



The Pension Roll

JAMES HENRY MARSHALL, yard engineer, Kansas City terminal, was retired July 31, having reached the age limit. He was born in Louisville, Ky., July 15, 1861, and attended school in Henderson County, Ky. At the age of 16, he entered the employ of the Louisville and Nashville Railway as a brakeman and in February, 1885, entered the service



J. H. MARSHALL

of the Kansas City, Fort Scott and Gulf, now a part of Frisco Lines, as a brakeman. Later, he served as a fireman and then as engineer, working in the latter capacity in the Kansas City yards until retirement. He married Gertrude Chappell January 18, 1900, at Paola, Kan., and to them were born four children, all of whom are living. Mr. and Mrs. Marshall live at 4532 Washington, Kansas City, Mo. Continuous service of 46 years and 6 months entitles him to a pension allowance of \$98.90 a month, effective from August 1.

HERSCHEL LLOYD RAWLINGS, conductor, Eastern division, was retired July 31, having reached the age limit. He was born at Olney, Ill., July 30, 1861, and attended school there. At the age of seventeen he entered yard service with the Ohio and Mississippi Railroad and after working in various capacities for several other roads, he entered the employ of Frisco Lines January 3, 1896, as a brakeman at St. Louis. He became a freight conductor in 1898 and passenger conductor in 1901. In 1902 he was assigned to a regular passenger run on the Eastern division where he was serving at the time of retirement. Mr. Rawlings lives at 4339 Olive street, St. Louis, Mo. Continuous service of 35 years and 3 months entitles him to a pension allowance of \$83.65 a month, effective from August 1, 1931.

THOMAS SCOTT, colored porter, Memphis terminal, was retired April

Seven Frisco Lines veteran employes, with combined service of 240 years and 6 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held August 13, at the St. Louis general office.

6, 1931, having reached the age limit.



T. SCOTT

He was born at Bessemer, Ala., December 25, 1860, and attended school there. At the age of 13 he entered the employ of the Woodard Iron Company as water boy, and later worked for the Louisville and Nashville Railway out of Birmingham. He entered the service of Frisco Lines in 1895 as a brakeman at Amory, Miss. In 1924 he became a porter at Memphis and served in that capacity until retirement. His first wife was Eliza Hall whom he married at Birmingham in 1897. His second marriage was to Annie Mae Scott in February, 1931. He had two children, both of whom are living. Mr. and Mrs. Scott live at 1195 South Main street, Memphis, Tenn. Continuous service of 26 years and 2 months entitles him to a pension allowance of \$22.75 a month, effective from July 1, 1931.

JACOB BALDER OLSON, section laborer, Afton, Okla., was retired July 19, 1930, because of total disability.



J. B. OLSON

as section foreman at Verdegris, Okla.

He was born at Bessemer, Ala., December 25, 1860, and attended school there. At the age of 13 he entered the employ of the Woodard Iron Company as water boy, and later worked for the Louisville and Nashville Railway out of Birmingham.

He married Martha Helton June 8, 1890, at Goldsbery, Mo., and to them were born four children, all of whom are living. Mr. and Mrs. Olson live at Afton. Continuous service of 23 years and 5 months entitles him to a pension allowance of \$20 a month, effective from July 1, 1931.

JOHN ASHLEY MORTON, locomotive engineer, Northern division, was retired November 20, 1930, because of total disability.

He was born at Waseca, Minn., September 24, 1869, and attended school at Ortonville, Minn. After working for a time as a blacksmith, he entered the service of Frisco Lines as a locomotive fireman at Ft. Scott, Kan., November 5, 1895. He was promoted to engineer August 1, 1901, and served in that capacity until retirement. He married Cordelia C. Gordon at Leavenworth, Kan., and to them were born three children, all of whom are living.



J. A. MORTON

His eldest son, Claude Morton, is employed by Frisco Lines as a fireman. Mr. and Mrs. Morton live at 120 South Broadway, Fort Scott. Continuous service of 35 years entitles him to a pension allowance of \$90.25 a month, effective from July 1, 1931.

JAMES LEE BASHAM, passenger conductor, Eastern division, was retired May 21, because of total disability.



J. L. BASHAM

He was born in Marries County, Mo., June 2, 1869, and attended school at Dixon and Richland, Mo. He entered the service of Frisco Lines November 7, 1887, as a brakeman at Springfield, Mo., and spent his entire service on the Eastern division.

ion. He married Catherine Burns at Springfield May 1, 1889, and to them were born two children, both of whom are living. Mrs. Basham is deceased. Mr. Basham lives at 511 Benton avenue, Valley Park, Mo. Continuous service of 43 years and 6 months entitles him to a pension allowance of \$102.65, effective from July 1, 1931.

JEROME LUCAS JOHNSON, locomotive engineer, River division, was retired March 18, because of total disability. He was born at Dongola, Ill., May 1, 1878, and attended school in Dongola. After serving as a fireman on the Missouri Pacific, he entered the service of Frisco Lines as a locomotive fireman at Cape Girardeau in 1899, and was promoted to engineer in 1903. He married Rose Johnson at Greenville, Mo., July 2, 1900, and to them was born a daughter, Miss Helen L. Johnson. Mr. and Mrs. Johnson live at 2728 Sulphur, St. Louis, Mo. Continuous service of 30 years and 8 months entitles him to a pension allowance of \$88.55 a month, effective from August 1.

In Memoriam

JAMES ANDREW HARLEY

JAMES ANDREW HARLEY, pensioned engineer, died at Enid, Okla., September 6. He was born October 15, 1852, at York, Pa., and entered the employ of Frisco Lines as a locomotive engineer at Wichita, Kan., in May, 1899. He worked at Wichita on the Western division until retired because of total disability October 16, 1919. His pension allowance was \$31.20 a month and during his lifetime he was paid a total of \$4,430.40.

WILLIAM H. WISE

WILLIAM H. WISE, pensioned engineer, died June 28. He was born September 30, 1861, near Osgood, Ind., and entered the service of Frisco Lines in December, 1880, as an engine watchman. Later he became a yard engineer and was employed in that capacity when retired December 5, 1915, because of total disability. His pension allowance was \$25.70 a month and during his lifetime, he was paid a total of \$4,780.20.

FLORIAN RYCHLICKI

FLORIAN RYCHLICKI, of the overcharge revising department, died suddenly on August 29, in his sixty-first year.

Mr. Rychlicki entered the service of the Frisco in 1890 at the Seventh street freight station and worked his way up to the position of chief clerk

to the agent, which he held prior to leaving in 1916 after 26 years.

For four years he was employed by the Zelnicker Supply Co., but in 1920 he again joined our ranks and up to the time of his death served in various capacities in the overcharge and accounting departments. Altogether he had a record of 37 years employment with the Frisco.

Apparently in good health, Mr. Rychlicki completed his day's task as usual, and passed away suddenly in his home at 7:00 p. m. the same evening. Death is said to have been caused by the bursting of a blood vessel above the heart.

J. E. PECK

J. E. PECK, who was employed by Frisco Lines for many years, was accidentally killed August 27 while working on his farm near Leavenworth, Kan. Mr. Peck served Frisco Lines for a number of years as storekeeper at Ft. Scott and later at Monett, and was widely known and liked over the system. He is survived by his widow, two daughters and a son.

DON'T JUDGE TOO HARD

By P. W. GOOCH

Engineer—Monett, Mo.

Pray don't find fault with the man
who limps
Or stumbles along the road,
Unless you have worn the shoes he
wears
Or struggled beneath his load.

There may be tacks in his shoes that
hurt,
Though hidden away from view,
Or the burden he bears, placed on
your back,
Might cause you to stumble too.

Don't sneer at the man who's down
today,
Unless you have felt the blow,
That caused his fall, or felt the same,
That only the fallen know.

You may be strong, but still the
blows,
That were his, if dealt you,
In the self-same way at the self-same
time,
Might cause you to stagger too.

Unless you are sure, yea, doubly sure,
'Twould cause you to falter too.
Don't be too harsh with the man who
sins,
Or pelt him with words or stones,
For you know, perhaps, if the temp-
ter's voice
As it did to him when he went astray,
That you have not sins of your own.

A CLEAR RECORD

A. B. Jacobs now may sit at his home at 1159 Walker street, Memphis, and know that he made an enviable record with Frisco Lines during his last eleven years of service. During that time he held the position of crossing watchman at Orleans street and Railroad avenue, the intersection of the main lines of the Union Railway, Frisco, Southern, N. C. & St. L. and L. & N., and during that entire time there was not a single accident reported at his crossing and approximately 450 cars passed over the crossing a day.

This record was the foundation for a most complimentary letter sent to Mr. Jacobs by E. E. McGuire, superintendent of terminals at Memphis, in which he refers to it as an enviable record.

Mr. Jacobs came to Memphis in 1880, and went to work with the Memphis and Tennessee road (now a part of the Illinois Central) as extra switch fireman. He was later employed by the old Frisco and fired the first passenger train that ever went over the Frisco tracks from Memphis to Red Banks, Miss., carrying members of a Sunday School for a day's outing. He was also employed in the car department at Memphis and knew all of the officials of the old KCM&B. He knew B. F. Yoakum, George Nettleton and J. H. Briggs, the latter then master mechanic at Memphis. In his little work shop at home he fashioned carving knife and fork handles from bone, which many of these officials carried on their private cars.

Although his years with the Frisco do not entitle him to a pension, he nevertheless continues his interest in its welfare, and is rightfully proud of his record.

RAISES PERSIAN CATS

Many employes of Frisco Lines have hobbies, but the hobby of Miss Rhoda Carruthers, operator at Garnett, Okla., is a most unusual one. She raises Persian cats.

She has engaged in this hobby for the past three years, and her fame has spread until she has standing offers to buy all kittens which are raised from her very fine pair. Both the male and female, her foundation stock, were prize winners at the Kansas City show, but she has never entered any of their offspring.

The Persians which she has are known as Orange Persians and have a ruff around their neck of six inches of long hair.

She enjoys the hobby, since the kittens take little care and she disposes of them at an excellent price.



Homemakers' Page



We Must Plan Ahead to Get Ahead

CENTURIES ago the compass was brought to Europe from China, where it was supposed to have been invented by the wise Chinese. The sailors along the shores of the Atlantic and Mediterranean were quick to adopt this new device that aided them so much in sailing their ships through storms and darkness into the unexplored waters further and further from homeland shores. Finally one of their number bravely sailed away into the distant horizon, out into what most people in those days thought was the edge of the world. He relied solely on the little black magnetic needle to chart his course into the unknown seas.

Months later this sailor, Christopher Columbus, and his little band of brave seamen, returned to the home port with fairy-like tales of new lands and peoples, of fabulous wealth, of luxuriant forests, and many strange wonders to be found in the newly discovered country. His carefully planned voyage into unknown waters was more successful than he, or any of his mariners, had ever dreamed it would be. Who could have foretold that today millions of people would be finding happiness and contentment in his new world through the farsighted efforts of Columbus?

Now, in this modern age, thousands of people are finding that discovering new worlds of happiness are by no means over. These voyages take place right in our own homes, in the midst of our own family circles. Like the old European sailors who learned from the Chinese how to use the compass, pilots of the family pocketbooks are learning how to chart their course through seas that are at times difficult, dark and stormy, to the shores of new worlds of financial independence, worlds that overflow with untold wealth of happiness and contentment.

Like Columbus, who before he started his voyage, planned carefully the entire quest with its ultimate goal, so these modern pilots of family finances are carefully planning each expenditure before it is made. They "plan ahead to get ahead". They do

not just sail blindly along in the dark without a compass or chart, liable at any moment to strike a rock and sink, never reaching the harbors of security in the promised land. By planning every cent of the family income, be it wages, salary, or dividends, these modern mariners carefully portion out so much for rent, so much for food, so much for clothing, fuel, light and gas. As a consequence, these families know where they are and where they are going. They have a definite plan, a plan which anyone can take advantage of just as easily as those old sailors borrowed the compass from the long-queued Chinaman.

As Columbus carefully planned his quest to find this wonderful new world, authorities on household money management bring out some cardinal rules and practical suggestions which, if followed, are bound to bring a larger measure of freedom from financial burdens and worries.

The two most essential considerations involve family health and security. To maintain family health there must be adequate food for maintenance (and for growth if there are children); sufficient clothing; and living quarters that are warm, dry, properly lighted, well ventilated with adequate sanitation.

Some provision should be made against loss of money, income through unemployment or the death or permanent disability of the breadwinner. This can be provided through insurance, savings accounts, and expenditures for education. Poise and freedom from financial worry and from ill health which inevitably follows such worry must be assured.

With these ideas firmly in mind, ask yourself: (1) Are all the expendi-

tures we are now making necessary? (2) Are we buying at the lowest cost, quality considered? (3) Can some things we are buying now, or contemplating buying now, be purchased at a later date for less? (4) Can we really afford it?

Sufficient food must be allowed to maintain health and earning ability. Food expenditures generally are divided into five parts. One-fifth, or more, for milk and cheese; one-fifth, or more, for bread and cereals; one-fifth, more or less, for vegetables and fruit; one-fifth, or less, for meats, fish and eggs; one fifth, or less, for fats, sugars and other groceries. In this way the nutrition of the family is more carefully provided, and a maximum return in food value for money spent is secured.

It is an old, well-known rule that not more than one week's wages should go for rent. But housing conditions vary so widely in different communities that it is difficult to make this a hard and fast rule. However, when families spend more than one-fourth of their income for rent, some other item of expense must be reduced accordingly.

The manner in which to handle expenditure for clothing, fuel, light, gas and refrigeration, varies with the size of the family and income. These expenditures must be watched very closely as they are often the source of unexpected large bills.

The true foundation of budget making is to know what are the family ideals and then to plan expenditures accordingly.

No matter how little money there is, or how dark and threatening the financial future seems to be, there is one thing that every family can do to help its financial ship weather storms safely—That is to sit down with pencil and pad and figure the best plan for monthly expenses, and then stick to that plan. The time to prepare for the lean years is during the fat years. Stop and think how much unnecessary suffering could be eliminated if people would consistently plan ahead to get ahead.

The Magazine office has on hand several hundred booklets on "Money Management for Households", published by a leading authority in this field. One will be mailed free of charge to any reader of this Magazine. Address Editor, Frisco Magazine, Frisco Bldg., St. Louis.

Princess Eugenie Hats Lead in Fall's Fashion Parade

WHEN the new Princess Eugenie hats came out, women rushed to the millinery shops, only to return home thoroughly disgusted with the effect. The styles were so daring, so drastic a change from anything of recent years, that several more trips were necessary before each woman found a type which suited her.

The streets of all cities at this time are fashion parades. Hats with glorious ostrich plumes of black and white, brown and yellow, make a pleasing effect, but the woman who knows, finds that she must match her costume with the hat in order to produce the full effect. A Princess Eugenie hat worn with a light summer frock cheapens both the hat and the dress and so women are shopping for a complete ensemble.

The two frocks shown on this page are two of the delightful styles for fall, one for the girlish figure and another for the matron.

Extreme simplicity marks the fall dress and suit, and makes it a charming model for all-day occasions. No. 2922 is a lovely model made up in printed flat crepe and easy to wear. It's charming too, and slenderizing. The bodice cuts all in one until it joins the skirt flounce, which makes it especially simple for home seamstress.

Another idea for this easily made model that will make it appear entirely different, is to make it sleeveless with the cape collar. Dainty chiffon print, eyelet batiste and pastel tub silk make up most attractively with the capelet collar.

Wool crepe, tweed mixtures and canton crepe are also appropriate, and with dark shoes, and a Princess Eugenie hat, the costume is complete.

No. 3372 shows a delightful model, which will make the slightly stout woman look slender. It simulates a hip yoke and achieves an unusually slenderizing effect through its moulded long-waisted bodice belted at point most becoming to its wearer.

When it is so easily made—why not have it? It combines white crepe silk with black and white printed crepe silk.

Chiffon prints, plain flat crepe silk, canton crepe, marocain crepe and crepe satin are all appropriate materials for making the dress.

The pattern for either of these two styles may be obtained by sending fifteen cents in stamps to the Frisco Pattern Service Department, 261 Fifth Avenue, New York City.



TABLE DECORATIONS

Most housewives, even those with small incomes, realize the importance of some pretty, and simple table decorations, as well as dainty linen and careful setting of the table. A pot of ferns, a few wild grasses in a crystal vase, a bowl of flowers, or a basket of gay fruit may be used as a centerpiece. Often in winter, a bright little flowering plant, such as a geranium or a begonia, will add cheer to the meal.

But not all housewives realize how children and old people do appreciate extra decorations for birthdays, holidays, or once in a while just for a "surprise." If the housewife will bestow a little thought and money on this matter, she can manage several lovely color schemes.

Pink, red and yellow are the easiest color schemes to plan for, because we have natural vegetable coloring for them in our kitchens at all times—a bit of blackberry or raspberry juice, or beet juice for red and pink, oranges for yellow effects. Cake icings and many simple desserts may be thus colored. Colored candles are now very cheap.

A little girl whose birthday fell in October was delighted to find the family dinner table set with a yellow color scheme: a bowl of fine big oranges was used as the centerpiece, and about it, in simple glass candlesticks, were four orange-colored candles, large enough to burn throughout the meal. Orange slices on lettuce, with mayonnaise, formed the salad course.



Many of the children of Frisco employes entertain at various Frisco functions, and, of course, programs at school always call for recitations. The Twilight Lady is submitting below, poems which may be used by children. Try them at the next Friday afternoon program at school.

HYPNOTISM AND THE DOG

By JAMES J. MONTAGUE

I went to hear a lecture by a noted hypnotist,
Who said a strong, determined will
no creature could resist.
"A dog," he said, "who comes to bite
remains to cringe and frown,
If you but look him in the eye, with
all your will turned on.
The fiercest tiger may be faced with
perfect nonchalance.
If you will only fix him with a stern,
subduing glance."

With this grand information firmly
fastened in my mind,
I went along a certain road, a certain
dog to find—
A dog with whom for many weeks I'd
had a bitter feud,
And whose profoundest pleasure was
in rushing after me,
And driving me to refuge in the first
convenient tree.

I met the dog beside the gate; I fixed
him with my eye,
Expecting him to blanch with fear,
and presently to fly.
While I rushed fiercely after him
and scoured him down the street,
Observing "Ha!" and "So!" "At last!"
and "Oh! revenge is sweet!"
"Farewell to fear!" I said aloud.
The brute will whine and cower
When he reads in my awful glance my
new acquired power!"

That evening, in the same old tree,
I saw my heartlight grow,
But vainly did my loved ones wait,
the dog was down below,
I might have made him quail and flee
before my direful gaze
Had I alone been versed in those ad-
vanced hypnotic ways,
But when he gave me stare for stare,
and never flinched, I knew
That everything was lost; the dog
hard heard the lecture, too.

THE DEAD PUSSY CAT

You's as stiff an' cold as a stone,
Little cat,
Dey's done frowed out and left you
alone,
Little cat,
I's a-strokin' you's fur,
But you don't never purr,
Nor hump up anywhere,
Little cat—
W'y is dat?
Is you's purrin' and humpin' up done?

An' w'y fer is you leetle foot tied,
Little cat?
Did dey pizen you's tumnick inside,
Little cat?
Did dey pound you wif bricks,
Or wif big nasty sticks,
Or abuse you wif kicks,
Little cat?
Tell me dat.
Did they holler w'enever you cwied?

Did it hurt very bad w'en you died,
Little cat?
Oh! w'y didn't you wun off an' hide,
Little cat?
I is wet in my eyes—
'Cause I most always cwies,
When a pussy cat dies,
Little cat!
Tink of .dat.
And I's awfully solly besides.

Dest lay still dere down in the soft
gwoun,
Little cat,
W'ile I tucks the green grass all
awoun'
Little cat,
Dey can't hurt you no more—
W'en you's tired an' so sore.
Dest sleep twiet, your pore
Little cat,
Wif a pat,
An' fordet all de kicks of de town.
—Anonymous.

JUST LIKE A BOY

What! Me afraid? Well, I guess not—
I'm a boy—had you forgot?
You just hold my hand real tight—
And we'll pass that old dog all right!

You see, you're just a girl, Lucille,
And girls are skeered—they just
squeal
At most everything they see—
But hoys! They're brave—Now you
just watch me!

Shoo back, I say! If you don't run—
I'll shoot you with my pop gun
That my Uncle Joe give me on my
birthday.
It's loaded—Pow! Look, there, Lu-
cille, he's startin' off—
My, but I skeered him awful—sure
enough.

He don't know—(talk easy, please)
That I done shot up all my bag of
peas.
Look, Lucille—he's comin' back—
My, don't he look just like that lion
in my book.

I believe he's mad—he's such a
sight—
And dogs that's mad'll—Run, Lucille
—hold tight
— ? , : ' ; ! * ? () .. () ..
I don't see why you have to cry—
That dog was only passing by.

I don't see why you had to fall and
mess your dress up like that—
Look there in the ditch—at your hat!
It's ruined for good and mother'll
scold—
For you're a great big girl—four
years old.

My blouse! I don't care—so now!
I got another one, anyhow.
Here's my gun all broke—come on
next,
Next time I'm going to leave you at
home.