

Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor

ST. LOUIS MEETING.

The St. Louis Branch of the League met in office of P. W. Conley, superintendent terminals, Tower Grove, Mo., Thursday afternoon, April 20.

The meeting was called to order by the president at three o'clock and, despite inclement weather, fourteen ladies responded to the roll call. Mrs. Newland was also present.

The regular order of business was dispensed with and instead the following topics were discussed informally.

1st. The new uniform constitution, a copy of which was presented to each member, was favorably commented upon and will go into effect in the St. Louis League at the annual election in July.

2nd. The question of having a meeting of the St. Louis League at Pacific, to stimulate interest there was brought up and it was decided that the June meeting be held at Pacific. This probably will be an all-day affair and the ladies anticipate an enjoyable time.

3rd. The question of holding the May meeting in the Tea Room of the Grand Leader was discussed, voted upon and decided. The third Thursday of May the St. Louis League will have, instead of its regular session, a matinee luncheon there.

4th. Miss S. F. McGuigan, secretary, read an invitation extended the St. Louis League by Mrs. Coleman, president of Division No. 11 Ladies Auxiliary Order of Railway Conductors, to attend a session at the Planters Hotel, May 9. The invitation is appreciated and the League will endeavor to have representatives attend the session.

5th. The question of the League's joining the State Federation of Women's Clubs was also discussed and will be brought up at a later date.

The meeting adjourned at five o'clock after a most enjoyable afternoon.

MEMPHIS MEETING.

The Memphis Branch of the League held an interesting meeting Tuesday afternoon, April 25th, at the home of Mrs. F. M. Andrews, 1035 Raymer Street.

After the regular order of business the reports of the various committees were taken up.

Mrs. F. M. Andrews, president, who was chairman of the committee appointed to interview the president of the Tennessee Federated Clubs, reported that the federation was holding a convention in Nashville to adopt new by-laws and for that reason she was obliged to wait until after the convention for any definite information. It was moved that the same committee remain on duty and attend to the matter at the first opportunity. Motion approved.

Mrs. Newland was present and read a communication from General Manager Levy commending the women on the good work accomplished, after which she made an interesting talk upon Safety First, the anti-trespass law and federation.

A handsome bath towel was raffled for the benefit of the hostess and a nice sum realized.

At the conclusion of the business session the ladies participated in games for which prizes were awarded. Mrs. J. W. Reece

captured the first prize, Mrs. F. Z. Stark the second and the consolation prize was awarded to Mrs. J. E. Stader.

A luncheon served by the hostess, who was assisted by her daughters, the Misses Louise and Ethel, closed the social feature.

The fourth Tuesday in May has been set for the next meeting which will be at the home of Mrs. C. L. Benton, 1401 Mc-Millen St.

Accounts of one or two interesting meetings do not appear in the Woman's Department this issue because of the failure of the reporters to send in reports.

Sickness and death have entered many Frisco homes and have in some cases interfered with the meetings of the league. We hope for restored health and a greater success in this work, which is to aid us in keeping death and sorrow from Frisco homes.

Let us all strive to be careful so that we may be able to say, "I have never been the cause of suffering and injury to any man, woman or child."—*Ed.*



W. A. Shaw, station clerk, Guin, Ala., is the proud father of the "future Frisco man" shown in the accompanying reproduction. The little fellow is eight months old and tips the scale at twenty-eight pounds.

Old Fashioned Kitchens are Bad for Housewives.

To walk 1,000 miles in one year would seem an impossible task to most women if they were confronted with the proposition, yet, according to reliable figures, that is the distance which perhaps the majority of women cover in performing their ordinary household tasks. The majority of these steps are taken in the kitchen where proper work tools and a good arrangement of the same would eliminate much of this useless walking.

Women are prone to use any sort of a makeshift in the kitchen, not choosing the furnishings and tools which will make it possible for them to carry on the various household tasks with the least waste of time, work and materials. Many a woman has only one sauce pan and must cook one food, empty and clean the pan and then put another food on to cook. And perhaps this one pan when not in use is kept in the most distant corner of the closet.

If a woman does not plan carefully the buying of her kitchen equipment, she will find herself getting things which, though useful, are not the most useful or are not the best adapted to her particular needs. She must often steel herself against the lure of bargain counters, not because the wares they offer are not good or cheap, but because in spite of being good or cheap they may not be what she really needs most. "If ten cents is spent, it should be spent wisely," says Miss Carrie Pancoast of the extension department of the University of Missouri at Columbia.

In the preparation of a meal, the housewife goes logically, first, to the refrigerator; second, to the cabinet or work table; third, to the stove, and then to the dining room. Therefore, such an arrangement of equipment should be made so that steps do not recross each other. Tables, stools and all working surfaces should be high enough (average thirty-two inches) to eliminate stooping and consequent tired backs.

Cooking utensils should be placed on shelves above the work table or hung in places where the fewest steps possible may reach them.

The old fashioned, all-purpose, roomy kitchen with its walls cut up with poorly placed doors and windows should give way to the smaller, compact, well arranged and properly equipped kitchen used only for the preparation and cooking of food.

Substitutes for Meat.

Meat three times a day!

"I just can't help it," insists the farm wife. "John and the boys are at work all day on the farm and when they come in hungry to meals they want substantial food." Such reason as this is generally given by the housekeeper for serving meat at every meal, says Miss Bab Bell, assistant professor in home economics in the College of Agriculture of the University of Missouri at Columbia.

As substitutes for meat in the diet, Miss Bell suggests that the housewife serve milk, cheese, eggs, dried beans, peas, lentils, nuts and grains. These foods furnish proteins or tissue-building material the same as meat, and if they are substituted for meat at one or two meals of the day the bad effects of too much meat eating will be avoided.

While meat eaten in moderation is a good, wholesome food, Miss Bell says that its proteins are more likely to putrefy than the proteins of most other foods, and that certain elements which meats contain must be counteracted by fruits and vegetables.

Hamilton Watch

"The Railroad Timekeeper of America"



Conductor C. D. Hottenstein of Penn. R. R. He carries a Hamilton Watch



Conductor H. R. Sorber of Penn. R. R. He carries a Hamilton Watch.



Conductor Jas. F. Law of Penn. R. R. He carries a Hamilton Watch.



Conductor G. E. Lantz of Penn. R. R. He carries a Hamilton Watch.



Conductor W. L. Hottenstein of Penn. R. R. He carries a Hamilton Watch.

W

atch of Railroad Accuracy

True time for you, all the way through—that's what you gain in the Hamilton Watch. Engineers, Conductors and Train-men all over America depend on its proved accuracy.

You, too, can put *your* trust in the Hamilton Watch, safe in the knowledge of its reliability—unfailing, enduring.

*Write for the
Hamilton Watch Book—
"The Timekeeper"*

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone, (in Canada \$13.00) up to the superb Hamilton Masterpiece at \$150.00 in 18-k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your present watch case if you desire.



Hamilton Watch Company
Dept. 41 Lancaster, Pennsylvania

Western Foremen.

A meeting of Bridge Foremen, Western Division, was held at Enid, Saturday afternoon, April 29, with the following present:

H. Crain, H. Colin, A. Driskill, A. Linderer, J. W. Carlile, L. A. Kastor, A. O. Paup, I. S. Eash.

The following subjects were discussed:

SYSTEM STANDARDS:—Now and then a complaint is made about standards not being followed. Each foreman was advised that the management required them to observe the standard in all classes of work and that they must comply with all standards. No comment was made, other than each foreman would do his part to keep this division free from criticism.

OUTFIT CARS:—Several months past instructions were issued that doors next to main line on outfit cars when set out should be kept closed at all times, and that these doors were not to be used in going to and from the cars. Every once in a while a complaint is made that foremen do not keep these doors closed. Each foreman present made a short talk on this and while it was found that some of them were leaving the doors open, they were not using these doors to get to and from the cars. All were of the opinion that it is impossible to keep these doors closed at all times, especially in the summer. It was decided to order necessary screen wire to repair them and to keep the screen doors locked during the summer time instead of locking the doors.

PAINTING MILE POSTS:—Complaint has been made that on some divisions on the system the white paint used in this work has been poorly mixed, making a very poor background for these signs. A short talk was made on this by Foreman Paup. No comments made.

SAFETY FIRST:—This subject was thoroughly discussed by all foremen and all were instructed to do everything possi-

ble to keep their men from being injured.

In this connection the matter of unloading bridge material and other material too close to track was brought up and all foremen were instructed to see that all material they unload is placed over six feet from track in order to prevent injury to trainmen or other employes who might stumble and fall over same.

The proper handling of motor and push cars was also discussed. The various rules about the operation of these cars were discussed by all with view of having all present take every precaution possible to prevent injury to men when using these cars.

Veteran Foreman.



Chris Nelson, General Foreman Car Department, seated at his desk, Tower Grove Station, St. Louis, Mo.

Chris Nelson, general car foreman, St. Louis, is appointed general foreman of the Northern Division, with headquarters at Kansas City, Mo.

Mr. Nelson entered the employ of the Frisco as car repairer at Kansas City some years ago and through persistent efforts is now in charge at the same point at which he began his railroad career.

The reproduction herewith shows Mr. Nelson seated at his desk in his former office at St. Louis.



Why Do the Work of a Horse?

To convey the above load of 40 tamarack ties with 2 cars, tools, lifting jack, etc., four and one-half miles up the track, would have taken these six men nearly one and one-half hours of the hardest kind of labor. "Casey Jones" did it in twenty-six minutes. And not only that, but when the load got there, the men would have been all tired out after pushing, but with a motor car it was more play than work. The same applies to other section work. The engine does the work for the entire crew. It is not necessary to eat cold grub for dinner up along the track any more; nor to pump the old car back home after a hard day's work. We have again reduced the price of "Casey Jones" so no section foreman need be without it, and our terms are so exceedingly easy that the price is not noticed.

Make a Motor Car of Your Hand Car

Making a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the gears, take out a couple of boards from the car platform, fasten the split steel pulley to the driving axle, bolt the engine to the car platform, fill the tank with gasoline, give the wheel a twist and off you go. *Send for our 1916 folders.*

NORTHWESTERN MOTOR COMPANY,
300 Spring Street

Eau Claire, Wis.