as foreman and after a time he went back to Springfield, where he worked in the same capac-



JAS. T. WALSH

ity in the West Shops. Afterwards, he was promoted to general boiler foreman and remained in that position until retirement. He married Miss Nora Shea on April 18, 1883, in St. Louis and to them were born six children, three of whom are now living. One of his sons, Francis J. Walsh, is chief timekeeper for Frisco Lines at Memphis. Mr. and Mrs. Walsh reside at 1513 Missouri Avenue, Springfield, Mo. Continuous service of 45 years and 6 months entitles him to a pension allowance of \$136.55 a month, effective from September 1, 1930.

Four Frisco Lines veteran employees, with combined service of 168 years and 3 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held September 19, at the St. Louis general office.

NEWTON VERNON ALLEBACH, locomotive engineer, Southwestern division, was retired August 31, having reached the age limit. He was born in New Bethlehem, Pa., August 6, 1860, and was educated in the public schools there. At the age of twenty-four he went to work as a fireman on the Northern Pacific and subsequently worked on a number of other roads, coming to the Frisco September 19, 1895, as an engineer on the extra board at Monett and serving as an engineer until retirement, being promoted to passenger service in the spring of 1906. He married Miss Nora Blakeslee at Purdy, Mo., December 25, 1897, and to them were born a daughter and two sons, all of whom are living. Mr. and Mrs. Allebach reside at 783 South Avenue, Springfield. Continuous service of 34 years and 11 months entitles him to pension allowance of \$97.25 a month, effective from September 1, 1930.



N. V. ALLEBACH

SAMUEL PIUS HENDRIX, section foreman, Niangua, Mo., was retired November 5, 1929, because of total disability. He was born in Maries County, Mo., June 9, 1866, and was educated in the rural schools of Webster County, Mo. He entered the service of Frisco Lines as a section laborer on August 12, 1887, at Conway, Mo., and was promoted to relief foreman at Stoutland, Mo., September, 1891. He was promoted to section foreman at Niangua on July 18, 1894, and worked in that capacity until retirement. He married Miss Annie Luner at Niangua on January 5, 1896, and to them were born four children, all of whom are now living except one daughter. Mr. and Mrs. Hendrix reside at Niangua, Mo. Continuous service of 42 years and 2 months entitles him to a pension allowance of \$45.60 per month effective from September 1, 1930.

JOHN FRANCIS HORAN, pensioned trucker, died at his home, 1820 Dolman Street, St. Louis, Mo., on October 2. He was born February 12, 1859, in New Orleans, La., and was educated in the St. Xavier's grade school and St. Louis University. He entered the service of Frisco Lines in 1880 as a trucker. He left Frisco service in 1901, returning in 1913 as a trucker in the St. Louis Terminals, where he remained until retirement on February 28, 1929, when he reached the age limit. On July 15, 1879, he married Miss Margaret Tansey of St. Louis and to them were born two daughters. Continuous service of 15 years and 10 months entitled him to a pension allowance of \$20.00 a month and during his lifetime he was paid a total of \$400.00.

In Memoriam

DAVID WASHINGTON NEELY, pensioned fireman, died at his home in Sullivan, Mo., October 5. He was born December 20, 1861, at Washington, Mo., and entered the service of Frisco Lines as a blacksmith's assistant at St. Louis in May, 1887, and worked in that capacity until December, 1891, when he became a locomotive fireman on the Eastern division, serving in that capacity until retirement, June 29, 1923, because of total disability. His widow, Mrs. Susan E. Neely, survives him.

DAVID WASHINGTON NEELY, pensioned fireman, died at his home in Sullivan, Mo., October 5. He was born December 20, 1861, at Washington, Mo., and entered the service of Frisco Lines as a blacksmith's assistant at St. Louis in May, 1887, and worked in that capacity until December, 1891, when he became a locomotive fireman on the Eastern division, serving in that capacity until retirement, June 29, 1923, because of total disability. His widow, Mrs. Susan E. Neely, survives him.

**AIN'T IT SO?**

Business is just like a wheelbarrow—it stands still unless somebody pushes it.

A GRIEVOUS ERROR

Here lies the body of Willie Brace,
He sure was one fine fella,
He said in his sleep, "I love you, Grace",
But his wife's name was Stella!

Scandal!

"I'm not going to have anything more to do with Jim."

"What's the matter now?"

"I heard him tell Bob that he tried Ethyl out in his car last night."

A TRUTHFUL REPLY

A little girl had been allowed by her mother to visit the minister's family and stay for dinner. After the preacher had finished the blessing, the child said:

"That isn't the way papa asks a blessing."

"And how does your papa ask a blessing?" inquired the minister.

"Why, he just says, 'Good God, what a meal!'"

FRANK AND EARNEST

"Won't you walk as far as the street car with me, Tommy?"

"No, I can't, cause we're gonna have dinner as soon as you go."

One Lucky Man

"So Mabel was married last night. Who was the lucky man?"

"Her father."

THESE MOTHERS!

Fond Mother: Yes, Genevieve is studying French and Algebra. Say 'good morning' to the lady in Algebra, darling."

—Junior World

HOW ABOUT IT?

"Pat, do you know any country where there ain't no Jews?"

"Well, there ain't no Jews in Alaska."

"What about this guy Iceberg—he ain't no Presbyterian."

EDUCATING THE PUBLIC

Little Isaac was crying bitterly on one of the main streets of a big city. His sobs soon brought a large crowd about him. He was a miserable looking little wretch and his howls were loud and terrifying. An elderly woman stepped from the crowd and, placing an arm around the boy, asked sympathetically:

"What's the matter, my child? Are you lost?"

The boy sobbed for a moment and then paused. He looked all around at the large audience he had assembled. Then, lifting up his voice, he shouted, loudly:

"Yes, ma'am, I'm lost. Will somebody please take me home to Jacob Silverstein, the well-known clothier of the West End, who has just got in his winter stock of spring overcoats, suits, neckties, shirts, hats and umbrellas, which he will sell cheaper than anyone else in the city?"

One Island to Avoid

Clancy and Casey met after an absence of 20 years.

"Well, well, Casey and did you ever get married?"

"Yes, and I have 11 children."

"Well, well, the Lord certainly smiled on you."

"Yes, and I'm glad he didn't laugh outright. Are you married?"

"Oh yes, I have five children. You see we lived awhile in St. Paul and everything was all right. We moved to Twin Cities and my wife presented me with twins. Then we moved to Three Rivers and she presented me with triplets."

"For hivins sake, Clancy, keep away from the Thousand Islands."

—Erie Magazine

COLLEGE NOTE

Andy MacPherson is out for the position of QUARTERBACK!

The Modern Druggist

Two druggists were talking about one of their confreres who has just died.

"He was a great druggist," said one.

"He was," admitted the other. "But don't you think he made his chicken salad sandwiches a little too salty?"

SELFISH

The doctor of a country village had two children who were acknowledged by the inhabitants as being the prettiest little girls in the district.

While the children were out walking one day, they happened to pass quite near two small boys; one lived in the village and the other was a visitor.

"I say," said the latter to his friend, "who are those little girls?"

"They are the doctor's children," replied the village boy. "He always keeps the best for himself."

GRAMMAR!

Teacher—"Now, Johnny, can you give me a sentence using the word 'avail'?"

Johnny—"Sure. The cops pinched the stag party because one of the oriental dancers was dancing without a veil."

Exchanges!

"Yassah," said old Link, "business very good. Done bought a pig fo' ten dollars, traded pig fo' a barrer, barrer fo' a calf, calf fo' a bicycle, and sol' de bicycle fo' ten dollars."

"But yo' don' make nothin', Link!"

"Sho' 'nough, but look at de business Ah been doin'."

ORIGINAL

First Plumber: "I heard a good joke on us plumbers yesterday."

Second Ditto: "Let's hear it."

First: "Gosh, I forgot it."

HOW COULD HE!

During the trial of a celebrated will case an Irishman was the principal witness.

"Was the deceased," asked the lawyer, "in the habit of talking to himself when alone?"

"I don't know," was the reply.

"Come, come, you don't know, and yet you were intimately acquainted with him?"

"Yes," said the witness slowly, "that's so, but you see, I never happened to be with him when he was alone."

If you drive recklessly you will dent the front of your car; if you drive carefully somebody will dent the back of it.



Homemakers' Page



Suggestions for the Homemaker's Cold Weather Menus

A GAIN we settle ourselves for another winter! Neighbors, friends and the fireside have been rather neglected during the warm summer months. Week-end parties, vacations and the many outdoor sports have claimed our attention and time.

Among the first social duties we are called upon to perform is that of inviting our friends in for an afternoon tea or game of bridge. It is sometimes difficult and taxes our ingenuity to prepare tempting dainties that are different from those served last season.

But if there is a desire to try something unusual, the next time you have a few friends in for tea, serve gingerbread with chocolate icing cut in finger strips, or gingerbread sandwiches. These sandwiches are made by cutting cold gingerbread in cubes, then splitting the cubes and spreading with a mixture of cream cheese to which some chopped candied ginger has been added.

Another tempting dainty is cinnamon toast, spread with molasses. Spread the molasses sparingly over thin buttered toast, sprinkle with cinnamon and reheat in the oven until the molasses bubbles.

Dainty sandwiches are never amiss and the following recipes will aid the hostess who delights in serving "something different".

Orange Honey Sandwiches

Spread thin slices of buttered white bread with orange honey. Put together in pairs, remove crusts and cut in fancy shapes. For the orange honey boil one cup sugar with one-fourth cup each, water and orange juice, until syrup will spin a thread when dropped from tip of spoon. Add one-half cup finely chopped orange peel (from which all white portion has been removed) and one-half teaspoon vanilla. Again bring to the boiling point and cool.

Fruit Sandwiches

Remove stems and finely chop figs, add a small quantity of water, cook in double boiler until a paste is formed, then add a few drops of lemon juice. Cool mixture and spread on thin slices

of buttered bread; sprinkle with finely chopped peanuts and cover with pieces of buttered bread.

Tea Sandwiches

Work a cream cheese until of the right consistency to spread. Spread on thin salted, unsweetened round wafer crackers and cover with halves of marshmallows, cut crosswise and pulled out with the fingers to about fit crackers. Cover with wafer crackers, arrange on thin sheet, and bake until cheese and marshmallows begin to melt.

As for the tea itself; fill an earthenware pot with hot water. Pour this water off. Measure the tea, one teaspoonful for each cup to be made, with an extra one for the pot. Next, pour over this the water which is bubbling boiling. Steep from three to five minutes, no longer, remove the leaves and serve.

And below are some recipes for some dainties which always come in handy for the afternoon tea:

Peanut Cookies

1 cup flour	½ cup sugar
1 teaspoon baking powder	1 egg
½ teaspoon salt	2 tablespoons milk
2 tablespoons margarine	1 cup chopped peanuts

Sift flour with baking powder and salt. Cream margarine and sugar, add well beaten egg, then the flour and milk. Stir in finely chopped peanuts. Drop by spoonfuls on oiled tin, leaving an inch and a half between. Dot top with currants. Bake in a quick oven.

Almond Jumbles

2 cups granulated sugar	1 tablespoon vanilla
1 cup butter	½ cup candy almonds
4 eggs	Additional flour
½ cup flour	½ teaspoon salt

Cream sugar and butter, add the 4 eggs well beaten and the ½ cup flour sifted with the salt; then add the flavoring, more sifted flour until the dough can be rolled out to ¼ inch thickness. Lay on buttered tin, and decorate the top with the almonds. Bake in a moderate oven.

Sugar Cookies

2 cups sugar	1 teaspoon baking powder
1 cup margarine	¼ teaspoon soda
3 eggs	½ teaspoon salt
¼ cup milk	1½ teaspoons vanilla
4 cups flour	

Cream sugar and margarine, add eggs and cream again. Add milk and vanilla. Sift dry ingredients and add. Let stand in cold place several hours. Roll out thin, cut and bake in hot oven.

Cheese Souffle

2 tablespoons butter
3 tablespoons flour
½ cup scalded milk
½ teaspoon salt
¼ to ½ cup grated cheese
3 egg whites
few grains cayenne

Melt the butter, add the flour, and when well mixed add gradually the scalded milk. Then add the salt, cayenne, cheese, remove from the fire, add the egg yolks beaten until lemon color. Cool until warm, and cut and fold in whites of eggs beaten until stiff and dry. Pour into a buttered baking dish, and bake 30 minutes in a slow oven. Serve at once with a tomato sauce or just plain.

Orange Honey Sandwiches

Spread thin slices of buttered white bread with orange honey. Put together in pairs, remove crusts, and cut in fancy shapes. For the orange honey boil one cup sugar with one-fourth cup each, water and orange juice, until syrup will spin a thread when dropped from tip of spoon. Add one-half cup finely chopped orange peel (from which all white portion has been removed) and one-half teaspoon vanilla. Again bring to the boiling point and cool.

Fruit Sandwiches

Remove stems and finely chop figs, add a small quantity of water, cook in double boiler until a paste is formed, then add a few drops of lemon juice. Cool mixture and spread on thin slices of buttered bread; sprinkle with finely chopped peanuts and cover with pieces of buttered bread.

For the Winter Wardrobe

Black satin combined with white satin—black printed silk combined with white, and black georgette, velvet and chiffon combined with soft shell pink georgette, are popular for the Fall and Winter wardrobe.

And so we find these three attractive models which may be made at home, the largest expense being the price of the goods, and after all, doesn't the good piece of satin make up much better than the cheaper priced material?

Notice the straight lines—the flare skirt and the different neck pieces which add a touch of individuality.

No. 2679 is a dress which is useful for general wear. The panel fronted



2679



2673

skirt and back give it lengthened line and emphasize the snugness of the hips. Besides printed black silks, it may be made up in white crepe silk, or navy blue wool crepe with white faille crepe.

The center model, No. 2673, shows the slenderizing wrap-over type that is easy to slip into and quick and fascinating to make. The belt is adjustable and leaves the front free in panel effect which gives height to the figure. It ties in a youthful bow at the left side. Straight trimming pieces of the sleeves are also bowed. This pattern makes up beautifully in sheer velvet in black or rich brown

or wine-red and is luxuriously smart when trimmed with lace.

The soft falling jabot collar in pattern No. 2706 gives a slimming effect on the bodice and offers a splendid opportunity for contrasting materials. Black canton crepe with vestee of self-fabric, with the jabot carried out in white crepe is effective. Black transparent velvet with the vestee of lace is also charming.

These styles come in sizes 36, 38, 40, 42, 44, 46 and 48 inches bust and may be secured by sending 15 cents in stamps or coin to The Peerless Fashion Service, 261 Fifth Avenue, New York City, N. Y.



2706