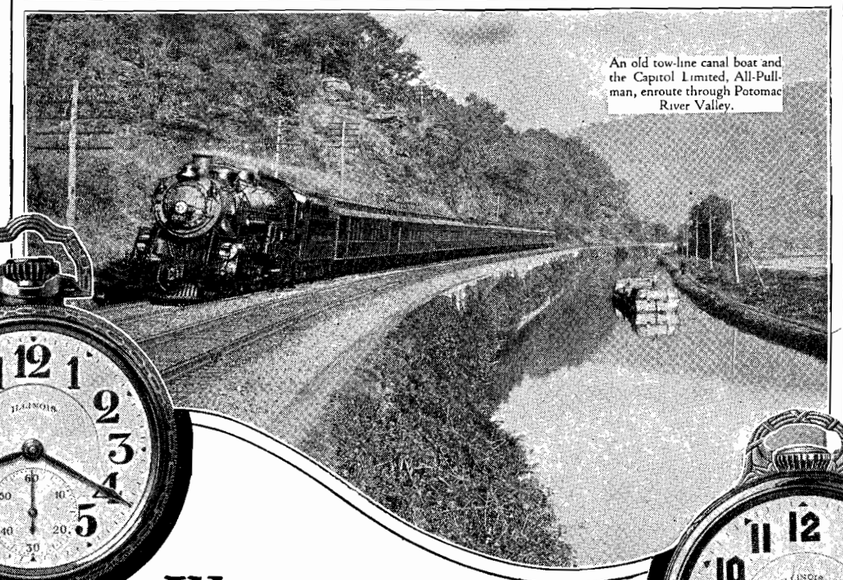
THE MILWAUKEE MAGAZINE

AUGUST, 1926

THE OLD WAY AND THE NEW



An old tow-line canal boat and the Capitol Limited, All-Pullman, enroute through Potomac River Valley.

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Sangamo Special

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Mean greater accuracy, greater efficiency and greater safety.

Keeping pace with the wonderful improvements made in transportation facilities—ILLINOIS 60 HOUR railroad watches mark an epoch in the advancement and development of the watchmakers' art. ILLINOIS 60 HOUR watches are within the reach of every railroad man's pocketbook.

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6 Position	60 Hour
23 Jewel	16 Size
14k Filled	$ 90.00
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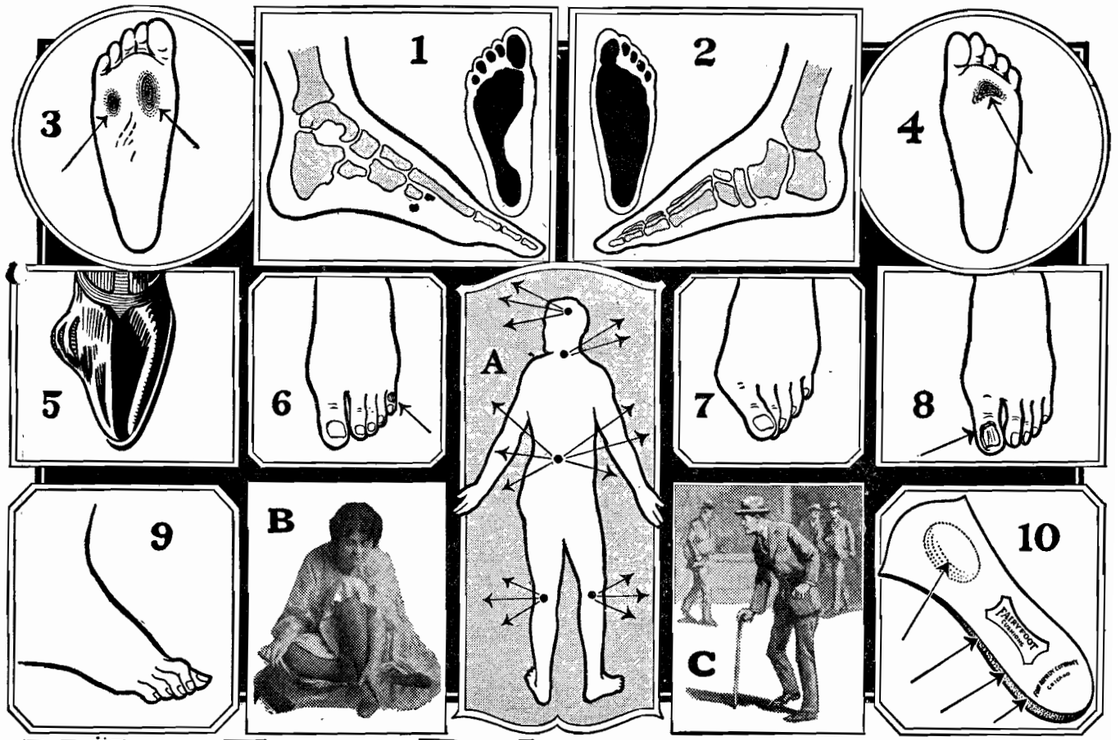

Why Foot Pains Go in 5 Minutes

Five minutes is now the time limit for foot and leg pains. Reports from people who were chronic sufferers tell of practically instant relief from all sorts of foot troubles, also relief from leg and back pains and headaches, caused by feet out of order. A wonderful new, scientific invention, known as Fairyfoot Cushions, has brought astounding, sensational results. The amazing reports seem almost incredible, but a very special offer enables you to prove without a penny's risk that this great invention will do the same for you.

What Ails Your Feet

Twenty-six bones form the arch of the foot. Even one of these bones getting out of place puts abnormal strain and pressure on the muscles and nerves—then the pains appear.

It is displacement of these bones by the weight of the body, too much standing or ill-fitting shoes that causes "flat foot." The weight of the body is thrown out of balance and the foot is often crowded down into the shoe causing bunions, corns, calluses, ingrowing toenails, hammer toe, or Morton's toe, and the shoes become misshapen and run over at the heel.

Then you have agonizing pains in the feet and often leg pains, backache, headache, "rheumatism" and nervousness. Let the arch drop ever so little and trouble starts. You can't always see that your foot is flat—it may look all right—but the merciless pains tell you that something has gone wrong.

How Fairyfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians) bring relief by "positioning" the feet. They point the toes straight ahead, causing the arches to take their natural position. They also direct the body's weight to the ball, heel and outer part of the foot, where Nature intends it to be. Every bone and muscle is put just where it belongs.

Fairyfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch.

Stiff metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. They are heavy and clumsy. Pads and bandages are mere makeshifts.

You don't have to adjust Fairyfoot Cushions, and they weigh less than an ounce. Fairyfoot Cushions are made in 50 different sizes to fit **the daintiest slipper** or **heavy shoe**—no costly made-to-order appliances to pay for. Last a year or longer.

Your feet also regain their correct shape. The instep, the heel, the toes all stay in their proper positions. Your shoes keep their shape, your suffering has vanished. Results are immediate. Guaranteed in five minutes.

Key to Diagrams

1. Normal Position of Arch and Print of Normal Foot.
2. Fallen Arch and Print of Flat Foot.
3. Calluses.
4. Morton's Toe caused by arch breaking across fore part of foot.
5. Bunion.
6. Corns.
7. Crowded Toes.
8. Ingrowing Nail.
9. Hammer Toe caused by foot pressing forward.
10. Fairyfoot Cushion. Showing built-up flexible layers and device for "positioning" foot.

A. Pains in Legs, Back, Neck and Head, originating in Feet.

B and C. Result of neglecting foot troubles.

Heed the Danger Signals

Any pain in your feet, legs or back means most likely that something is wrong with your feet—something that needs attention right away. Don't assume that these pains will "cure themselves." Even a few slight twinges may point to a condition that will mean serious trouble later on. Fairyfoot Cushions will correct the cause of the trouble and then the pain must go.

Proved by Thousands

Letters like these, from former foot sufferers, show what Fairyfoot Cushions will do:

"I had to hobble on a cane. With Fairyfoot Cushions I walk perfectly."

"Had a bad case of fallen arch. Fairyfoot Cushions have completely corrected it."

"Leg and back pains all gone now, thanks to Fairyfoot Cushions."

"Bunion and Morton's toe have gone, also my pains and nervousness. Fairyfoot Cushions did it."

"The first real relief I have had from foot pains in 10 years."

How to Order

Place stockinged foot on piece of paper and trace outline of foot with pencil held vertically, as shown above. Send this and also write size and width of shoe in coupon.

Send No Money

So sound are the scientific principles on which Fairyfoot Cushions are made, so remarkable have been the results obtained in "hopeless" cases, that we gladly send them on free trial.

The regular price is $3.00, but for a limited time we offer Fairyfoot Cushions for only $1.98. Pay only when postman brings them. Or you can send money in advance if you wish. Either way. Make the 5-minute test—see how quickly the pains go. Then wear them 14 days and if not satisfied return them and we refund your money. Send coupon today.

FOOT REMEDY CO.
1225 S. Wabash Ave.
Dept. 141 **Chicago**

Enclosed is outline of my foot. Send me a pair of Fairyfoot Cushions. I will pay special price, $1.98, on arrival, and will make the 5-minute test. Am also to have privilege of wearing them 14 days at your risk. If I am not satisfied, I will return the Cushions and you will refund my money.

Name _____

Address _____

_____

Size Shoe _____ Width _____

Check ☐Man ☐Woman ☐Boy ☐Girl

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The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

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Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

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THE MILWAUKEE MAGAZINE

Volume XIV August, 1926 No. 5

Protection of American Island, Chamberland, S. D.

By H. G. Crow

Assistant Engineer, Mason City, Iowa

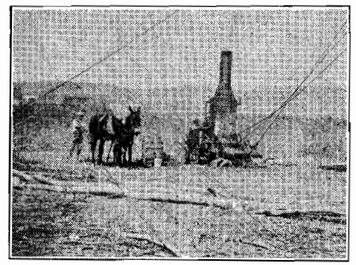
In 1881 the railroad was built to Chamberlain, South Dakota. The track extending along the East shore of the Missouri River.

There was a large amount of business coming to the Railroad from the West of the river, cattle being ferried across to be shipped by rail, and supplies for West of the river hauled in by rail, and ferried across, then hauled by team for many miles West of Chamberlain. There was also much business to and from the railroad by boat, up and down the Missouri River.

In 1905 and 1906 the railroad was extended West to Rapid City. In extending West it was first necessary to locate a river crossing. The Missouri River is a very unstable river, it carries a large amount of silt, which is mostly fine sand, and is deposited in bars, that during low water occupy most of the highwater channel, but during high-water they are submerged and often times entirely washed out and deposited in a new location, leaving the low water channel where previously there had been a sand bar. Many of these sandbars build up above the ordinary highwater, and form islands, some of these islands being hundreds of acres in extent, and heavily wooded with cottonwood, elm, ash and cedar trees. There are a great number of these islands in the Missouri River, many of them have been cultivated, but they are very easily washed out and often times hundreds of acres disappear during one highwater.

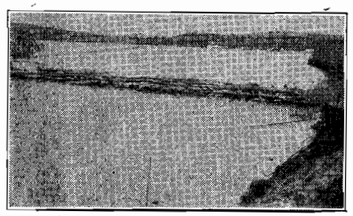
The railroad from the East into Chamberlain follows American Creek Valley and the crossing selected was in the break in the chalk rock bluff along the East shore of the river. The main current of the river here, follows this chalk rock bluff, giving a good channel for navigation at all times. The channel here was divided by what is known as American Island, the main part of the channel on the East side of the island being about 1300 feet wide, and the channel on the West side of the island being about 300 feet wide. At low water stage there was very little flow through the West channel. The bed of the main or East channel is sand or silt, which scours with each highwater to an unknown depth. Under the bridge it is known to have scoured in places to 35 feet below low water. Under the sand and silt is a strata of sand, blue clay and gravel, and under this Niobrara chalk rock. The chalk rock being about 30 feet on the East side to 70 feet on the West side, below low water. Practically the same conditions existed on the bed of the West channel.

American Island is about two miles long and one-half mile wide. The West end of the bridge over the main channel being about one-half mile South of the North end of the island. The railroad from there runs on a curve to the center of the island, then about one mile South to where it turns West crossing the West channel.



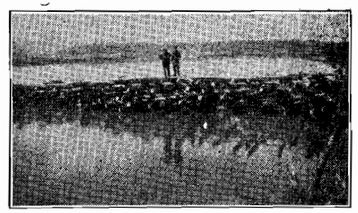
Starting the Construction

In 1911 after obtaining permission from the war department, the trestle across the West channel was filled. A sandbar then formed at the North end of the island, across the West channel, extending North approximately one mile. In 1917 the river began washing away the North end of the island and the newly formed sandbar. In 1920 this attack of the river was so pronounced, as to cause alarm, and the Railway Company installed some protection work at this time, which stopped the cutting at the bridge for the time being. But in 1925 over 500 feet of the North end of the island had washed away, and it was felt that something should be done without delay to protect against further cutting of the shore of American Island.

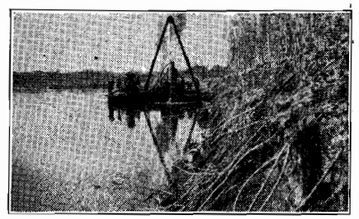


Retard No. 1

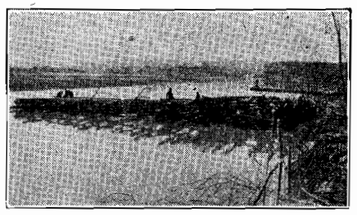
The city of Chamberlain was interested as the island had been given them by the United States Government for park purposes. The State was interested as they had just completed, in the fall of 1925 the construction of a steel highway bridge across the river, about 1000 feet South of the railway bridge, and the Railway Company were interested as continued cutting would wash away the island and destroy the track West of the bridge.



Retard No. 2



Sinking Piles, Retard No. 3



Retard No. 4

On December 3, 1925, a meeting was held at Chamberlain with representatives of the Railway, Highway Commission, and City present. After further negotiations it was agreed that the railway would install a series of retards for protecting American Island, the State Highway Commission and City of Chamberlain participating in the cost of these retards.

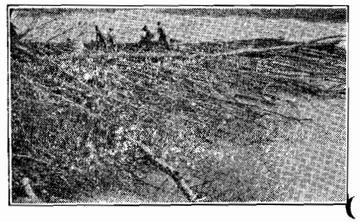
The Railway Company entered into a contract on the sixth day of February, with Woods Brothers Corporation, of Lincoln, Nebraska, for the construction of nine retards, varying from 75 feet to 200 feet in length, with a total of 1200 feet of retard. On March 23rd, 1926 permission was granted by the war department for the construction of these retards.

The work of constructing was started April 1st, 1926. The first retard is lo-

cated about 4600 feet above the West end of the railway bridge, and the others were spaced about 500 feet apart, the last retard being 400 feet above the bridge.

The retards are made of trees about 8 inches to 12 inches in diameter, built in layers, the trees being about 6 feet apart with the brush of the trees down stream. Over 4500 trees were used in the construction of the retards. These trees are laced together with ¾ inch cable, and the entire retard anchored to Bignell piles. These piles are 20 feet long and 14 inches square, and made of reinforced concrete. They are jetted down to the Niobrara chalk rock, to an average of 65 feet below low water. These piles were driven about 90 feet above the retard and each have six one inch cable fastenings extending from the top of the pile to the retard. The retards are constructed to an elevation of 7 feet above low water, and at the time this was written the river has been to about 8 feet above low water, and apparently the sand and silt is being deposited above and below these re ards so that during low water the shore line will be along the outer ends of the retards.

The construction of these retards was under the supervision of the Engineering Department of the Railway Company, and it is hoped that this work will prevent any further cutting away of the shore of American Island.



Showing Brush of Trees Downstream

The City of Longview, Washington

Longview hasn't any background to speak of, nor is it old enough to have acquired much of an "atmosphere", if any at all, taking that term in the way it is generally applied to places which have grown up and become saturated with tradition and history. The reason for the notable lacks of those certain qualities is that it is a mere infant in age. Little more than three years ago, the place where Longview a city now stands was plowed land and grass land, all set in a beautiful valley where green foothills sloped in quiet serenity to shining waters and cattle grazed with that contentment which is said to be one of the assets of the Commonwealth of Washington. The valley is the meeting place of two big rivers, one the Cowlitz meanders down from its glacial source on Mount Rainier to join the mighty Columbia at the point where that great water avenue makes its last bend before it enters the Pacific Ocean, fifty miles away. It was a wonderful locaton to pick for a city, because the place seems to have been forordained for that purpose. Eventually all the trans-continental railroads of the Northwest will build there, two great highways of the Pacific Coast already are there and big ships are sailing up the Columbia and tying up for cargo.

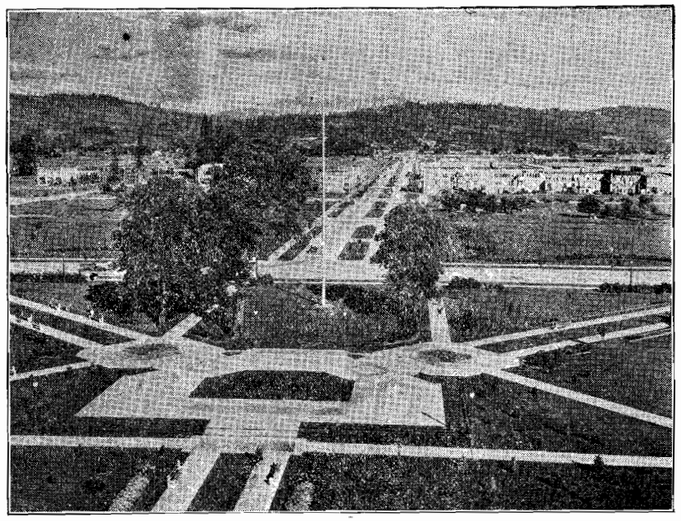
In March, 1923

In the summer days of 1922, a lone ranch house and broad fields were in the picture; in March, 1923 a hotel was under roof and a city was being laid out, and the story of how this came about, of how Longview, Washington came into being springing full-panoplied from the brain of a far-seeing man of affairs, without the aid of "realtors" and the blah-blah of "booster clubs," etcetera, is interesting and instructive. It isn't like anything that ever grew before on this soil, or anywhere else in the world; and probably its like will never occur again.

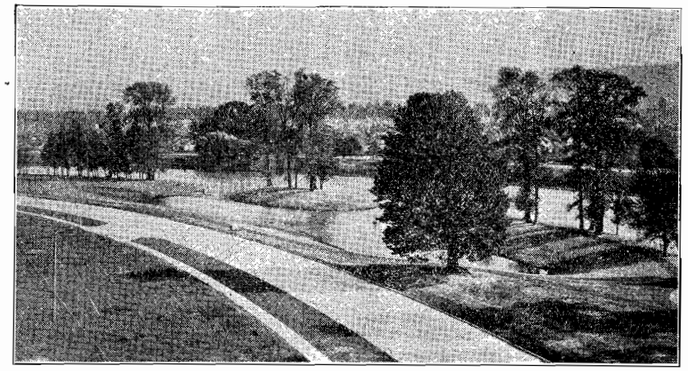
The reason for Longview, primarily, lay in the fact that the Long-Bell Lumber Company, which is one of the largest lumber operators in the world, was coming to the end of its resources in timber holdings, in the southern Pine country and had perforce to look for new forests to conquer or disperse its great organization and go out of business. The latter alternative not having much appeal to the owners of the company, they set forth to cruise the Northwest for timberland, which might be acquired. Timberland that is not in the Forest Preserves, is not very plenty anywhere in our country, now, so the Long-Bell Company, when they had found an acreage of timber had to buy it at a price,— but buy it they did, and then they set about ways and means, to justify the expenditure. Their big organization must be moved to the new location to operate the magnificent new mills that were to be built, and of course living quarters and facilities for living in comfort had to be provided, so why not build a city which would attract favorable attention of other industrial owners and so eventually have a splendid manufacturing center with all other accompaniments required by civilized peoples. It was a great dream, and one that took not long to come true. The way that city of Longview sprung into actuality has been the wonder of the age, for coincident with the building of the mills, went the building of a city. And building the city of Longview did not in any measure correspond to that term as it is commonly associated with the growth of a community, for real building of a real city with all the space, and accompaniments and accoutrements started simultaneously with the construction of the mill. The best architectural talent and "city planning experts" in the country were invited by Mr. Long and his associates to make a city to accomodate at the outset not less than ten thousand people, and to make their plan comprehensive enough to take in fifty thousand and upward, without any unusual struggle or bustle. So that was the way the builders of Longview went forth to the beginning of their work. In the fall of 1922, the wheelmarks of the graders' outfits embroidered the valley floor, the walls of a beautiful Hotel were rising and the vicinity swarmed with engineers with blueprints under their arms and builders pushing ahead with the work.

Now the work did not consist of merely staking out streets for future use and actually putting in a Main Street with a "Company Store" and such other commercial and educational requirements as the employes in the mill and their families would need; and another street with a long row of "Company Houses" and some big houses on the hill for the Superintendent, etc. Nothing of that kind, the work of making a big city was on hand from the beginning. Business thoroughfares were laid out, graded and paved; a zone for moderately priced houses was laid off and the houses built; another for houses of a more pretentious class was put on the map and the houses were begun; still another zone was indicated for finer residences, and so on. Schools, of course, and churches, equally of course; the mills, the docks, all that appertained to the lumber industry and transportation thereof, were humming along toward completion together. The Log of the City might read something like this: First Street grading, August, 1922; first permanent buildings started, October 1922; the first building completed, Hotel Monticello, July, 1923; City incorporated in the third class, February, 1924, and the first unit of the Long-Bell Lumber Company's plant put in operation, July, 1924

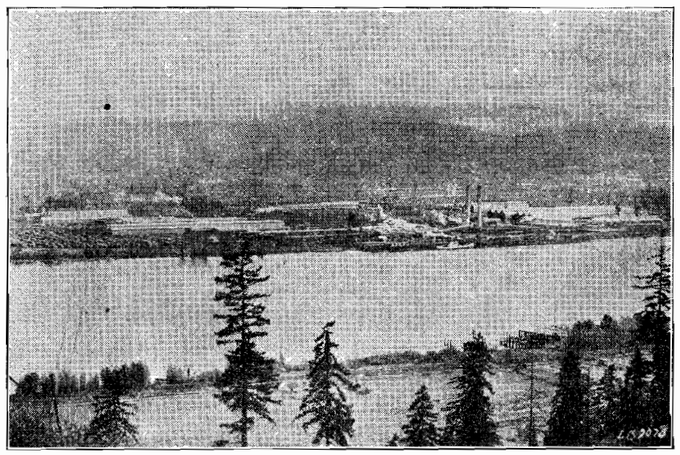
In June, 1925, less than two years after the dedication of the city, 104 miles of streets were graded or graveled; 11 miles of concrete paving; 22 miles of concrete sidewalk; 55 miles of water main and 30 miles of sanitary and storm sewer; 1517 homes completed or under construction in the residential districts, not including three hotels and five apartment houses; 49 masonary buildings, occupied by about three hundred business enterprises; two banks; a postoffice which had up to that time been enlarged three times, leaping from forth to second class in less than one year after its establishment; a modern $250,000. theater building; grade and high schools; a baseball stadium, seven tennis courts; a nine-hole golf course; a Community Y, with swimming pool, bowling alleys, auditorium, etc; a six-acre civic center park laid out in formal gardens; work commenced on a chain-of-lakes park the lakes one and one-half miles long and from 500 to 800 feet wide; the completion of the Longview, Portland & Northern Railroad, 30 miles in length, extending up the Cowlitz River and serving the timber and the mills of the Long-Bell Company, and the tributary country as well. On this railroad, which was at first the "Logging road" of the Lumber Company, freight and passenger service with equipment for such service was inaugrated early in 1925; a fleet of eleven busses operating through the city and connecting with the ferries that ply across the Columbia River. To give one an idea of the steady current of human traffic into and out of the growing city, those busses carried one million, three hundred thousand, six hundred and eighty nine passengers in 1924, the year of the big building in the city of Longview.



Looking East From Roof of Hotel Monticello Over Jefferson Square



Lake Sacajawea



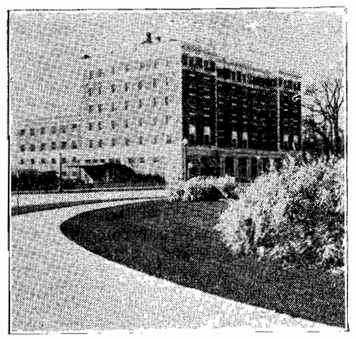
Looking Across The Columbia River To The Long-Bell Company Plant

The big mill, which formed the first unit of the Long-Bell Company plant consisting of twenty-eight buildings, required 34 acres of roofing to cover; its export dock has a berthing length of 1400 feet and storage space of ten acres; and it has a power plant whose capacity is to keep pace with the growth of the city and will always, as it does at the present time, supply the lumber plants, the city and the logging operations in the woods. The first unit of the power plant has a capacity of 18,000 kilowatts, with a second unit nearly completed.

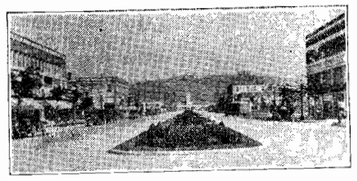
Now the above is just the bald statement of the facts which the Log Book of 1925 disclosed. The activities have gone on with sweeping momentum, the 11 miles of paving have increased to thirty; the graveled streets are 115 miles; the 22 miles of sidewalks are now 70 and the number and the beauty of the homes,—the lovely avenues on which they front; the beautiful chain-of-lakes park; the elaboration and beautifying of the parking and boulevard system; the erection of a Community Church and of a public library, the latter the gift of Mr. R. A. Long, to the City, are all in the Chapter Just rounding out this summer of 1926. The mills are expanding, another unit is completed, other industries and commercial enterprises have joined fortunes with Longview. The Longview, Portland & Northern Railway's handsome new passenger station is completed; all the necessary equipment has been added since the 1925 Log was closed, and so on, it would be impossible unless a writer were on the ground day by day, to keep up with the procession of progress that moves irresistibly in this wonder city of Longview.

Hotel Monticello is the traveler's objective, and is another one of the surprises of Longview. Six storied, perfectly appointed, magnificiently furnished and admirably conducted, it is not surpassed except in point of size by any of the noted caravansaries of the big cities of the Pacific Coast. This hotel has two hundred guest rooms, "each with bath," as befits every self-respecting hostelery; the dining rooms are numerous and comprise various degrees of service, some of the rooms are equipped with radio; the privelege of a nine-hole golf course is extended the hotel guests, there are concrete tennis courts, a children's playground and a toy golf course for the edification of the youngsters.

The main lobby of the Hotel is one of the most interesting features of this most interesting and remarkable place, because of the series of mural paintings depicting the Conquering of the West, forty-two in number of the major murals and 23 smaller panels, all original and the artist's own conception of the times and events he por-



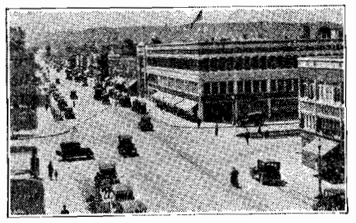
Hotel Monticello



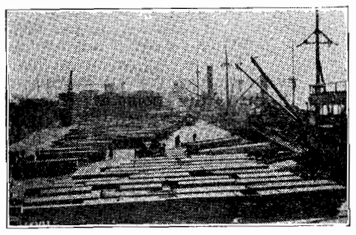
Broadway, Looking Toward L. P. & N. Ry. Station

trays. They are a stirring exposition of pioneer life and the days of the frontier.

One does not turn away from Longview without a visit to the great mills whose throbbing pulses beat by day and night, and where the latest and most approved of mill machinery demonstrates its efficiency under the direction and handling of the most skilled operatives. The buildings are of fireproof construction throughout, the head mill building is 90 by 437 feet, its equipment includes 9-foot deck saw, two 10-band mills and two timber edgers and timber trimmers. The logs are brought to it from a storage and cutting pond.



Street Scene In The Retail Business Section



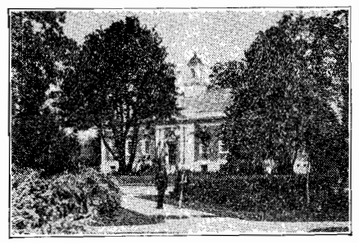
On The Export Docks, On The Columbia River

The storage pond is 125 acres in size where the logs are received from the woods by railroad and raft from the Columbia and Cowlitz Rivers. The cutting pond covers an area of 25 acres and is connected with the storage pond by a canal through which the logs are floated. The power plant is 192 feet wide, 296 feet long and 65 feet high. Its equipment includes three 6000 kilowatt turbines and series of eight 1200 horsepower water tube boilers, generating steam of 250 pounds pressue. This plant furnishes electrical energy for the entire operations in the plant; light and power for Longview and also furnishes all power used in electrical logging operations at the logging camp, 30 miles north of Longview. The "Remanufacturing Plant" is 230 by 386 feet in dimensions and its equipment includes all the various saws which make the different kinds, sizes and varieties of board lumber. There are railroad timber docks, ship docks, sorter and stacker sheds, dry kilns, the largest refuse burner ever built, cooling shed, dry sorting sheds, rough lumber sheds, green lumber yard, electric sub stations, planing mill, dressed lumber sheds and loading sheds.

This is the resume of what is contained in what is known as the West Fir Unit, another of similar size and character is now completed, and is called the East Fir Unit. All of these buildings, the docks and yards are brilliantly lighted for night operation. Each Unit has a rated capacity of 400,000 feet each eight hours; and operating on double shift, one million feet can be cut without difficulty.

An interesting item to note about the generation of power in these plants is that the juice is manufactured from shavings and sawdust and waste that is fed into the gigantic furnaces by endless carriers, and the use of this waste represents a saving in labor and fuel of $3850. a month.

Agnes Laut, writing of the great mills at Longview, says: "It is old stuff to tell any lumber man that from the time the log is hauled out of the float,barked, skinned, turned over, slabbed, sawed in boards and hoisted by cranes to car or vessel, that all is machine work; but it is a revelation to the layman to watch the new electric devices sawing boards in every length from 2, 4, 6, 8, 16, 24 to 26 and up to 50 feet by pushing of electric keys and buttons and shifting of gears as quick as on a typewriter. I have known sawmills more or less all my life, from Wisconsin, where some of my family began in the lumber business, to the old mills of the Ottawa and the new mills of Northern Ontario and British Columbia; but I confess when I watched those keys and buttons and shifts turn out board lengths faster than I could count them, I realized a new day had come in the lumber business, the day of the machine and skilled labor and brains."



Public Library. Gift of Mr. R. A. Long

More than three thousand men are employed in the Long-Bell Mills and other of that company activities. There will soon be some new, big Weyerhauser Mills there, and it will not be many months before at least ten thousand men will be working in the lumber plants alone,—so that the vision of a big city and the realization of the dream is on its way,—is in reality, here.

Ren-Zel! King of the Brakies!

I am going to make my bow
To a gentleman I know,
He's a brakie on the C. M. S. P. R.
He is tall and neat and slim
And when you ride with him—
You're dead sure to be informed just where you are.
He is known as John Ren-zel,
We've been friends for quite a spell,
He's been braking now for thirty years or more.
He's efficient and he's wise
And of all the railroad guys —
He's the king of all the brakies I am sure.
With his wiskers on his chin
He is bobbing out and in,
For he never seems to know he ought to rest:
He's a battery of fun
And he's the hero of the run—
Though he doesn't wear no medals on his breast.
He is Sixty I am told,
But don't think that he is old,
For he's happiest when carrying a load:
And in spite of all his sins
He is limber on his pins:—
And the Dean of all the brakies on the road.
He's not garrulous or dumb,
He just treats you like a chum;
And the likes of him you'll very seldom see:
He's a character unique
You detect it on his beak—
And he knows the railroad rules from A to Z.
He is like a kangaroo
When there's anything to do;
And his voice is like a bugle strong and clear:
When at your destination
And he's calling out your station—
You would think its Gabriel's trumpet that you hear.
For a million miles or so
He has journeyed to and fro,
And he says he'll be a brakie now forever:
So we'll ride with him again
On a different kind of train—
When the last of all our earthly ties we sever.

William Dawson,
1001 University Avenue,
Madison, Wisconsin.

"Don't you think Miss Singher has a wide repertoire?"

"Yes, but it wouldn't show so much if she'd wear another kind of dress."

On the back of the honeymoon car there had been fixed what at first appeared to be a special number plate, similar to those use by the trade for demonstration.

A second look dispelled this:
"W E 2 R I," it read.

"I asked her if I could see her home."
"And what did she say?"
"Said she would send me a picture of it."

Explained

Policeman (2 A. M.)—"What are you hanging around this house for?"

Suspicious Character—"Because I'm married, and live in it!"

The Trail of The Olympian

By Edmond S. McConnell

The article, herewith is the foreword and introductory to an interesting narrative to be published, serially in The Magazine, telling the story of The Olympian Trail, The Olympian Train and the country through which it passes. The story is in two parts, Part I, starts with the exploratory expedition of Lewis and Clarke; tells of the Fur Traders and other explorations of he West, and especially of the Northern Route; of the Missionaries; of the gold discoveries; of navigation on the upper waters of the Missouri; of a new Pacific Highway and of the Trail of The Olympian.

Part II is a story of the Olympian Train, the organization back of the great trans-continental carrier of the beautiful train itself; of the various departments engaged in the transportation service; of the steam locomotive, of the heating and lighting; air brakes, signals and signaling; the electrification; the electric locomotive; maintenance of locomotives and cars; of freight trains and of the great railway terminals.

Closing with brief sketches about the more important places, points of historial interest and of especial scenic beauty along The Olympian Trail.

The story as told by Mr. McConnell is a valuable addition to the history of our railroad, while being at the same time most thoroughly readable, informative and interesting.

Foreword

Have you ever watched a train rush through the darkness of the night, breathing forth jets of vivid flame, lights gleaming from the wndows—so cheerful and inviting—and every now and again heard the weird sound of the whistle as it floated back through the lonesomeness to you? And if you have, as we know you have, wished you might be on that train, going to the strange new lands she seeks in her journey; and you have wondered who the passengers were, where they were going, and why; and you have marveled at the complexities of the train, and the workings—the material body, so to speak, and the spirit—the vital force behind it all. You have wondered this because there is a fascination about a train, and a magic, if you will. And you have turned away, back to the mundane things, with a sigh for the romance the train bespeaks.

Our purpose in this story is to tell you of these things; why the train came to be; of her mysterious workings, how she is run, and of all the myriad unknown hands and minds working by day by night, unceasingly, that you may be carried swiftly, safely, in ease and in delight, to the glorious land of your heart's desire.

The true story of the modern railroad is unapproachable except as we view it against the background of the past—the only medium through which we can interpret the present. So in the first part of our book we wish to give you a series of sketches depicting the great movements in the Trans-Mississippi country that have made the West, and particularly the Northwest, what it is today.

In the second section we hope to answer some of the questions you ask yourself as you ride along: to tell you about the huge, puffing locomotive, the luxurious cars, the great city terminals with their bewildering activity; to explan to you the duties of the glowing red and green lights scattered along the tracks; we know the story of "white coal" will interest you; and as to the men who operate the train—we shall tell you something of them, too.

As you look from the windows of the speeding train, you race through a country village. Perhaps you dismiss it without further thought—more likely you ask yourself who the people are, and why are they here. Of what importance is the place, what an odd name it has—what tradition is attached to it. Towns and villages often have a greater individuality than cities, and we hope to tell you of their distinctive features and to point out their claims to fame. Then too, we want to take you exploring in the great cities—and to call your attention to the places of historic nterest and scenic beauty linking one metropolis to another on your journey across a continent.

1—Introduction

Since the dawn of time the trend of human migration has been westward. From Asia Minor and from Greece—from the languorous waters of the mystic Nile, men came to fill the Mediterranean Basin to the north and to the west. Then Rome was born, the first of the western empires, and under Ceasar came the conquest of Europe.

Toward the close of the fifteenth century came a vision of new glory in the discovery of America, but as one writer has said:

"A curious paradox is that the men who have done the most for North America did not intend to do so. They set out on the far quest of a crackbrained idealist's dream. They pulled up at a foreshortened purpose; but the unaccomplished aim did more for humanity than the idealist's dream.

"Columbus set out to find Asia. He discovered America. Jacques Cartier sought a mythical passage to the Orient. He found a northern empire. La Salle thought to reach China. He succeeded only in exploring the Mississippi, but the new continent so explored has done more for humanity than Asia since time immemorial. Of all crack-brained dreams that led to far-reaching results, none was wilder than the search for the Western Sea. Marquette, Joliet and La Salle had followed the trail that Radisson had blazed and explored the Mississippi; but like a will-of-the-wisp beckoning ever westward was that undiscovered myth, the Western Sea, thought to lie like a narrow strait between America and Japan."

To the student of history—yes, and also to us as we journey toward the Afternoon Lands—this story of discovery, exploration, conquest, and commerce is the most thrilling romance ever told.

We are all familiar, from the history of school days, with the growth of the American colonies—how from a few scattered settlements along the Atlantic seaboard there came the thirteen original states, which at the close of the American Revolution stood as a closely federated commonwealth extending westward to the Mississippi—the beginning of a "western empire" reaching toward the ultimate Pacifc.

Following the Revolution, the young United States acquired new territory with startling speed and in staggering amount.

France in a moment of amazing prodigality cast the whole of the province of Louisiana on the astonished American emissaries who had been sent to buy the island of Orleans at the mouth of the Mississippi. Perhaps it will aid in the comprehension of America's gain to say that these states, with all their immense wealth, have been carved from that vast expanse: Louisiana, Arkansas, Oklahoma, Missouri, Kansas, Nebraska, Iowa, half of Minnesota, the Dakotas, Montana, almost all of Wyoming, and part of Colorado. This occured in 1803. In 1819 Florida was ceded to the United States by Spain.

As to the Oregon country—the discovery and acquistion of that territory is a thrilling tale. But suffice it to say that the discoveries of Captain Cook in 1776-80 stimulated interest in the Northwest Coast to such an extent that England sent out Captain George Vancouver to make further explorations.

A company of Boston merchants sent out Captain Robert Gray on a purely commercial venture. In 1792 Gray discovered the fabled "River of the West" and in true nautical fashion named it for his ship, the Columbia. In 1805-06 came Lewis and Clark with whom we will treat more extensively later. In 1811 the fur-trading post of Astoria was founded, the Northwest Company arrived in competition; and in the wake of the fur hunters appeared the missionaries and the first American settlers. In 1819 the claim of the United States was strengthened by obtaining Spain's title. However, this was not the end but the beginning of trouble, and it was not until 1846 that the dispute between England and the United States culminated in the establishment of the boundary between the two nations, deboundry between the two nations, definitely giving us the Oregon country, which constituted what is now the states of Oregon, Washington and Idaho.

A year previously Texas had been admitted to the Union, and with the close of the Mexican War a further addition was made, giving to our country the areas of California, Nevada, Utah, part of Colorado, Arizona, and New Mexico. With the Gadsden Purchase, which was the acquisition of the remainder of Arizona and New Mexico, came the end of domestic territorial expansion.

It had taken centuries of westward seeking for migration to circle the earth, but in the short space of seventy years the territory of the United States had extended from the Atlantic to the Pacific. It yet remained to link east and west with the steel band of the railroad.

Introducing a Friend of Railway Employes

By Samuel O. Dunn, Editor of the Railway Age

There is a story told of Charles Lamb, the famous English writer, that he remarked one day that he disliked a certain man. The person to whom he made the remark replied he was not aware that Mr. Lamb knew the man referred to. "I don't know him," said Lamb, "and I don't want to, because if I did I probably could not dislike him so much".

The purpose of this article is to introduce to railway employees a person they have often heard ill-spoken of, but who, it is believed, they would like if they knew him. This is Mr. Railroad Capital. The Capital family is a large one. It is engaged in every industry in the country. It is sometimes charged with being unfriendly and unfair to those who work for wages. It may be that Mr. Railroad Capital's natural disposition would be to deal unfairly with railroad employees, but it is believed that facts regarding developments that have occurred on our railroads during the last twenty years can be presented which show that, whether intentionally or unintentionally, he has been a good friend to railroad employes—that he has enabled the employees to get better wages and living conditions than would have been possible if he had not been working energetically on the railroad with them.

It is conceded throughout the world that the wage earners of this country generally are now receiving higher real wages—in other words, wages with which they can buy more of the necessities, comforts and luxuries of life—than those of any other country. A mission from the British labor unions recently came over here to find out and report why this is true. J. T. Kay, an iron moulder and a member of the International Union of Foundry Workers, said in his report: " I was continually being informed that no machine was considered the 'last word'. Experiments were continually being made. Workmen of all classes were encouraged to make suggestions for improvement; so the machines I saw at work will be ruthlessly scrapped if something better is found. The feeling between employers and employees appeared excellent—a feeling of confidence in each other which is sadly lacking in the old country." Alexander Browning, a blacksmith and a member of the Associated Blacksmiths' Forge and Smithy Workers' Association, recommended that British employers and employees "scrap their old systems and adopt modern methods," and added, "Our position compares most unfavorably with what we have seen in the United States.

The wages being paid on American railroads are as much higher than those of Brithish and other European railways as the wages paid in other industries in this country are than those paid in the corresponding industries in Europe. Let us consider some developments that have occurred on our railroads which help to explain why it has become possible for them to pay wages that are so much higher than those paid abroad.

Twenty years ago, in 1906, the average wage received by each railway employee in the United States for his year's work was $592.00. Of course, some employees received more than this and some less, but this was the average for all of them. The average wage of all of them in 1925 was $1,639, an increase of about 175 per cent. Now, of course, these figures standing alone exaggerate the increase in real wages that occurred. There also occurred in the meantime large increases in commodity prices and the cost of living; and each dollar of money wages will now buy much less than twenty years ago. But, making due allowance for the increases in prices, it would appear that the present average wage of American railway employees will buy at least 55 per cent more of the necessities, comforts and luxuries of life than could be bought with their average wage in 1906. Furthermore, the length of the working day has been reduced, and as a result most railway employees get their yearly pay for working at least 20 to 25 per cent less hours annually than was done by them for the pay received twenty years ago.

Has railway capital hindered or helped employees to get this increase in their average annual income? Has it been an enemy of the employees or a friend and helper? In 1906 the number of tons of freight carried one mile by the railroads per man employed by them was 142,000, while in 1925 it was 234,000, an increase of 64 per cent. In 1906 the number of passengers carried one mile by the railways per man employed was 17,000, and in 1925 it was 20,000, an increase of almost 18 per cent. The carriage of a passenger one mile is commonly assumed to be equivalent to the transportation of three tons one mile, and passenger miles and ton miles, when added together in these proportions, are called "traffic units." When we combine the foregoing figures in this way we find that the number of traffic units handled by the railways per man employed was 64,000, and in 1925 it was 98,000, an increase of 53 per cent. In other words, the increase in the wages of the railway employees, measured by their purchasing power, and the increase in the amount of traffic handled by the railways per employee, were relatively almost exactly the same.

What made it possible for the railways and their employees to handle such a largely increased traffic per man employed, although the working hours of the employees were reduced? Was it not mainly the increase in the capacity of the railroad physical plant per man employed? One measure of the capacity of the railroad plant is the total tractive power **per man employed,** while in 1925 this had increased to 1,474 lb., or more than 75 per cent. In 1906 the total capacity of freight cars **per man employed** was 39 tons, and in 1925 it was 60 tons, an increase of 54 per cent.

Now, who made possible this increase in the capacity of the railroad plant? Old man Railroad Capital did it. In 1916 the investment in railroad property **per employee** was $8,164, while in 1925 it was $12,516, an increase of 55 per cent.

There is a remarkably close correspondence between these figures. The average increases **per men employed** were: In total capital invested in the railway plant, 55 per cent; in freight car capacity, 54 per cent; in locomotive tractive power, 75 per cent; in freight and passenger transportation service rendered, 53 per cent; and in the purchasing power of wages paid each employe, 55 per cent. Certainly it is more than a mere coincidence that almost all these increases were in almost exactly the same proportion.

The figures given tell the story of what has been occuring in American industry in general and in the railroad industry in particular during the last twenty years. A man with a wheelbarrow can move a certain amount of freight, but no matter how strong, energetic and intelligent he may be, he cannot move much freight, or move it very far in a day. A man with a wagon and a team of horses can move more freight than one with a wheelbarrow, but no matter how strong, energetic and intelligent he may be, he cannot move much freight or move it very far in a day. Place at his disposal a big motor truck with a powerful engine and he will be able to move a great deal more freight and move it much farther in a day than either a wheelbarrow or horses and a wagon.

Now, what capital has done on the railroads has been to place at the service of their officers and employees larger and more powerful locomotives, larger freight cars, longer trains, more trackage, larger terminals, more block signals and all the other facilities required to increase the capacity of the railroads in proportion to the number of men employed and to thereby make it possible largely to increase their output of ton miles and passenger miles per man. It is owing to this increase in average output per employe, which has resulted from the increase in the invested capital per employe, that it has been possible for the railways and other industries to increase money wages much more than prices, freight rates, etc., thereby increasing the purchasing power of the wages paid. The production of American industry per employe is greater than that of the industries of other countries. This is the real reason why wages, measured by their purchasing power, can be and are higher in this than in other countries.

Now, this brings us to a feature of the railroad situation which it is of the greatest importance that railroad employees should consider. Capital is like men in one vital respect. It will not go to work for anybody unless it is reasonably sure that it will get as much pay as it could from somebody else. The Interstate Commerce Commission, after studying the question, has decided that an adequate amount of new capital cannot reasonably be expected to accept employment in the railroad industry unless it can count upon being paid an average of 5-3/4 per cent annually. The figures I have given in the foregoing seem to demonstrate certain things.

First, in the long run, increases in the real wages of labor,—wages measured by their purchasing power—depend upon and go closely hand in hand with increases in the output of the railroad industry per man employed.

Second, increases in the output per man employed depend upon increases in the capacity of the railroad plant per man employed.

Third, increases in the capacity of the plant per man employed depend upon increases in the capital invested in the plant per man employed.

If these are the facts, and the figures above given clearly indicate that they are, in the long run, real increases in railway wages depend mainly upon increases in the capital invested in the railroads. If then, the Interstate Commerce Commission is right in saying that the railways need to earn an average of 5-3/4 per cent annually in order to raise and invest adequate amounts of capital, it necessarily follows that it is to the interest of railway employees to help the railways to get a policy of regulation under which they will be enabled to earn this much return on the capital invested in them.

It is often said there is no real conflict between the interest of labor and capital. This is not always true. Capital may seek to make unreasonably large profits by paying wages that are too low, and labor may seek to get unreasonably high wages at the cost of an inadequate return to capital. In such cases there are conflicts between their temporary interests at least. Probably, however, there is no conflict between the permanent real interests of capital and labor in the railroad business. The profits earned by the railways as a whole and by each group of them are regulated and limited by the government. Therefore, they cannot make excessive profits at the cost of labor. It is to the interest of the employees for the railroads to earn at least the average return of 5.75 per cent which the Interstate Commerce Commission says they need, because unless they do earn this they will not be able in the long run to raise adequate capital, and**the experience of the last twenty years indicate that whatever interferes with the railways earning a fair return on their capital will also interfere with advances in the real wages of their employes.**

THE OLYMPIAN FLYER
of the C. M. & St. P. R. R.

Of all the big inventions made by
man to conquer space;
For strength and speed and safety in the
World's great onward race;
The railroad train's the foremost, and
the train of which we boast—
Is the fast west-bound Olympian, from
Chicago to the coast.
This Hercules of traffic is the train
that's seldom late;
It's concentrated genius of the
railroad up to date:
Of all the trains I've taken that carry
folks afar —
I like the Olympian of the
C. M. & St. P. R. R.
If you want to see the mountains, the
prairie and the sea;
And behold the peerless wonders of our
western scenery:
Then board this western flyer, the best
that can be found—
From Chicago on to , and out
to Puget Sound.
The trips of the Olympian explains just
what is meant;
By efficiency and power at the
maximum per cent:
It's the story of a flyer the St. Paul
fastened to a star—
A credit to the U. S. A. and the
C. M. & St. P. R. R.

William Dawson,
228 Juneau Ave.,
Milwaukee, Wis.
July 11, 1926.

Do You Need a New Watch?
Divided vs. Direct Responsibility

Should train dispatchers be required, or permitted to relieve trainmen from rear end protection by train order?

Should train dispatchers be required to check and okey clearance cards?

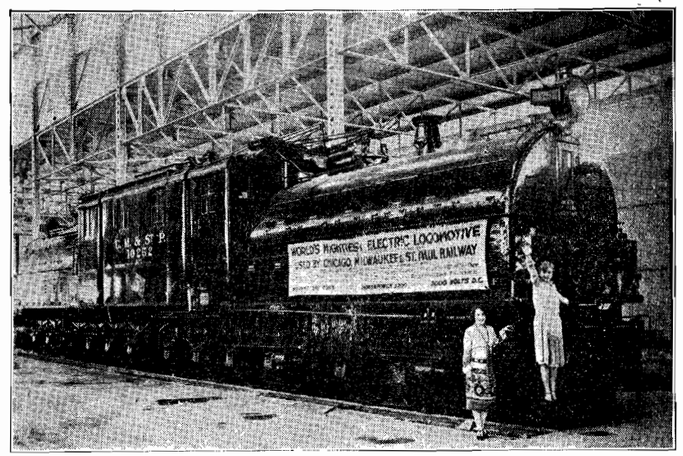
I have some firmly grounded opinions about both questions asked in the foregoing paragraphs. Those opinions were formed as a result of long experience as a train dispatcher. I should like very much to contribute something to this discussion which Bruce Crandall is going to have in the Monthly Extension Issue but I understand Mr. Crandall won't let me enter the contest, so I have no chance either to air my opinion or to win a watch—and I need a new watch. The chances are I shall have to pay for it. Mr. Crandall is out of town this week, which explains why I am sending out this notice about the watch contest instead of having it bear his signature. But for that matter I don't know why an old dispatcher should not have the privilege of addressing his own people even if he is no longer directly connected with them.

We have had no difficulty whatever in getting loads of manuscripts from locomotive engineers on the question of pooled vs. assigned locomotives, or from track men, and, indeed, from all other departments of railroading. I hope the dispatchers will come to the front and contribute some good stuff to this discussion.

The prize for the best contribution is a high-grade sixteen size railroad watch. Articles should reach the Railway Review not later than September 15, 1926. The name of the winner will be announced the following month.

Of course, the contest is open only to train dispatchers.

Charles Dilllon,
Managing Editor.



All Set For The Latest in Buggy Rides. Two Philadelphia Girls, Betty Favorite and Edna Whittington, visitors at Sequi-Centennial Exposition, like the World's Newest and Most Powerful Electric Locomotive

Milwaukee Motor at the Sesqui-Centennial

The largest and most powerful electric locomotive in the world has just been installed for exhibition in the Palace of United States Government, Machinery, Mines, Metallurgy and Transportation at the Sesqui-Centennial International Exposition in Philadelphia.

Built by the General Electric Company for the Chicago, Milwaukee and St. Paul Railway to haul its "Olympian" and other transcontinental trains through the Rocky and the Cascade Mountains, the giant locomotive left Tacoma, Wash. a month ago on a journey of 3,000 miles to reach Philadelphia. Because of its immense size it was necessary to make several detours to reach Philadelphia, as movement under bridges and through tunnels on the direct route was impossible.

The locomotive is known as the bi-polar gearless type and operates from an overhead trolley. It is seventy-six feet in length and has twenty-four driving wheels. Twelve motors placed directly on the driving axle propel the monster. The cab is in the center.

Mr. George C. Lincoln, Philadelphia representative of the Chicago, Milwaukee & St. Paul Railway, and Frank J. Newell, traveling passenger agent, who superintended the installation of the exhibit, declared that by utilizing the natural resourses of the mountains, the electrical energy created by water power, has brought about a saving to the railroad of 265,000 tons of coal and more than 35,000,000 gallons of fuel oil annually.

Special entrance and exit platforms will enable visitors to the Sesqui to pass from one end of the locomotive to the other to observe the details of construction and operation.

THE MILWAUKEE MAGAZINE

Union Station Building

Chicago

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CARPENTER KENDALL, Editor
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The Gallatin Gateway

As this is being written, the stage is set and the opening is ready. After a campaign of advertising as full of pep and enthusiasm as anything ever put on by the Passenger Department, the Gallatin Gateway, before this Magazine reaches the hands of its readers, will have hade its bow to the traveling public and admiring tourists will be speeding through the wonders and beauties of the Gallatin Canyon, confident that no other route to Yellowstone Park can anywhere near equal in wonderful and attractive scenic features, this latest avenue of entrance to the Park.

In spite of the fact that the Gallatin Gateway was opened to the public in the midst of the tourist season, General Passenger Agent W. B. Dixon stirred up such a furore of enthusiasm among the passenger representatives that the new route takes its place and a good slice of the patronage, just as f it were a veteran in the ranks.

Nothing is being left undone to render pleasure and comfort to our patrons. Mr. R. W. Myles, formerly City Passenger Agent of Cleveland, Ohio and Mr. F. A. Kennedy, formerly City Passenger Agent of Omaha, Neb., have been stationed at Three Forks from July 10th to the end of the Park season, and they have been instructed to see that every passenger passing through the Gallatin Gateway is given individual personal attention and exceptional service. As Mr. Dixon says it,—"It is going to be their aim in life to make every Gallatin Gateway Passenger a perpetual booster for the Chicago, Milwaukee & St. Paul Railway and the Gallatin Gateway."

Early in July, Messrs. Gillick, Earling, Penfield, Middleton, Hicks and Bahl drove from Three Forks through to Old Faithful, and on July 9th, from Three Forks, Mr. Gillick sent the following wire: "We drove to Old Faithful leaving Three Forks yesterday afternoon, and made the trip in approximately six hours. We returned over the same route today in five hours running time. The Park people assure us that they will be prepared to handle our passengers between Three Forks and the Park in five hours or less. Our facilities at Three Forks will be ready for service August 1st. Ample provisions are made to take good care of the people at that point. What we need now is a good crowd for opening day and each day following, as the Park arrangements and the railroad facilities will be ample to take care of any situation that may arise." (signed) J. T. Gillick. With that assurance from the Chief and the splendid preparation of the Passenger Department, our new route to Yellowstone is confident of success from the start.

The Schedule of The Columbian train has been expedited, three hours and five minutes west bound and ten hours and fifteen minutes east bound. The Columbian will be the principal train for Park service, owing to the time of arrival from both east and west, at Three Forks. With such a splendid arrangement for the care and comfort of our patrons, it is up to every employe to become a passenger solictor for Park travel,— even looking ahead to the coming year and a full season. We have the Route, and Train Service and the most beautiful and interesting scenic features of any of the routes into Yellowstone Park, so we should enjoy a very large percentage of the travel into WONDERLAND.

The Veterans Association Meeting

Arrangements for the annual meeting of the Veterans Association are approaching completion, and everything points to a splendid program and a meeting "Bigger and better than ever", if that is possible. The dates and place of meeting, as previously announced, are August 23rd and 24th at Milwaukee, Wis. The program opens with the usual registration and greeting in the Assembly Hall at The Milwaukee Electric Railway & Light Company Building, just opposite the Union Depot. The room is to be open from nine o'clock on, the morning of the 23rd, and registration and distribution of badges will continue until the annual business meeting is called at 2:00 P. M. in the same hall. The banquet will be called at 6:30 P. M. in the Arcadia Ballroom of Hotel Antlers on the 23rd. Arcadia Ballroom was the scene of last year's banquet and the dinner, which was pronounced by all present last year, to have surpassed anything the Association has given before, will be served by the same caterer, Mr. Carrick says he has no hesitancy in saying that members and their guests are going to be as well or even better satisfied this year then last. Mr. J. C. Prien, Chairman of the Program has something up his sleeve in the way of entertainment that promises to be, also, "bigger and better than ever", all he will say about it, however, is that "It's going to surpass last year's performance."

On Tuesday August 24th, the annual picnic is to be held at Washington Park, in Milwaukee, which is one of Milwaukee's most beautiful parks, with a lake for boating, athletic field, play grounds and a fine zoo. Competitive games will be staged and prizes awarded the winners. Lunch will be served at the picnic without cost.

It is planned to transport the members and their families to the park in special street cars, leaving the Terminal Building at a convenient hour, which will be announced at the meeting and at the banquet.

The Committee are on record to make this the most enjoyable meeting ever held, and indications point to its being one of the largest, if not the largest which the Association has ever had.

The Committee of Arrangements, headed by Mr. W. D. Carrick, are themselves veterans in the matter of putting over these V. E. A. meetings, and with their assurance that you, Veterans, are going to have the time of your lives, let there be no backsliders. Let everyone plan to be in Milwaukee on August 23rd and 24th, with the wife and the family. We are all getting on toward the ultimate goal, and we cannot afford to miss a single one of these get-togethers,—they are bright mile stones of the highway of Time.

Mr. Carrick's final injunction to the membership is DO NOT DELAY SENDING IN THE RESERVATION CARDS.

Believe in Ourselves

C. H. Mitchell, Freight Traffic Manager

The title above was also that of a mighty interesting and in fact inspiring editorial in the May issue of the magazine. It especially impressed me as providing doctrine which, fully applied, cannot fail to have an important influence on our revenues. There is no doubt in my mind, from my contact with our forces in all departments, that we have a fine esprit de corps and we also have, I am sure, a healthy desire with most everyone to contribute his or her part to the advancement of the "Milwaukee's" interests.

We need, however, something more—an ENTHUSIASTIC determination to "put the Milwaukee over." With such a general feeling nothing can stop us. We are especially in need of it this fall because of the somewhat discouraging crop situation in territory where we have a substantial mileage

There is a story of the man who, in going through a stone plant, asked one of the workers, "what are you making", to which reply was made "Five Dollars a day"; the same question put to a second worker brought the reply that he was making a stone for a certain building; again the same question was asked of a third worker and brought the reply to the point that he was making a stone for what was to be the most wonderful structure he knew of—and that he had his whole heart in the work—and he was determined to make his contribution to the building his outstanding accomplishment.

I think everyone will agree that the first worker had no objective, the second a passive objective and the third an enthusiastic objective.

I feel sure that there has never been a better foundation with the Mliwaukee family than exists right now to establish an enthusiastic objective and we in the traffic department are especially anxious to be understood as welcoming any and all effort in the way of revenue development.

It is of course the special function of the Traffic Department to develop revenue but from the standpoint of co-operation we should like to have such work regarded as a partnership matter as between all departments. With such a feeling, accompanied by enthusiastic determination, there is no possible outcome other than success.

For some years past the Milwaukee family has had a rather discouraging situation on account of economic conditions in the north west, as well as other influences over which we had no control. I persist in the feeling that the clouds are about to disappear and the silver lining take their place. Let us all jump in to make the most of the silver lining.

Farm and Rail Co-operation

by Evan W. Hall, Agric. Supervisor
Miles City, Mont.

The agricultural department of the Chicago, Milwaukee and St. Paul Railway is strongly in favor of rural community clubs. This type of organization is the most effective farmer institution in our territory. Real cooperation begins in the individual community and any type of organization that is not based on community organization as its foundation will not be effective.

Farm Magazines in Montana and The Dakotas have from time to time contained reports of the activities of farmers' clubs which have shown the value of these organizations. Neighbors learn to know each other and work together for the advancement of the community through the community club.

The farmer and stockman must do more himself to work out his problems. He has left too much to commercial clubs, county agents, agricultural colleges, railroads, and other agencies. These institutions can and will help, but the farmer must take the lead. The farmers themselves through their community clubs can and should work out a community program for the development of the community, and these programs will jointly make up a county program.

The man on the land knows the conditions under which he must work and also knows the handicaps confronting him, such as shortage of working capital, soil conditions, and many other things overlooked by the agencies who have been taking the lead in the past. It is time that the farmer and the stockman took more active interest in his own affairs and stopped leaving this work to other agencies. The other agencies mentioned above can help him but he must first decide what his needs are and actively work toward the solution of his problems. The politicians cannot solve them for him and his representatives in public office are his servants. They are willing to do what the farmers unitedly ask them to do, but in the past the real thinking farmer on the land has not stated his needs through active community clubs.

The Agricultural Department of the Chicago, Milwaukee and St. Paul Railway, through its Agricultural Supervisor, is not going to attempt to tell the farmers along its lines what to do, but will be glad to work with them in working out their own problems. This department is especially interested in helping the existing community clubs and in assisting in organizing clubs where none exist at the present time.

The Agricultural Supervisor, Evan W. Hall, whose territory covers Montana and the Dakotas West of the Missouri River, may be reached by addressing him in care of the Chicago, Milwaukee and St. Paul Railway at Miles City, Montana.

This service is not selfish service for the railroad, but a sincere desire on the part of the company to help agriculture become prosperous because the prosperity of the territory served by this line is essential to the continued prosperity of the railroad.

The Agricultural Supervisor will also be glad to help in locating a market for pure bred live stock raised by breeders tributary to the Milwaukee, and would like to have the names of all pure bred live stock breeders who have surplus stock for sale. Markets will also be located, if possible, for other farm commodities in carload lots.

The Agricultural Supervisor for the Milwaukee Railroad is at the service of county farm bureaus, rural community clubs, and boys and girls clubs when ever they care to call on him.

County fairs are important to any county especially if the live stock of the county is to be improved and all county fairs should make live stock the big feature of the fair. Equestrian or horseback sports are big drawing cards and greatly interest the young folks in all our western counties. They encourage the grand sport of horseback riding and foster the breeding of good saddle horses. The Agricultural Supervisor will be glad to help arrange these equestrian programs for any county fair in territory served by the Chicago, Milwaukee and St. Paul Railway.

The Agricultural Department of the railroad is a service organization for the patrons of the company and does not want the farmers and stockmen to think that it is going to tell them how to operate their farms or ranches.

Crown Prince of Sweden is Reminded of His Home Land

The Crown Prince Gustavus Adolphus and Crown Princess Louise of Swenden recently made a trip over our River Division to Red Wing, Minn., and arriving there in the beauty of a Minneosta summer morning, the Crown Prince was charmed with the picture he saw from his car windows. Of the lovely River scenery, he said: "When we awoke this morning, the landscape reminded us of our Home Country. This impression was enchanced by the scenery of the Mississippi Valley. It is the most beautiful landscape that we have seen in this country."

We are pleased to render verdict that the Prince's judgment is a discerning and accurate one, for the views along our railway as it skirts the shores of the Mississippi River and Lake Pepiin are unsurpassed in beauty,—they have the charm of widespread, placid water, distant blue hills, green slopes and smiling valleys. The River Division scenery has often been compared with the noted scenic features of the Hudson, —but those acquainted with both, have no hesitancy in pronouncing the beauty of the great Western river flowing swiftly and silently between the massive heights of its rock-bound shores, comparable only to the great and splendid Fjords of Sweden's sea-girt land.

The Oil-Electric Locomotive

By E. H. Outerbridge

Reprinted from Railway and Engineering News

There is perhaps no other single factor in industrial life throughout the world today so much in men's minds, so important and potentially so beneficial in its results as economy in productive effort. This is true whether it be individual or collective effort. The Chief Executive of a nation must study and develop the most economic use of his faculties and his time to meet the complex duties that he is called upon to perform; governments, whether national, state or municipal, can only be beneficient if a constant increase in efficiency and economy in cost obtains; the Chief Executive in any great administrative capacity can only preserve his health, strength and efficiency by a scientific arrangement and economy of his effort; manufacturing industries can only be profitable and survive to the degree that true scientific economy permeates all their operations.

It is a well-known axiom that capital is created only out of savings and it is increasingly true that profits and prosperity are dependent upon a continous development of economy in productive effort, whether it be in the unit of manpower, of machine work or of administration.

There is perhaps no other single field in which this principle is as vital as in the production of power. Super-power organization has become a topic of almost daily comment in the public press and great strides towards its accomplishment have already been made. The vision and courage of men bring these things to pass, but economic law and necessity is the underlying force which spurs men to invention and accomplishment and gives the owners of capital the confidence to employ it in such developments.

There is perhaps no field in the use of power as important to the life and progress of humanity as the power employed in transportation, and of all forms of transportation the one of most vital importance in the United States, because of the extent of territory and its industrial development, is railroad transportation. There is, therefore, no field in the use of power where economy n its production is of such vital importance to the whole nation as economy in railroad power.

There is no abler body of men in the United States than the trained railroad executives who in their several departments have specialized in every element of economy that enters into transportation operations and their accomplishments are witnessed by not only the most extensive railroad systems in the world, but by transportation costs and charges per ton mile—the lowest in the world.

For a number of years past much has been heard in the marine field of a new form of power which has been rapidly growing and supplanting the former types of reciprocating and the later types of turbine steam engines. I refer to the well-known Diesel type of oil burning engine.

In still more recent times, within only

the past few years, invention has made it possible to build the oil-burning engine of much lighter weight per horsepower and therefore of less cost than formerly, and through the skill, energy, invention and courage of three associated companies this principle has now been successfully applied in the development of what is known as the oil-electric locomotive.

It is not my purpose and I am not qualified to enter into any technical description of this latest product of invention and science. Up to the limit of size and power so far produced demonstrations have already been given which have so convinced the best experts in railroad operation of its economy and usefulness for certain fields and character of employment that numbers of these engines have already been ordered. It is always ready to go, no time is required to be lost in getting up steam, no waste in blowing off or in banking fires. If its development in higher power units than as yet produced gives equally favorable results for long distance hauls, it will challenge the attention of railroad operating men wherever the steam locomotive is now the main dependence.

If, as I believe, the draught efficiency of this engine per unit cost of fuel per ton moved greatly exceeds that of the steam locomotive, it would seem as if the oil-electric engine had the potential future of supplanting some of the present type of steam locomotives.

There is, however, on the other side of this question an important consideration which may place some limitation upon the future of this invention. That question is the quantity and permanency of the supply of fuel oil if a vast and rapid increase in the use of the oil-electric engine should ensue, and the effect upon the price of oil of such increased demand. Judging from recent reports in the public press experts differ vastly in their estimates of the oil supply. Some insist that it is capable of great expansion and of supplying all possible needs for generations to come. Others state that in a few years the available quantities will begin to rapidly decline. With the enterprise of oil prospectors and operators it seems fair to assume that they will be discovering and developing new sources of supply as rapidly as it will be mechanically possible for the developers of the oil-electric engine to produce them in sufficient quantities to seriously affect the oil situation.

Old Lady: "Why don't you try to cheer your little brother up?"

Small Boy: "Didja ever try to cheer anybody up who'd just eaten five bananas, a hot dog and six ice cream cones?"

A haughty lady had just purchased a postage stamp at a sub-station.

"Must I stick it on, myself?" she asked.

"Positively not, madam," replied the clerk. "It will accomplish more if you stick it on the letter."

Customer—"I don't want to buy your crackers; they tell me the mice are always running over them."

Grocer—"That ain't so; why, the cat sleeps in the barrel every night."

Paramount Pictures Managers and Salesmen Leaving Seattle For Atlantic City Convention

On To Chicago, Western Managers and Salesmen, First National Pictures, Leaving Seattle For The Convention

Taxi Driver—"Here you are, sir. This is your house—get out—be careful, sir—here's the step."

Stew—"Yesh! Thrash allri, but wersh my feet?"

Speaking of Correct Usage—

Johnnie: "Mr. Jepson, can I use your telephone?"

Mr. Jepson: "Certainly, Johnnie. Is yours on the blink?"

Johnnie: "Not exactly, but sis is using it to hold up the window, ma's cuttin' biscuits with the mouthpiece, and the baby is teethin' on the cord."

—*N.W.Bell.*

Vain Hopes

"Who was the most popular girl at the dance last night?"

"I don't know, but her dress looked like it would fall off any minute."

First in War

"Last evening, sir, I distinctly saw my daughter sitting in your lap. What explanation have you to make?"

"I got here early, sir, bfore the others."

Playful, Not Holy

Frosh—"Mama, can I go out and play?"

Mama—"What! with those holes in your trousers?"

Frosh—"No; with the kids across the street."

New Work Along the Line

Elevator "E", Milwaukee

The rebuilding of Grain Elevator E at Milwaukee, which is being executed under contract with the Burrell Engineering & Construction Co. of Chicago, has recently been commenced and the work is now well under way. It is expected that the building will be ready for the handling of grain by September 1st and finally completed by October 15th, 1926. The elevator, which will be of concrete construction, with a capacity of 660,000 bushels consists of the following units:

Head House, 4 bays wide and 5 bays long, size 80′ x 70′ x 105″ to bin floor, surmounted by a cupola 90′ high. 53 bins. Capacity 210,000 bushels.

Grain Storage Tanks, fifteen (15) in number, with a capacity of 450,000 bushels.

The storage capacity (600,000 bushels) of the present 21 grain tanks, added to the capacity of the new elevator (660,000 bushels) will give us a total capacity of 1,260,000 bushels at Elevator E.

Kilbourn Freight House

A new freight house has been authorized for Kilbourn, Wis. to replace the present temporary facilities that were installed after the original freight house was destroyed by fire on October 19th, 1922.

The new house will be of frame construction on concrete piers, size 28′ x 74′, and will be constructed by the Railway Company's forces. Working plans are in the field and material has been ordered. The work of erection will be started immediately on receipt of the material and will be hurried to completion with as little delay as possible.

Watertown Jct. Depot

The contract for the new depot at Watertown Jct. has been awarded to Maas Bros., General Contractors, of Watertown, Wis. The building will be of hollow tile and stucco construction on concrete foundation with transite asbestos shingle roof, and will be 120′ in length overall. The Passenger portion of the building will be 30′ x 58′ and the Baggage and Express portion 40′ x 62′. The work of erection is well under way and the contractor is making good progress in the execution of his work. It is expected that the building will be ready for occupancy by about the middle of August 1926.

La Crosse Depot

A new Passenger Depot has been authorized for La Crosse. The Depot will consist of a 2 story Head House, size 38 x 102, of brick with stone trim construction on concrete foundation, art marble floor and tile roof; a one story Baggage and Express Building, size 38′ x 114′, also of brick with stone trim construction on concrete foundation and tile roof; and a Pavilion, size 38′ x 40′ connecting the Baggage and Express building with the Head House. The building of the depot will be done by contract and the plans and specifications by which to call for bids are now in course of preparation.

Elimination of Pile Bridges with Concrete Pipe

In 1925, on Lines East, approximately 7600 lin. ft. of concrete pipe were placed under our tracks, which replaced 92 lin. ft. of steel bridges, 3300 lin. ft. of pile trestle, 1132 lin. ft. of timber box culverts, 48 lin. ft. of stone box culverts, 251 lin. ft. of vitrified sewer pipe, 168 lin. ft. of cast iron pipe and 1229 lin. ft. of new culverts.

In the same year, approximately 7060 lin. ft. of pile trestles were filled. Of these, 3425 lin. ft. were replaced with culverts (cast iron and concrete pipe and timber) and 3635 lin. ft. were entirely replaced with embankment.

To date this year, decisions have been made involving approximately 7160 lin. ft. of concrete pipe to replace 20 lin. ft. of steel bridges, 4725 lin. ft. of pile trestles, 880 lin. ft. of timber culverts, 176 lin. ft. of stone culverts, 29 ft. of vitrified pipe culverts, 289 lin. ft. of cast iron pipe culverts and 170 lin. ft. of new culverts.

This year the I. & D. Division is to get a good share of this work. Between Pukwana and Chamberlain 6 pile trestles aggregating a total length of 480 lin. ft. are being replaced with concrete pipe. West of Chamberlain 7 pile trestles aggregating a total length of 530 lin. ft. are being replaced with concrete pipe, the largest job of these being pile trestle W-158 which is 183 ft. long and 55 ft. high and will require 184 lin. ft. of 75" concrete pipe with headwalls and approximately 20,000 cubic yards of new filling. In addition to this, there are 236 lin. ft. of bridge to be replaced with pipe which, with the work just completed at bridge R-780, west of Rock Valley where the 27 east spans have been filled and retired this year, will reduce the amount of pile trestles to maintain on this division by 1678 lin. ft.

The Aberdeen Division, Main Line will also benefit in the same manner when program of replacing temporary bridges with pipe and embankment is completed. Last year 232 lin. ft. of pile trestle on main line were filled and this year it is intended to replace 176 lin. ft. between Aberdeen and Mobridge with concrete pipe, which when done, will leave only about 192 lin. ft. of temporary trestles, which will probably be entirely eliminated in a few more years.

It is interesting to note also that the concrete pipe used in the above work is made by the Ry. Co. at its concrete plant at Tomah.

In the larger part of this work, on account of the higher prices of labor and materials, at the present time, than when the bridges were originally built, the replacements are being done at but little more than it would cost to renew the bridges in kind.

When all the work contemplated for the various divisions, is completed, the Chief Carpenters will surely be relieved of much anxiety concerning maintenance and fire hazards.

The Value of Courtesy

Recently a Chicago Newspaper sent one of its representatives out on a tour of inspection, in a manner of speaking, becauces there was soon to be opened a fine new electric railway line that was to come into sharp competition with several steam railroads, ours being one of them. It does not appear from the report of the "representative" that he toured the Milwaukee on his quest for the best quality of service; and we shall hope that his journeying by steam railroad was confined to the trains of one of our competitors, for his findings were a distinctly cold douche for the high-flown "courtesy" of the steam railroad service. This was what the newspaper published:

CIVILITY

ELECTRIC LINE—Perfect. It was watchful and alert, and it was tireless without being oppressve. All questions were answered with precision and promptness. Deportment of electric station personnel in both terminals was the same. I never saw better treatment of passengers.

STEAM LINE. Civility, good to fair, shading off either to curtness or to slapdash. There was no offense intended or conveyed, but they certainly made you know your place as a passenger, while the electric people treated you like company. Neither personnel knew I was a reporter. The steam line civility was weakest in the stations,—at the ticket windows, where the employes inclined to abruptness, sometimes answering questions scantily or with weary resignation. They displayed no interest in a passenger's bewilderments or anxieties. They were there to sell tickets, not to pamper you. The electric people seemed to consider a question, a compliment to their intelligence. Before my dealings with them were finished I became quite imbecile with repetitious gratitude.

The electric line people seemed to be instantly on tip toe to meet your needs and your wishes; pampering my self-esteem by treating me—in the matter of those fleeting courtesies which are so sweet a solace to a traveler; as if I were an important person. The old line folk were standing solid on their feet giving you their regular value for your regular money,—and if that didn't suit you—well, they coudn't help it. It was all as plain as print. You know their way."

Of course if a big city newspaper sends someone forth to inqure into such matters as are covered in the foregoing, it is because it realizes that the public wants to know about it. And that newspaper certainly touched the quick when he intimated that pampering one's self-esteem was a very potent way of getting and holding the public favor. "Treating them like company"—that's what every traveler wants. We all know that, you and I, who travel on passes, just as well as do those who put down their good money for the comforts and pleasures that the railroads provide. Of course, as we predicated in the outset of this little sermon, it does not appear that this reporter traveled on the trains of the Milwaukee Railway, or interviewed the men at any of our ticket windows,—but it is good for us to be told about a patron's response when his self-esteem has been pampered by a

(Continued on page 45)

Where Chumship Should Begin

Dear Editor:

I thought you might like to have this for our Magazines

Unfortunately I do not know the author of this exquisite gem, for I would give him all the credit in my power, if I could. It comes to me from the pages of the South Works Review, published by and for the employees of the Illinois Steel Company, and to that publication must go my thanks for giving me this treat and for the privilege of passing it along to our readers.

L. K. Sillcox

Unfortunately I do not know the give him all the credit in my power, if I could. It comes to me from the pages of the South Works Review, pubilshed by and for the employees of the Illinois Steel Company, and to that publication author of this exquisite gem, for I would must go my thanks for giving me this treat and for the privilege of passing it along to our readers.

"Listen, son: I am saying this to you as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist it. Guiltily I came to your bedside.

"These are the things I was thinking, son. I had been cross to you. I scolded you as you were dressing for school because you gave your face merely a dab with a towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

"At breakfast I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called, 'Good bye, Daddy!' and I frowned, and said in reply, 'Hold your shoulders back."

"Then it began all over again in the late afternoon. As I came up the hill road I spied you, down on your knees playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive—and if you had to buy them you would be more careful! Imagine that, son, from a father! It was such stupid, silly logic.

"Do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced up over my paper, impatient at the interruption, you hesitated at the door. 'What is it you want?' I snapped."

"You said nothing, but ran across, in one tempestuous plunge, and threw your arms around my neck and kissed me, again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither. And then you were gone, pattering up the stairs.

"Well, son, it was shortly afterwards that my paper slipped from my hands, and a terrible sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness, and I felt sick at heart.

"What has habit been doing to me? The habit of complaining, of finding fault, of reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so much of youth. It was measuring you by the yardstick of my own years."

"And there was so much that was good, and fine, and true in your character. You did not deserve my treatment of you, son. The little heart of you was as big as the dawn itself over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me good night. Nothing else matters tonight, son. I have come to your bedside in the darkness, and I have knelt there, choking with emotion, and so ashamed!"

"It is feeble atonement, I know you would not understand these things if I told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires, alone, here in your bedroom, and make free confession. And I have prayed God to strengthen me in my new resolve. Tomorrow I will be a real daddy! I will chum with you, and suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying as if it were a ritual: 'He is nothing but a boy—a little boy!"

"I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in your mother's arms, your head on her shoulder. I have asked too much, too much.

"Dear Boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers, and the damp forehead, and the yellow curl: and, if it were not for waking you, I would snatch you up and crush you to my heart.

"Tears came, and heartache and remorse, and I think a greater, deeper love, when you ran through the library door and wanted to kiss me!"

I do not know of a better shrine before which a father or mother may kneel or stand than that of a sleeping child. I do not know of a holier place, a temple where one may come nearer to seeing and feeling God. From that shrine come mating of love and laughter, of trust and cheer to bless the new day; and before that shrine should fall our soft vespers, our grateful benedictions for the night. At the cot of a sleeping babe all man-made ranks and inequalities are ironed out, and all mankind kneels reverently before the living image of the Creator. To understand a child, to go back and grow up sympathetically with it, to hold its love and confidence, to be accepted by it, without fear or restraint, as a companion and playmate, is just about the greatest good fortune that can come to any man or woman in this world—and, perhaps in any other world, for all we know.

And I am passing this "confession" along to the fathers and mothers who may be privileged to read it, and for the benefit of all the "little fellers"—the growing earth-blessing little "Jimmies" and "Billys" and "Marys" and "Janes" of this very good world of ours.

Thoughts of a Call Boy on the Madison Division

"Hello, hello—yes, this is him"
"What time did the dog run get in?"
And out the caller goes aflyin'
Cause the op's awaitin on the line.
"Seven ten" the receiver goes up with a thump
"Hey ,Caller, what engine goes on the hump?"
Somebody called thru the door.
"The 1532, we have no more."
"Ting-a-ling," there goes the phone,
Call boy lets out an awful groan
"Somebody wants to be off, I suppose
Oh, well" starts talking—here goes.
"Sorry, haven't a man on the board,
Couuln't let you off, were you Henry Ford"
Well, that's that and he starts his report,
The company phone gives a sharp retort.
"Want a double-header west at 8:45,
How's the power, dead or alive?"
"I'll find out and let you know"
Receiver gets another blow.
And so is goes, the call boy's life,
Trouble enuff, why take a wife?
Thoughts like this come to his mind,
After everything is all lined.
"In heaven, I wonder how things go,
Is there firemen up there or just below?
Do the engines ever break down?
And do they run from town to town?
Are the engineers OK or are they called,
When things go wrong, is the called balled?
St Peter, I wonder what kind of a boss is he.
One thing's sure, he can't scare me.
I've seen 'em all, and have yet to fear,
The hardest—even to the engineer.
There's just this much I've got to say,
As I call them all from day to day ,
In heaven, I refuse to call,
Cause when I die, I'm thru, that's all.
—Author Unknown.

Dignified Visitor (at Sunday School): "Who was least pleased at the return of the Prodigal?"
Bright Boy: "The fatted calf."

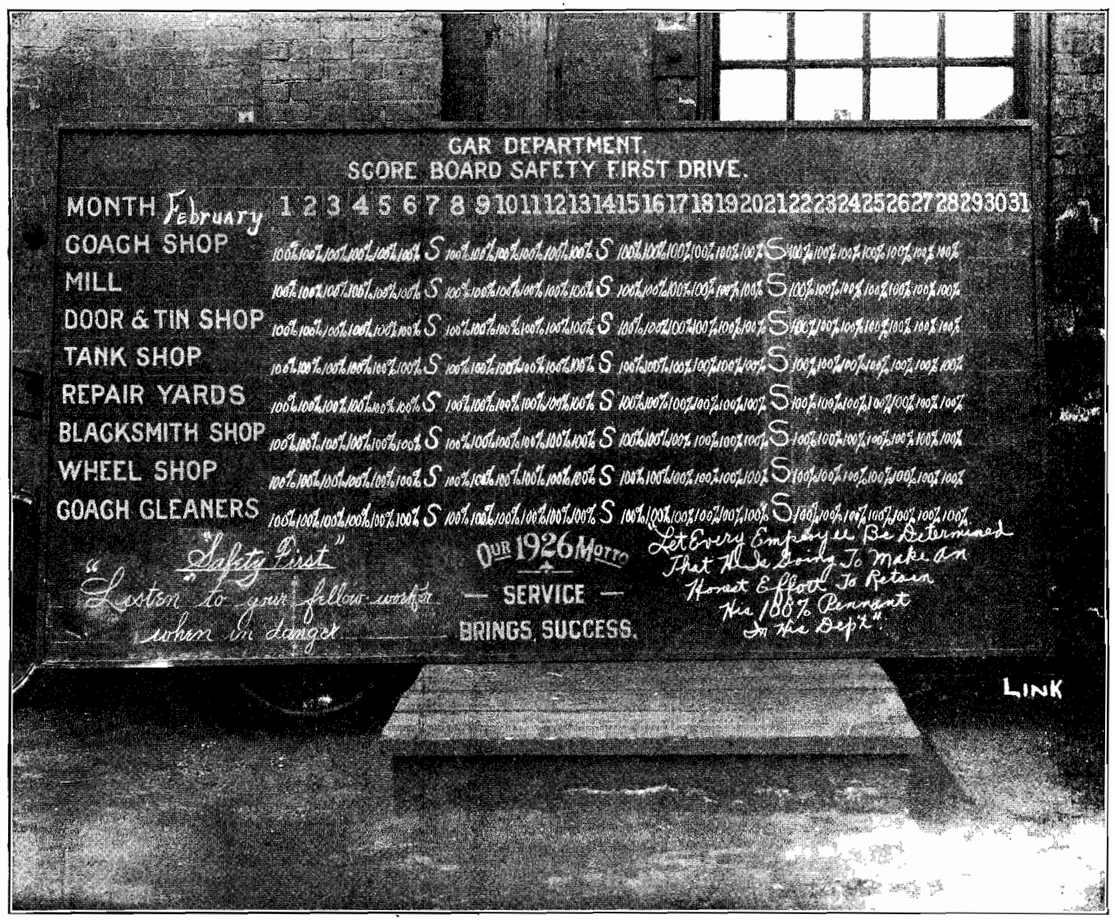
"What is a five-letter word meaning 'A kick in the pants,?'"
Shark: "Flask."

The Full Sense

Judge—"You say that the prisoner was 'soused.' What do you mean?"
Policeman—"I mean 'soused' in the full sense of the word, your honor."

"Well, darter," said Farmer Corntossle to his daughter on her return home from college, "How much do you weigh now?"
"Why," she replied, "I weigh 140 pounds undressed for Gym."
"Who the tarnation is Jim?" came from the old man.

A Shady Arbor on Station Grounds, Excelsior Springs, Mo.



Carry On—Attend the Safety Meetings

Paper prepared and read by Mr. E. G. Reese, Agent, Hastings, Minn., at a recent Safety First Meeting

We, who have been long associated with the idea of Safety First in railroading, perhaps at times grow weary of attending the Meetings and feel there is no longer need for this continued activity, but when it is considered that there are a number of new employes continually entering the service, we should keep the matter thoroughly alive and carry it on as a matter of education to these new men, as I believe you will agree workers are injured in many cases by a fellow employee who has not taken the matter of Safety into consideration.

The matter of preventable accidents has been stressed by our officials from time to time in so many cases, which have come to the attention of the division officers, the list of accidents reported to them each month contain a large percentage of what we have been forced to agree could have been prevented.

The use of an unsafe tool is without doubt a breeding spot for an accident and in continuing to work with it when you know it to be in that condition is bad practice. Pick up that board with the nail in it, thereby preventing an accident. Keep your eyes open for any condition in which the unsuspecting passenger or fellow employee may be injured.

At this season of the year we will again meet with the Highway Crossing problem as there is now an increased number of motorists on the road and the possibility of accident increases with the summer weather and the additional number of tourists visiting this section.

The Careful Crossing Campaign posters have in my mind been instrumental in doing considerable good and new posters should be placed at points of vantage again this year, carrying an idea to the motorist that will make him

think and protect himself and the lives of others.

The danger of fire is recognized at this time as the weather has been extremely dry this spring and every employee should be thoroughly awakened to the necessity of protecting company property and that which adjoins our right of way. Water barrels should be kept filled and pails kept at hand for instant use. Spark arresters of locomotives should be thoroughly efficient in order that we prevent grass and forest fires which in many cases in the past have proven so costly to life and property. The loss of our forests in this way is a loss which every one should be very anxious to prevent as our natural resources should be preserved and not carelessly destroyed.

Operators on duty at all stations should also be mindful again this year that in case of storms in their vicinity they must not fail to notify the Train Dispatcher as to the amount of rain that has fallen so that trains may be notified before entering a district where unsafe conditions may suddenly be encountered. Section men, too, are expected to watch storms closely and they should use their own judgement to a large extent as to the necessity of patrolling their track during or immediately following storms.

The employee who is injured suffers not alone from his injuries but also from the hardships those must face who depend upon him for their living, their comforts and what few pleasures they enjoy, which too often are cut short when the employee is no longer able to work and bring home his wage.

The Safety First movement is now being given more attention by railroads and industrial works and people in general than ever before. Did you ever think what Safety First means and why you should practice it? Safety of Rail operation depends practically, if not entirely, upon the cooperation of all employes individually and collectively. No matter how careful employes may be, the result of their caution may come to naught by the carelessness of one or more men in the service who fail to measure up to the responsibilities.

Safety means success and advancement to all of us; it pays splendid dividends; it deals not only with conservation of property but human life and limb. Safety on the C. M. & St. P. Railroad is no longer an experiment, it has become an institution meriting the support of every one, an institution whose aims are high and if as successful as we fully expect it to be, will bring added joy to men everywhere and reduce pain and suffering and permit the breadwinner to get a brighter view of life and his dependent loved ones will grasp the opportunity that rightfully is theirs.

Though the Safety Meetings and Safety Committees, the offering of suggestions, frank discussion, changed or remedied conditions, elimination of dangerous practices, the management and the employes have been drawn more closely together, have come to know each other better and have felt a better relationship, and have gained a better, broader understanding of each others problems, and because of these means of contact afforded by meetings of this sort, have benefited in a manner not offered through any other movement.

All The Year—Every Year Safety Program

The American Railway Association Safety Section's All The Year Every Year Safety Program is doing wonderful work and accomplishing results. The first two years of this program shows an actual reduction in casualties to all persons of approximately 12 per cent and the Committee believes that if the records of 1924 and 1925 are maintained, the desired goal will be reached before the time set in the slogan, which is a reduction in casualties to persons by the end of 1930, which will be equivalent to 35 percent.

The Committee's Schedule of activities for September, 1926 is a campaign of education on Collapse, Falls, Etc., of Objects; and of Coupling and Uncoupling Locomotives, Cars, Air and Steam Hose and Safety Chains. On the first subject, their Circular No. 132 has this to say:

Collapse, Falls, Etc., of Objects

This item is most important, being both serious and of great breadth.

Eight percent of the total Casualties to all persons in a single year, were the result of Collapse, Falls, etc., of Objects.

These casualties occur almost exclusively to Employes and are a direct result of conditions or practices which ought not be found in a well regulated organization.

It is too much to expect that the employes of themselves will systematically campaign or endeavor to correct the conditions and stop the practices causing these accidents.

Supervision is the one positive and lasting remedy and the Supervising officer has no more important duty than that of seeing that these accidents do not betray his inefficiency.

Training men to observe and correct small irregularities and the correction of these irregularities, **before the accident occurs,** will surely stop accidents from Collapse, Falls, etc., of Objects.

Second only to the authority and influence of the Foreman, it has been shown that a trained Safety Inspector and a strong plant Safety Committee, where the number of employes justifies, to assist in inspection of premises and investigation of accidents, are of the greatest value in keeping down accidents and promoting confidence among the men in the efforts of the Company to protect them from injury.

The Committee believes that no item yet covered by this Program will more readily respond to supervision, nor can any other item be made to contribute more effectively to a reduction of at least 35 pecent in All Railway Accidents by the end of 1930.

Collapse, Falls, etc., of Objects, as a general subject includes accidents resulting from the following more detailed headings:

1. Breaking down of insecure scaffolds.
2. Slipping or failure of **makeshift scaffolds.**
3. Ladders slipping or breaking.
4. Windows falling on parts of body.
5. Tools, Material, etc. falling from elevated places.
6. Tools, Material, Scrap, etc., thrown or dropped by others.

Coupling and Uncoupling Locomotives, Cars, Air and Steam Hose and Safety Chains

Coupling and Uncoupling Locomotives and Cars, etc., is a necessary part of a trainman's job. He is employed for that purpose.

While this is a hazardous feature of his work, as a general thing it is hazardous only to the extent that he makes it so by his own acts and his disregard of safety precautions **known to him and to all of his associates.**

A danger that is known and recognized, for the safeguarding of which there is a positive remedy, need not be a danger to those who honestly wish to protect themselves and others from its results.

A safe coupling or uncoupling operation demands a careful inspection by mechanical forces to insure devices being in safe condition when necessary to use them. This is a provision that trainmen have a right to expect, but this right does not justify them in failure to protect themselves against the results of possible defective equipment.

There are several cardinal points of caution, which might well be accepted and established as ironclad rules for the government of trainmen in coupling and uncoupling locomotives and cars, etc. They are as follows:

1. Never go between moving cars or locomotives for any purpose.
2. Never step in front of moving locomotives or cars to adjust couplers.
3. Arrive at best possible understanding with other members of the crew when coupling air hose or working under or about cars about to couple.
4. Never adjust couplers with hands or feet as cars are about to come together.
5. If lift lever is defective, cross over to the other side, and use the lift lever on the other car.
6. In coupling or uncoupling defective equipment, remember that because of those defects the danger is intensified and use increased caution accordingly.

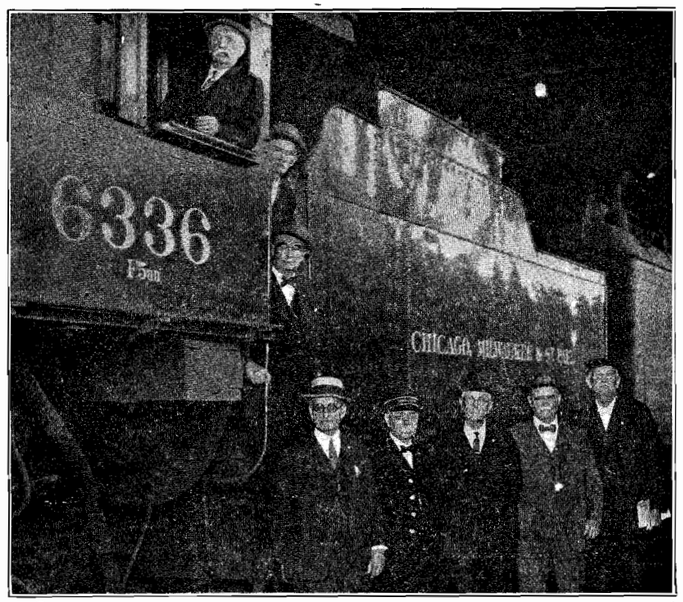
"In case of Doubt or Uncertainty, the safe course must be taken"

There is no feautre of a brakeman's work where this rule applies more aptly than in coupling and uncoupling operations.

It is the duty of Trainmasters and Yardmasters to see that violations of these precautions are not practiced by their employes. It would seem well to advocate that employes engaging in these recognized unsafe practices should be penalized, even though no accident occurs.

On behalf of the Committee on Education, L. G. BENTLEY, Chairman.
J. C. CAVISTON,
Secretary.
Approved: THOMAS H. CARROW,
Chairman, Safety Section.

Mr. Spendix—"Any installments due today?"
Mrs. Spendix—"No, dear, I think not."
Mr. Spendix—"Any payments due on the house, the radio, the furniture, the rugs or the books?"
Mrs. Spendix—"No."
Mr. Spendix—"Then I have ten dollars we don't need. What do you say we buy a new car?"



Train and Engine Crew of I. & M. Veterans, July 2nd

The I. & M. Veterans Meet

On July 2nd, the I. & M. Veterans Association held a meeting preliminary to their annual meet which is to be held at the State Fair Grounds in Minneapolis, Minn., September 9th, in connection with the Territorial Pioneers' meeting. Some of the old timers, headed by Mr. J. H. Foster, met I. & M. train No. 11 at St. Paul on July 2nd, and accompanied the party to Minneapolis. Charlie Jones and Dave Burke, mentioned in the article below, by Mr. Sumner Johnston, acted as engineer and fireman: Elif Nelson was conductor. The I. & M. Veterans are a hale and hearty bunch, all as proud as possible of their old time associations and their careers as pioneer railroad men. They began under the late D. C. Shepard and like to be known as "D. C. Shepard's boys." Hail to the "Boys" in the picture above, —they blazed a great trail and are entitled to all the honors of a grateful posterity.

Early Railroad History of Minnesota Dedicated to Those who Know

By Sumner S. Johnston

The first train into Minneapolis on the Minnesota Central railroad arrived on September 25th, 1865 and was in charge of Conductor S. I. Wing and Engineer Ed. Wright.

The several members of the Minnesota Central, I&M, and McGregor Western Veteran railroad mens Association, sometimes called the D. C. Shepard Men, who are mentioned in this article, all have had important parts to perform in the running of this first through train between the Twin Cities and Chicago, by the way of Austin, McGregor, Prarie Du Chine and Milwaukee.

The connection was made on Nov. 18th. 1867, near Adams, a few miles south of Austin and service has been continued ever since.

This important train arrived yesterday morning, July 2nd as usual at the Chicago, Milwaukee and St. Paul stations in the Twin Cities, in charge of Ellef Nelson Conductor, Chas. M. Jones Engineer, A. W. Glenn Baggageman, C. F. K. Hall and Sumner S. Johnston Brakeman and Flagman.

David Burke who started in a few weeks after C. M. Jones, has run a locomotive 58 years and came back from California to fire this trip for his old Pal and Comrade Jones.

Conductor Nelson and Engineer Jones made this run to celebrate their sixtieth year in continous service and are to be relieved after having finished this most wonderful performance in train service, which is a record in this section of the country if not a worlds record.

They will be allowed by Division rights to choose a run of less milage and shorter hours until such time as they see fit to retire, which all who know them hope will not be for several years to come, as both are going strong and are as capable as many men several years younger in age and seniority rights.

The train was met at St. Paul by Special Representative James H. Foster, who started as a student operator at Medford, on the old Minnesota Central line and has been advanced from time to time, to Station Agent, Train dispatcher, Superintendent, General Superintendent and so on up the ladder to his present important position.

Mr. Foster was accompanied by several of the I. & M. Veteran association members who had served at some time on the above mentioned train and by Beo. H. Hazzard, the secretary of the Minnesota Territorial Pioneers, Association at the present time, but who was Assistant to A. H. Bode who filled the positions of passenger Agent and Traffic Manager in 1865.

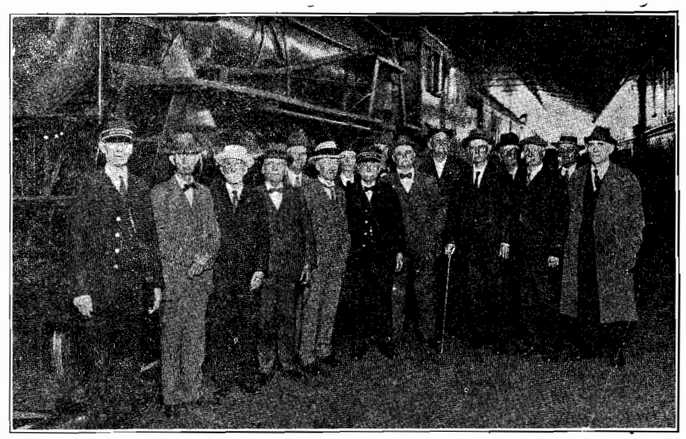
Mr. Hazzard was later appointed City ticket Agent at St. Paul and remained in that office several years.

M. J. Gill represented the construction department in 1865 and 1866, J. C. Scallen under James Waters in 1866 and continuing in the mechanical department many years.

A. W. Glenn, C. F. W. Hall, Sumner S. Johnston and several other Veterans started in train service sixty years ago or more under Conductor S. I. Wing, Bill Vile and Henry Brackett and were all advanced as the road was extended and all filled important positions, some remained on the old I&M and some were transferred to other divisions and different departments.

It is wonderful to note the vast difference in railroading sixty years or more ago and at the present time, those days they used wood burning engines, link and pin couplings, hand brakes, light equipments and so on and in fact none of the up to date requirements of today, which make railroad travel a pleasure instead of a hardship.

Before the days of sleepers, diners, parlor and observation cars, with all the conveniences of a home, one would be quite fatigued by a twenty-five hour trip, which time it took to reach Chicago from Minneapolis and the fare was



Iowa and Minnesota Veterans at Minneapolis, July 2nd

Twenty-three dollars, day coaches only and some people of today kick on what they get for much less.

The Minnesota Central, I&M and McGregor Western Veteran Railroad Mens Association will hold its annual meeting this year at the Minnesota Territorial Pioneers Association Log Cabin, on the Minnesota State Fair Grounds, on Sept. 9th in connection with the Territorial Pioneers meeting of that date and both the Associations extend a hearty welcome to all railroad men who were in service of any railroad, prior to the year 1871, and will be pleased to meet you, one and all, do not wait for a personal invitation, but drop in and introduce yourself and meet some one you may have known many years ago.

Jens Jensen and Mrs. Jensen Celebrating 50th Wedding Anniversary

"In June 1888 Mr. and Mrs. Jens Jensen sailed for American Soil from Denmark.

On June 26th of the same year these emigrants arrived in Co. Bluffs, Iowa. Immediately upon arrival in this country Mr. Jensen started to work for the Milwaukee at the coal shed. He has been in continous service for this company since June 1888 and worked in all the different jobs in the roundhouse. He worked about nine months at the coal shed from there worked in the roundhouse going from one job to another. During this time he was busy learning the English language and in establishing a home in this city.

At the present time Mr. Jensen is 76 years old and on June 17th he celebrated his fiftieth Wedding Anniversary as well as his 76th birthday. Today he is a white-haired little man just bubbling over with vitality. He always has a kind word and a helping hand for everyone.

It is citizens of this character that the old U. S. A. would be glad to give a helping hand at any time. He became an American citizen just six years after coming to this country. He now has established a good home and believe he has enough of the worldly goods to take care of himself and those dependent.

He is working every day now in the roundhouse and takes care of the engineers bunk room.

On June 17th the employees in the shop and engineers and fireman took up a collection and presented Mr. Jensen with a nice new Twenty dollar gold piece and Mrs. Jensen with a large bouquet of roses and a ten dollar gold piece. Both of these people endeared themselves to all at the Council Bluffs Terminal.

Good Talking Points

On September thirtieth, 1925, American life insurance companies had 21.1 per cent of their total assets, or $2,194,932,000, invested in railway securities. Corresponding information is shown below for earlier years, together with the percentage of the total life insurance company assets tabulated in each year.

The third column of figures in the foregoing table is an index of the inclusiveness of the figures in the first column. In other words, in 1921 life insurance companies that had 93.84 per cent of the total assets of all American life insurance companies had $1,769,846,344.90 invested in railway securities. This amount was 23.76 per cent of the total assets of the reporting companies.

Year	Railroad Securities held	Per cent of assets	Per cent of total life assets tabulated
1860	$ 353,292.41	0.13%	———
1870	4,312,826.76	1.24%	———
1880	21,315,501.11	4.74%	91.51%
1890	181,178,434.33	23.50%	97.70%
1900	545,375,636.15	31.30%	98.93%
1904	796,349,772.25	31.98%	99.59%
1907	845,115,674.00	44.74%	97.99%
1911	1,383,537,213.47	35.64%	93.19%
1914	1,543,809,887.41	33.72%	92.78%
1917	1,759,910,727.82	32.95%	89.92%
1919	1,771,285,836.33	28.76%	90.69%
1920	1,793,518,980.24	26.25%	93.34%
1921	1,769,846,344.90	23.76%	93.84%

The extent of common carrier bus operations in 1925 is shown by the following figures:

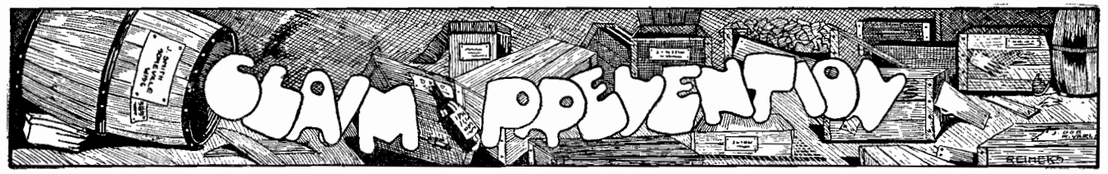
COMMON CARRIER BUS OPERATIONS

State	INTRASTATE Motor Cariers: No. of cos.	No. of vehicles	Miles of routes	INTRASTATE Motor Cariers: No. of cos.	No. of vehicles	Miles of routes
Arizona	70	180	4,056	———	———	———
Arkansas	69	275	4,491	———	———	———
California	410	1,898	19,950	3	5	565
Colorado	51	172	3,760	2	4	85
Idaho	64	184	3,837	———	———	———
Illinois	77	1,171	1,606	7	23	346
Iowa	43	107	2,409	4	6	212
Kansas	93	274	4,175	12	18	153
Louisiana	47	521	3,477	———	———	———
Michigan	157	1,312	6,150	3	56	462
Minnesota	70	325	2,500	2	6	a
Missouri	178	519	10,857	7	21	859
Montana	28	121	3,700	1	a	a
Nebraska	50	160	2,190	———	———	———
Nevada	62	150	4,500	———	———	———
New Mexico	22	115	924	———	———	———
North Dakota	31	70	2,400	———	———	———
Oklahoma	146	235	12,000	6	9	35
Oregon	94	503	5,093	1	13	88
South Dakota	29	76	2,398	———	———	———
Texas	157	751	10,748	———	———	———
Utah	62	257	2,845	———	———	———
Washington	146	537	5,991	4	18	1,445
Wisconsin	54	255	2,196	4	6	605
Wyoming	30	58	1,350	———	———	———
Total, 25 states	2,270	10,199	123,525	56	187	4,915
Total, United States	5,993	22,021	205,211	181	659	13,390

a Not reported.

The foregoing figures exclude motor busses operated by electric railways or their subsidiaries, and by steam railroads or their subsidiaries.

According to a study made by the United States Bureau of Public Roads covering the states of Connecticut New Hampshire, West Virginia Kentucky, Arizona and Washington the mileage of the bus routes in these states was 69 per cent competitive with the railway, 41 per cent of the mileage was directly competitive with the railway lines, while 28 per cent of the bus mileage was indirectly competitive, connecting the same towns that the railways did, although not directly parallelling railway lines. Only 31 per cent of the bus route mileage in these states was non-competitive with the railways.



Claims Account Defective and Unfit Equipment

During the year 1925, the CM&StP Railway paid out the sum of $101,760.14 in claim payments, the result of defective and unfit equipment. The principal commodities affected by this class of claims, with the approximate amounts paid in claims during the year 1925, are as follows:—

Grain	$41,000.00
Flour	17,000.00
Coal & Coke	15,000.00
Sugar	7,000.00
Lumber & its prod.	4,000.00
Fr. Fruits & Vegetables	3,000.00
Live Stock	2,000.00

In practically every instance of a claim payment due to defective or unfit equipment, the claim could have been avoided had the party inspecting the car previous to placement done a more thorough job of it. In case of grain cars, particular attention should be paid to the condition of the door posts, floors and lining. Most of our grain claims are the result of grain leakages at or near doorways or over draw bars. In some cases, however, the damage is the result of rain or snow entering the car through defective roof. Where a car is more or less patched, the Agent should not hesitate to use car liners.

A car to be loaded with flour or sugar should of course, be waterproof in every way. The floor, sides and door posts should be free from protruding nails, etc., and oil stains should be removed and cars thoroughly cleaned of refuse previous to placement for loading.

The hopper doors in coal cars should be thoroughly examined previous to their placement at mine tipples, to see that they are properly locked. All holes in floors and sides should be patched and car given a general over-all inspection.

Cars furnished for finished lumber, sash and doors, moulding, etc., should of course be waterproof, with all protruding nails, etc., removed from floors, walls and door posts.

One of our principal causes for claims account defective equipment in the case of fresh fruits and vegetables, is the failure to properly clean out all drains in refrigerator cars. This results in the car floors being flooded and consequent damage to lading. Unfit equipment also enters into this class of lading, in that Agents will load perishable freight into common box cars at season of the year causing damage either due to heat or cold.

In connection with the stock car equipment, party inspecting car should see to it that all protruding nails are removed, that there are no holes in the floor or sides of cars, that doors and fastenings are O. K., and in case of our new combination stock and coal cars, that hoppers are securely fastened. Cars should also of course, be thoroughly cleaned previous to reloading

Robbery and Pilferage

During the first five months of the current year, our claim payments charged to Robbery and Pilferage have shown a steady increase as compared with the same period last year.

This will emphasize to all concerned, the importance of promptly notifying the Police Department in each and every instance where it is apparent that the shortage is due to pilferage. Agents should immediately send in Form 2475 to the Captain of Police having jurisdiction in their particular localities. If they are more or less certain that the shortage is due to pilferage, they should also wire the Police Department so that an immediate investigation can be started.

We have paid many claims for pilferage at stations, due to the fact that freight was not properly protected during the absence of the station force. Agent should see to it that all freight is put in the warehouse when he goes to dinner, and also when he locks up for the night. In cases of setout merchandise cars, car doors should be closed and sealed, when a railway representative is not present.

An Impressionistic Journey to Alaska

On the Good Ship Alameda

By Anne Bradshaw

Must you lose all sense of time; little caring whether it is Monday or Thursday? Would you drift with the tide from port to port? Do you crave sea tales from a Captain who is afraid of ghosts—Or wish the sensation that you're adrift on a boat that is "outward bound" for eternity? Then come with me on the Alameda.

Alameda: A name to conjure bold buccaneers and chests of gold—a boat that carried Melba to Australia as well as "the most discreet travelers of a generation ago when champagne flowed and the women entered the dining saloon with jewels and in gorgeous attire"—a boat that was first on the Pacific Coast to be equipped with electric lights and that all the people in San Francisco flocked to see.

It takes six or seven days on the boat before one reaches that state of beatitude—the realization of rare experience that is yours. It takes a little time to break the earthbound ties and let the spell of an Alaskan trip permeate your soul, like, well say, linseed oil patiently rubbed into the walnut stock of a new gun until no rain or snow can mar or erase it's polish—And truly there was such a gun on the Alameda—a new $400.00 gun destined to kill brown bears on Admiralty Island under the careful air of Hal Coolidge (a cousin of the President), who was on a mission for the Smithsonian Institute (Florence Killilea helped with her own dainty hands on the final rub of oil), and the enthusiasm of young Coolidge was weakened not one whit by the Purser's declaring it was really an **elephant** gun.

But, back to the spell of ancient days; who would care for the ivory enamelled woodwork of the latest model ship when seated in a dining room whose walls are lined with carved panelling? Panels of walnut—broad ones of simple conventional design separated by more narrow panels with outstanding acorns and oak leaves, all hand carved. How I longed to stroke and caress those living images of long-fallen acorns and leaves made by hands long crossed in death. Then to hear, "next year this boat will be reconditioned—going to enlarge the dining room—tear all this stuff out with a crowbar and put in white enamelled woodwork—make it up to date. Can't you shed a few tears of joy with me to have made the trip before such desecration is affected?

I have no least desire to jot down the day and hour of arrival at each port. I know certain ports were made and during a stop of several hours exchange of supplies and fuel was made for fish and fish-oil in return—the while we passengers swarmed and buzzed over the wooden sidewalks and wooden streets of the larger towns to the curio shops or followed signs saying "This way to the Totem Poles," and I am sure we were in Ketchikan on the fourth of July because the town was gay with flags, and the police patrol was drawn up opposite the pool hall in a waiting attitude. The Indians lined the streets, Young Maidens, boldly alluring, while the Young Bucks in well tailored clothes walked crookedly, bumping into an occasional tourist. Near the Salvation Army building were the squaws sitting, sitting like graven images, their wares at their feet—moccasins and bead work—not the skillful work of their ancient days. They too must feel the modern urge like the

(Continued on Page 47)

C. M. & St. P. Ry. Women's Club

Spokane Chapter On Porch of Superintendent Fuller's Residence, Spokane

General Club Review

The recent announcement of our President-General, that the gratifying results of the two years' work of the CM &St. P. Ry. Women's Club had so recommended itself to the Management that the expense of an office and the services of a Secretary were to be assumed by the Company in recognition of the great benefits of the welfare work undertaken by the Club Chapters all over the System, is most inspiring. The Management in offering this substantial assistance recognizes the magnitude of the work the Club wishes to accomplish and the necessity of having it done in the most systematic and thorough manner; and having thus the undivided service of our able Secretary-General makes it possible for the General Club to keep in close touch with the work of all of the Chapters, which is most important. A series of circular letters, has been inaugurated to be sent out at regular intervals to the different Chapter Presidents, and each President is asked to pass the contents of these letters along to each member of the local organization so that each individual member may know and feel that her work, her attention and her interest in the Club welfare is vital and necessary. The Club is now two years old, and our progress has been phenomenal, but we are still far from one hundred percent in any Chapter, so there is something of importance to take up immediately,—the matter of arousing the interest of **all** the women members of families of our employes so that they will feel that it is not only a privilege, but a real duty to join the Women's Club. We exist for the good of and for the benefit of the Milwaukee employe, whether that good or that benefit consists in giving materal aid in time of distress, sickness, death or sorrow; or in offering the less tangible, but equally welcome assistance that lies in words of cheer, friendly deeds and pleasant association.

As the Club grows, and the scope of our work broadens, we are going to need a very large membership, and of course, plenty of money in our treasuries to carry on, and these needs represent in a great measure the social enjoyment which we must have in order to make our work the real pleasure it should, and which it certainly will be as we more and more realize the tremendous power for good that our organization can wield. To "go about doing good" is one of the great attributes of womenkind, and to exercise that prerogative to help those of our railroad family who need our help, lightens the day's work and brightens the way for us all.

We want workers and service among our sick and needy, we want time to make a cheering call on a shut-in, we want some flowers for a sick-room; we shall need clothing and food for the unfortunate ,and above all, we ask for that spirit of kindliness in our work, that shall make of our organization a real sisterhood.

Through the pages of the Magazine, we should keep informed of the kind and extent of the work that is going on all along the line, and our Historians are asked to make as full and comprehensive reports as possible to the Editor, each month, including the various kinds of entertainments for the purpose of raising funds. Many times the question is asked by a puzzled Program or Social Chairman, "What can we do, that is different, to raise money", and so we ask for ideas and suggestions along those lines. It isn't easy to always go about with hands out asking for money, but it is generally found that if by giving a little money, a good time may be enjoyed, the money will be forthcoming, people engaged in the same line of work can always be relied on to get together for a good time, and if the money is to go for the benefit of fellow workers, the giving is not grudged. We shall soon be gathering together again for our Fall and Winter work, and it is the hope of the General Officers that the coming season may be our most successful and our happiest.

Following is the text of Mrs. Byram's first circular letter, and while it is expected that all Chapter members have read it, it is published here to further broadcast the character of the Women's Club work, their hopes and their aims:

To Presidents of all Local Chapters and Units:-

We are very anxious to keep in close touch tance can be given in your work along these lines.

Also—Any service that you have been able to render where a member of your chapter or an employe of the company has suffered the loss of a member of his or her family by death. We have received reports from time to time showing that our local chapters have in many cases been able to render loving assistance at such times as this.

Also—Report any work that you would consider along the lines of mutual benefit. For instance, in Chicago we have a library which is maintained for the benefit of the young women employes, and which at this time is practically self-supporting. If any of you have libraries tell us about them and just what plan you are following in the handling of same, and the advantages derived from them. It may be that in time we can even arrange for an exchange library over the entire system, sending the books from one chapter to another as each chapter feels their usefulness in that particular chapter has been exhausted.

If any of you have organized classes for the benefit of your members for example, dramatic art, dancing, sewing, drill teams, etc., let us know about them, and just what you have been doing along these lines. A few of you have given plays during the past year, the Twin City Chapter we understand has a splendid drill team, and others of you may have other classes about which we have not yet heard.

If any of you have formed groups to play tennis, golf, go hiking, swimming, etc., etc., tell us about them, and just how you have arranged for them.

Also—in some instances local chapters have found it advisable to lend assistance to community enterprises and charities. If any of you have been called upon to do this we shall be glad to have you include such cases in your reports.

All of these things would properly come under mutual benefit and welfare, and we are anxious to know about them so that we can pass along to the other chapters the good work that you have been doing. It is only by working together and giving each other the benefit of our ideas, etc., that we can help each other and make our organization a success.

In order that these reports may all be received at about the same time, so that a rewith all our local chapters and to pass along to the other chapters news of the good work that each and every one of you is doing, and, with that end in view, at a meeting of the General Executive Committee which was held on May 25th we voted to issue a monthly bulletin to go to all chapters containing information covering the relief, mutual benefit and welfare work which is being done by the local chapters. To do this it will be necessary to request that you prepare and send to us monthly reports giving this information.

Under the heading of relief, mutual benefit, and welfare work above referred to would come the following:

Any service that you have given the sick and needy—whether it be in a financial way, by making sick calls, sending flowers, personal cards or letters, furnishing food or clothing, and in the many other ways that you find assistport may be worked up on them, will you please arrange to have them mailed to our General Chairman of Mutual Benefit, Mrs. C. H. Dietrich, 1336 Birchwood Avenue, Chicago, Ill., *by United States mail* promptly after the close of each month.

Please remember that we will be glad to know of any kindness that you have been able to render. No mention of names or amounts of money donated need be made unless you so desire You will all no doubt have something to report every month, but even if you do not, drop Mrs. Dietrich a line telling her that you have not, so that she will hear from each and every one of you every month.

This report will not, of course, do away with the report that you have been sending to the magazine, as that should go to Mrs. Kendall as it has done in the past.

In order that we may cover fully the work that has been done since January 1st of this year, will you please send to Mrs. Dietrich at this time a complete report covering your work along the lines mentioned above for the period January 1st to May 31st?

We are so very anxious to hear from the chapters regularly, and to know what they are doing, and feel that by keeping in touch with one another we can help each other along and keep up a greater interest in our organization, and I shall be very grateful to you if you will see that Mrs. Dietrich receives the reports requested above regularly after the close of each month.

Very sincerely yours,
Lydia T. Byram,
President General.

Etta N. Lindskog,
Corresponding Secretary General.

Green Bay Chapter

Mrs. H. C. Ballard, Historian

On June 3rd regular meeting was held in Legion Building—same opened promptly at 7:30 P. M. the President Mrs. J. F. Dunn presiding—members singing the club song, Mrs. Jas. Kocha leading and Mrs. Edw. Redline at the piano. A large amount of business was transacted and account dispensing with meetings during July and August, reports from Chairman of each Committee read.

We are planning on having our Annual Picnic during the month of July and Miss Katherine Browning was appointed General Chairman.

At the close of the business session a very interesting programme was presented and a general get-to-gether held. Our entertainment of the evening consisted of several dance numbers and vocal solos—dance numbers being presented by Gertrude and Helen Senn also one by Dollie, Alice and Dorothy Sweeney—and the French Doll Dance by Harriet and Dorothy Jeffers—Joyce Kollbrack and Gerine Verhevden. Several vocal solos presented by Myrtle Bersie Herman.

At the close of this very pleasing and enjoyable programme the Chairman of the Hostess Committee again was very active and surely gave the club a delightful surprise.

The three act play "A Southern Cinderella" was given at the Fannie Joannes Memorial Hall May 24th and was largely attended. Magdalen Browning as a darkie, Mammy Judy Johnson, was great as was Mrs. James J. Kocha who took the part of Miss Johnnie Bell Randolph. Mrs. H. E. Bennett interpreted an old aristocratic lady, Madame Charteris, Mrs. Charles Heyrmann a Southern Cinderella, Enid Bellamy—Mrs. A. L. Jeffers a settlement worked Rose Winterberry; Josephine McKeough an English nurse Katherine Hawks; and Alice May Dinwoodie the part of an adventuress, Caroline Hawks. All the members of the cast did fine and surely de-

Officers of Fullerton Avenue Unit, Chicago With Mrs. H. E. Byram, President-General

serve to be highly complimented on their efforts.

Little Mary Jane Donlevy danced the steps of a "Circus Trainer" in lovely style. An Irish Jig and Waltz Clog was beautifully rendered by Gertrude and Helen Senn. A pantomine "Swaunee River" was presented by Margaret Santamour—Dorothy Jeffers Helen Whitney and Hazel Sonnen. The piano accompaniments were played by Mrs. John Whitney and Harriet Whitney. The Programme Committee certainly do deserve a great deal of credit for they worked hard to make the play a success and it surely was one.

Wausau Chapter

The Chicago, Milwaukee and St. Paul Railway Women's club was entertained at the Business and Professional Women's club on June 15 by Mesdames M. E. Millard, T. H. McCarthy, Lillian Atkinson, Felix Slomski and William Bernard. The afternoon was spent in card playing, prizes in five hundred being won by Mrs. Elmer Bloomquist of Merrill and Mrs. August Moran of Tomahawk and in auction bridge by Mrs. Joseph Schira and Mrs. Byron Thiel.

The following out-of-town guests were present: Mrs. Harry Norenberg and two children, Mrs. August Moran and Mrs. August Krueger of Tomahawk, Mrs. Archie Akey, Mrs. Elmer Bloomquist and Mrs. Carl Granholm of Merrill, Mrs. G. W. Hams of Gleason, Mrs. B. F. Enkhausen of Minoqua, and Mrs. C. H. Whaley of Casper, Wyoming.

A lunch followed the games. This will be the last indoor meeting of the summer, but the club decided to hold a picnic at Marathon Park, for members and their husbands and children, on Tuesday, July 20, and Mrs. John Dexter, Mrs. M. E. Donovan and Mrs. Bert Nelson, were appointed to make the necessary arrangements.

CM&STP Women's Club, Janesville Wisconsin

One of the many delightful social events of the CM&STP Women's Club was held at the home of Mrs. Thos. Fox, Monday night, June 28th. This was in the form of a card party for the Club and their friends. Bridge, five hundred and bunco were played. About fifty ladies attended.

Another delightful party was enjoyed Tuesday afternoon at the home of Mrs. Chas. Gregory, July 13th, 1926. It was a garden party in farewell to one of our faithful members, Mrs. W. B. Wilcox, who is leaving to make her home in Minneapolis as Mr. Wilcox has been transferred there. Some played cards while others just chatted and walked round admiring Mrs. Greogory's many pretty plants and flowers. Mrs. Wilcox was given a silver meat fork as a rememberance of the occasion. A dandy time was enjoyed by all. Mrs. Arthur Hennessy was chairman of this party.

At our June Meeting we were indeed sorry to accept our Treasurer's resignation, Mrs. Louis Michaels. Mrs. Willis Taylor was elected to succeed Mrs. Michaels.

Plans are under way at this time for our big picnic to be held at Riverside Park, Wednesday afternoon, July 21st. The kiddies as well as the big folks are looking forward to this and we hope to make it another long remembered occasion. Mrs. Willis Taylor is chairman this year.

Milwaukee Chapter

Miss Gladys M. Chambers, Historian

The Milwaukee Chapter of the C. M. & St. P. Ry. Women's Club held their regular business meeting and a luncheon for guests and members in the Crystal Room at Astor Hotel Milwaukee, on Monday June 28th, 1926 at 1:00 P. M.

The room was decorated with American flags and a center piece on the table of red and white carnations and blue corn flowers making an attractive July 4th color scheme. Before the luncheon the members and guests joined in singing " The Star Spangled Banner" with Mrs. Harry Colton at piano and pledging allegiance to the American flag.

After the luncheon Mrs. Wightman, Chairman Program Committee, introduced her cousin Mr. Arnold, instructor at Dover College, who gave two wonderful violin solos and for the enchore gave Kreisler's "Old Refrain."

A treat of this kind is rarely obtained and we all feel so grateful to both Mr. Arnold and Mrs. Wightman as it was most thoroughly appreciated. The members little realized another such treat was in store for them until Mrs. Wightman introduced Rev. Arthur Lord, Rector of St. James Episcopal Church, who gave a splendid address—mentioning his first experience at seeing a locomotive train—as he lived in Canada when a boy 75 miles from a railway—how his boy chum became a locomotive engineer and his pleasure and interest in the wonderful Olympian and electric engines in crossing to Seattle.

He expressed appreciation of the work the Women's Club is trying to "put over" and urged them to work spiritually as well as financially in trying to help the employees and especially in their own families, helping their boys and girls to know how to understand the right and wrong. Such advice as Dr. Lord gave can rarely be obtained today and no doubt he touched many mother's heart who will be ever grateful for having attended.

Mrs. Hodge of the Social Committee turned over nearly $100 for the card parties she and her committee gave since January, which the Club appreciates very much also.

Milwaukee Chapter lost three members by death.

The meetings have been adjourned until the third Monday evening in September.

Committee Mrs. Cassell, Mrs. Jenson, Mrs. Thompson, Mrs. Rockford and Mrs. Rieboldt.

Council Bluffs Chapter

Mrs. Ed Lee, Historian

The regular meeting of Council Bluffs Chapter was held June 24th in Eagles Hall, and was well attended. After the business meeting, games were played, prizes being won by Mrs. James Dellinger.

On July 12th, our Chapter sponsored a Radio Program, broadcast over K. O. I. L., and we hope all our members listened in, as the program was very good.

Our quilt raffle was held last month, and was won by Mrs. M. Gallagher. A good many tickets were sold and a nice little sum was realized. The quilt was kindly donated by Mrs. Barada.

On July 22nd, we are going to have a pic-

nic at Fairmont Park, and it is hoped a large crowd will turn out.

Our next regular meeting will be held July 29th.

Sioux City Chapter Notes

Ruth Bershon, Historian

The Women's Club held a special meeting Wednesday evening, July 7th, in the passenger station, at 7:30 P. M., to make plans for a picnic dinner Tuesday evening, July 13th. It was decided to have a picnic, family style, and to hold it at Riverside Park. All members and their families were invited.

By seven o'clock, when the dinner was ready, everyone was famished. 154 sat down to the four long tables. The dinner consisted of hot roast veal, buttered new potatoes, brown gravy, rolls, jams and preserves, pickles, green and ripe olives, baked beans, a variety of salads, all kinds of cake, coffee, lemonade, cookies and ice cream. :

After dinner, the men played baseball, while the things were being straightened around. The ladies had a rolling pin throwing contest, which was won by Yvonne Searles—a single girl—and she was presented with a linen towel as a prize. The 25 yard dash for the ladies was won by Miss Gertrude Madden, and she received a jar of Bunte's candy as prize. There was a relay race between the single and married ladies, which was won by the married women.

The free-for-all for the men was won by Albert Spencer, and he won a pair of garters as prize. The three legged race was won by Jack Aylward and they were also presented with garters as a prize.

The picnic was under the supervision of Mrs. L. A. Cline, General Chairman.

A dance is to be held at the Riverside Boat Club, Tuesday night, July 20th, and music for the dance will be by Eddie Bunt's orchestra. The Misses Ann and Elsie Hanson, Gertrude Mahaney and Helen Flynn are in charge.

A meeting and luncheon was given at Mrs. B. O. Searles' summer home at McCook Lake in honor of Mrs. W. C. Givens, our departing president, who left the SC&D Division, on account of Mr. Givens being transferred to the Kansas City Division at Ottumwa. It was decided not to have an election of officers until fall, and Mrs. A. J. Elder is acting president until that time.

Kansas City Chapter

Martha Kellogg

At the June meeting of the club, a scholarship fund was created. This fund will be in the hands of a group of women known as Trustees. The fund will be used to finance children of Milwaukee employes through school. This is the greatest thing the Kansas City chapter has ever undertaken.

The founding of this scholarship is due to efforts of Millicent M. Kellogg. Mrs. Kellogg hopes that other chapters will establish such a fund also, as it is without doubt a worthy object to work for; and one that will accomplish much good.

At the close of the meeting, we gave a musical program under the direction of Mrs. Marguerite Hall.

Dubuque Chapter

The regular meeting of Dubuque Chapter on June 18th, was well attended in spite of the fact that everyone was very busy incident to the closing of school and approaching vacation time.

Arrangements were completed for a Dubuque Division picnic to be given at Union Park on July 24th, to which all the employees and their families are invited. The committee will provide races, games, etc., and a good time is promised.

Mrs. E. Johnson of the Sunshine Committee made report of twenty-five sick calls, cards sent out—also of money spent in relief work, which included groceries, a wheel chair for an invalid, milk for a sick man and for a baby and cash donations. Mrs. Johnson asks that anyone knowing of the illness of any CM&StP employee or his family, report to her or some member of the Women's Club.

At the conclusion of the meeting cards were supplied for those caring to play.

Dubuque Chapter will have no regular meeting in July or August, but meetings will be resumed in September when the various activities planned for the fall and winter will be taken up.

Montivideo Chapter

Maude Hamlin, Historian

Seems we were not represented last month, but hope we won't be slighted again.

Our May meeting will be a little stale, but will cite the main features anyway. Meeting held the 17th in the Eagle Hall, which is a nice large hall, large enough to accomodate a was because we planned a card party and general good time after our business meeting.

Reports of our Sunshine Committee showed good crowd. The reason we secured this hall, that we have been helpful to several needy families, supply them with milk tickets and fuel at different times. Mrs. Sizer brought up a case of a needy family in need of a loan and we voted unanimously to lend the family the money, which will be repaid as they can spare it. We received several letters of thanks for flowers, sent for funerals to fomilies in our Club.

Minutes of the meeting in Chicago were read and discussed at length. We plan to hold our next meeting in Smith's Park, have a regular old-time picnic, and invite our husbands and friends.

After the meeting adjourned, we played whist until a late hour, and were regaled with a delicious lunch which I am sure everyone enjoyed, especially our men, and we had quite a number out for this affair. Prizes were awarded to Mr. R. E. Sizer and Mrs. Ernest Young.

Meeting in June was held at the Library Club rooms, instead of in the park as mentioned above. The rain kept us from having our picnic, but we won't be discouraged, and are planning on having our July picnic in the park, with a big crowd, as we plan to have it on the day our division officers hold their monthly Safety First Meeting, then we can be assured of their presence in town.

Our attendance at this meeting was not very large, owing to the weather. Paper was read from the General Board regarding activities in the different clubs, tennis, golf, hiking etc., and we plan to get into this in September with lots of vim and enthusiasm. Committees were appointed to take charge of the picnic in July, which we are all looking forward to. Mrs. P. H. Nee was appointed chairman of the lunch committee; Mrs. Maude Hamlin chairman of the sports committee; Mrs. Mike Daman to award the prizes; Mrs. E. J. Ruehmer chairman of the entertainment committee. We are going to have one long table and be like a very large family, and we expect just the finest kind of a time.

Ottumwa Chapter Milwaukee Women's Club

C. M. Gohmann

The members of the Ottumwa Chapter entertained on Friday, July 9th at the Club House, honoring Mrs. J. H. Valentine, 1st Vice President, who will leave in the near future for Chicago, which is to be her future home, Mr. Valentine having been appointed Asst. Supt. of Terminals at that point. The Party was held during the afternoon and consisted of a Kensington and Cards, with about fifty members present. Bouquets of beautiful and varied garden flowers, placed here and there, added to the attractiveness of our Club Room. A linen towel was awarded to Mrs. H. G. Barnard for having attained highest score in Bridge, and one to Mrs. J. H. Valentine for scoring highest in '500'. Light refreshments were served, during which time Mrs. F. A. Martin and Mrs. C. B. Steele entertained with several piano numbers, which added to the pleasure and success of the Party. The following members composed the committee in charge of the Party: Mesdames J. V. Tuomey, Chairman; W. D. Wright, Margaret Fagan; F. A. Martin, J. Coughlin, J. G. Upp, C. B. Steele, R. O. Clapp, L. H. Wilson, T. C Runzler. A beautiful vase was presented to Mrs. Valentine, as a small token of our appreciation for all that has been accomplished for the 'good of our Chapter' through her efforts and cooperation. She has been a very active member, exceedingly generous, and always willing to assume any duties or responsibilities given her to undertake. It is regretted that we must lose Mrs. Valentine as a member of the Ottumwa Chapter. We fully realize that "Our loss is someone else's gain", and while we will miss her because of her helpfulness and faithfulness, and her earnest endeavors to help make a success of all of our undertakings, we can remember that is still one of us, a member of the Milwaukee Women's Club, and continuing to work for the good of our Organization.

At this Party were present the following out-of-town guests: Mrs. Maggie Williams of Cedar Rapids; Mrs. Marg. Wendell of Pasadena, Calif., and Mrs. W. C. Givens, formerly of Sioux City and President of the Milwaukee Women's Club there, now a resident of Ottumwa, Mr. Givens succeeding Mr. Valentine as Trainmaster on the Kansas City Division.

On several afternoons during the past month a number of members met at the home of the Chairman of the Ways and Means committee and spent the time in making garments and clothing greatly needed by the children of one Milwaukee family, the mother of the children being ill and a patient at Sunnyslope Sanitarium.

The Officers are busily engaged in working on our five months report, and we feel very enthusisastic over the results of our work during the past five months.

July 18th will be the birthday of our oldest members, Mrs. Anna Parish, or rather "Grandma Parish", as she is better known. On this date she will celebrate her 94th birthday. We wish her an abundance of happiness and good health. Plans have been made to give her a shower of birthday cards and greetings. Grandma Parish is very well known and much beloved by everyone of her friends and acquaintances.

One of the youngest members of our Chapter, Miss Ruth Williams, was married on Thursday, July 8th to Mr. Geo. R. O'Gar at Minneapolis, Minn. The wedding took place at nine o'clock in the evening at the home of Mr. and Mrs. Seiders, cousins of Mr. O'Gar, before an improvised alter of gladiolas, daisies, lillies and ferns. The home was beautifully and artistically decorated with masses of these flowers. Miss Helen O'Gar, sister of Mr. O'Gar, acted as maid to the bride, and Mr. Ned Peterson of St. Cloud, Minn., cousin of the groom, acted as best man. Reverend Pankhurst of the Lynhurst Congregational Church, Minneapolis, performed the wedding ceremony. Miss Williams is the granddaughter of Dispatcher R. O. Clapp and Mrs. Clapp. Mr. O'Gar is the son of Mr. and Mrs. S. J. O'Gar

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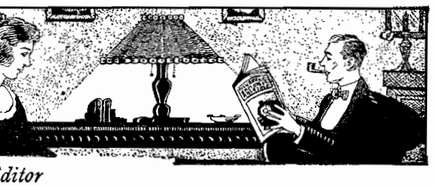
AT HOME



HAZEL M. MERRILL, Editor

Chicago Union Station Broadcasting Late Summer and Early Fall Fashion Notes

The coming season promises to be one of color. Red is doing its best and brightest to make the season a gay one, along with black and white, navy blue and white, a new yellow called Sunni, crayon blue, mine green, June rose, chartreuse, and orchid. Tangerine is chic with white, canary, and jade green. Channel red, a bergundy tone, and vivid Hunter green are very new shades. However, navy and black form the basis of the new fall mode and refuse to be placed entirely in the background of this bright color scheme.

Gray is largely to replace biege. There will be gray ensembles for day hours; luxurious gray gowns and wraps for evening; gray pumps, gloves, hats and hose for day; gray suede bags mounted in silver. Would suggest that gray is hard to wear, and you should know yourself well before indulging.

Moire, along with satin and crepe satin prove to be the most popular fabrics. Two fabric combinations are good and two colors are often combined as well as two materials. This moire, (watered silk) is one of the grandmother fashions brought to light for navy blue and black.

Taffeta is again being launched but its success is uncertain. When combined with velvet, it has more chance of enduring.

Reptilian silks are new. It was not possible to entirely ignore the lizzard and snake patterns in shoes, bags, and hat bands.

There are many twills. The fashion for black and dark blue demands them.

Crepe fabrics for formal wear are sheer and transparent, while those for informal wear resemble a basket weave. Metal fabrics reach unparalleled glory for evening frocks.

In cotton weaves, velveteen is offered for sports garments and street frocks.

Last minute notes from Paris verify the earlier prediction of a decided swing in favor of broadcloth for fall, with black in the lead for day wear. Wool crepe is one of the fashionable weaves for Autumn, many of the Autumn fabrics having been guided by the return to fashion of navy blue and black.

There are many silks for women's house dresses and children's clothes, which meet the demand for fabrics that need not go to the cleaner.

Paris is wearing geometric prints, stripes, and a small shower of coin dots. Polka dots, checks, and stripes are combined with solid colors, and the Sheperd checks are being emphasized in the new fabrics. Painting, applique, beads and embroidery vary the mode, combinations of pastel shades and gayer tones being equally favored.

The accent this season is on softness; curved lines, blousings, shirrings, tiny tucks, plates, loose panels, flares, etc., all cater to this effect until the frock is a soft and effeminate creation. However, the somewhat but not severely tailored two-piece frocks will also be worn. Jabots and large collars feminize the tailor-made frocks. For smartness, the one-piece frocks will flaunt the jabot, fine plates, bows of several sizes, and narrow cravats.

Variety in detail distingushes the new French frocks, these details including tucking, jabot revers, and flounces. Tiers are in evidence everywhere, and unusual skirts mark the Autumn mode. Skirt lengths remain the same, and they flutter and flare from hip to hemline. Flounces, ruffles and tunics play an important role. Sleeves are long, skirts short, and waists where you will. Embroidery is being featured and a bright touch on a woolen frock adds much to its smartness. Straight lines are featured in frocks for the stylish stout. The point of contact of the two-piece circular skirt and long body makes a smart line. The fur mode is slim and trim with feminine touches. A shortened silhouette with slender bodice and widened hemline is characteristic of the formal frocks. The newer fashions have a tendency to define the hipline. For variety, the straight-line frock appears in company with the bloused effect. Smart fall frocks are known by their necklines, pointed ones adding an undoubted charm. Peter Pan collar tied with short cravat is popular. One of the smartest necklines is cut square with an accompanying scarf knotted carelessly. The newest blouse is waistcoat style, with or without sleeves.

It is of importance to note that matching the various parts of ones ensemble is no longer smart. The thing to do is to see they harmonize.

Belts narrow and wide in suede and leather have small metal buckles in striking workmanship. Many dresses are belted with a girdle that is placed low and knotted gypsy fashion.

Hand-painted scarves and shawls are very much in vogue. Extremely effective is a combination of purple, blue, orange, and green. Also color scheme of gray, dark green, and blue is pleasing. The masculine tendency in scarves and handkerchiefs adopts the painted square of silk.

Vertical striped sweaters are popular for sports—both for grownups and children.

White and red roses, some large and some small, are worn on fur pieces and coats on the shoulder. Evening frocks are adorned with small flower on each shoulder.

Wide fur neck pieces must no tbe worn straight. Should be slung across one shoulder, falling far down over the arm.

Plain silver slippers are very smart; gold ones are not. Buckles are just not being worn. Heels, especially for dress, are still on the upward trend.

Two bands of colored ribbon around felt sports hats, a fashion taken from the French, will be popular this fall.

Men's silk handkerchiefs, immense in dimensions, are carried to match the hat and hand bag.

A new kind of pure cashmere so carded and woven that it will not stick to other material or scratch the skin is on the market. The cashmere coat lining has reached a high standing in fashion. Stress will be placed on cashmere-lined sports coats no matter what the outer fabric, silk or woolen.

The top coat and dressy coat share the honors with a graceful cape. Capes and large collars in variety appear on new wraps. The cape effect appears everywhere on coats and dresses. It is seen on the short jacket and as an evening wrap. It is developed in scarf effect to wear with dinner gown. Coats are in three-quarter length as often as in full length, the ensemble costume favoring the three-quarter length. Suit coats are cut very short and double-breasted.

An embroidered smock is an adjunct to mi-lady's wardrobe. The smock enlarges its usefulness to include besides the studio, one's home, garden, or office. It is especially attractive in garden prints, chintz, printed silk, casha, or pongee.

Fashions for young girls are charming reproductions of French styles for grownups. This always delights the younger set. Soft woolen and wash fabrics are favored for misses' and juniors' wear. Frills, flounces, and lace adorn their party frocks, and dainty stitchery lends distinction and charm.

You have been listening to Chicago Union Station broadcasting fashion notes

Late Summer Garden Notes

When cutting flowers, do the work in early morning or late evening; plunge stems into cold water, and keep in cool place for several hours before arranging in bowls or vases. If the variety of the plant-bearing flower is not especially beautiful, look around your garden for some greenery. The leaves of Solomon's seal make an effective combination with garden flowers.

House ferns should gain their best growth during the summer. Water well and give them nourishment. Any form of plant food or bone material. During warm summer showers set plants out into rain to remove dust from the leaves.

Madonna Lillies can be planted early in August to good advantage. Planted thus in late summer, the bulbs make sufficient growth to bloom next year. The depth for planting depends somewhat upon the soil. Three inches is a good depth. Planted in company with roses or delphiniums a lovely June picture is obtained for the garden.

Dahlias should be given support now if it has not been done before. The ground around the roots should be cultivated regularly but not deeply. Use very little water until the flower buds appear, and then water copiously.

For a steady supply of lettuce thrugh August, September, and October, sew on the 1st of August and again on the 1st of September. Lettuce for each day's table use should be gathered early in the morning while the dew is still on the leaves. If it is wrapped in damp cloth and set in the refrigerator, it will be as nice and crisp as early garden lettuce.

Endive may be kept through the Holiday Season if it is taken up before the ground freezes, and planted in wet sand in a box in the cellar.

Household Helps

Use rubber bands to fasten labels on cans, and the labels can be easily changed as often as container is filled with new material.

Use hose boxes without covers in drawers to keeps things orderly and to prevent the confusion which often occurs as a result of opening and closing them.

Rub sieves with salt before washing, if they are sticky, clogged, and hard to clean.

Give top of cake a light dusting with cornstarch before frosting, and the frosting will not run over the edges.

Sew weighted tape all around the edges, on the underside, of porch table covers, and they will stay where they belong when breezes are blowing.

You may mix, cut, and arrange for baking, biscuite; place them in refrigerator, so metime before baking, and when they are baked, they will be just as perfect as if they went directly from the board to the oven. If an aluminum or tin sheet is used, biscuits will be lighter and bake more quickly than if baked in the usual baking tin.

Save bread crumbs, especially wholewheat, and they give a much better flavor to scalloped dishes than cracker crumbs. Keep them in box with small holes in cover for ventilation.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1926-1927 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 802 Union Station Building, Chicago.

5560. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 yards of 40 inch material. Price 12c.

5563. Girls' Dress—Cut in 4 Sizes: 8, 10, 14 and 14 years. A 10 year size requires 2½ yards of 40 inch material with 2¾ yards of 2 inch ribbon for the collar. Price 12c.

5519. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 3 yards of figured material and ⅞ yard of plain material 40 inches wide. The collar of ribbon requires 2½ yards. The width of the dress at the lower edge is 1⅜ yard. Price 12c.

5517. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size requires 4⅜ yards of 40 inch material, with 1⅝ yard of contrasting material. If the sash is omitted ½ yard less is required. The width of the dress at the foot is 2¾ yards. Price 12c.

5522. Child's Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 1⅞ yard of figured material 36 inches wide with ¼ yard of 18 inches wide contrasting material. If made with long sleeves 2¼ yards of 36 inch material will be required. Price 12c.

5509. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4⅝ yards of striped material, and ⅜ yard of plain material 40 inches wide. The width of the dress at the lower edge with plaits extended is 1⅞ yard. Price 12c.

5529. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. As illustrated in the large view a 14 year size requires 3 yards of 40 inch material. If made with sleeve puffs, 3⅜ yards will be required. Price 12c.

5545. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch sizes requires 3½ yards of 40 inch material with ⅜ yard of contrasting material. The width of the skirt with plaits extended is 2¼ yards. Price 12c.

5524. Boy' Suit—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 3 year size requires 2⅛ yards of 36 inch material with ¼ yard of contrasting material. If made with long sleeves and of one material 2½ yards will be required. Price 12c.

5533. Dress for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 3½ yards of 40 inch material, if made with long sleeves. With short sleeves 3¼ yards will be required. Price 12c.

5555. Practical Garment—Cut in 4 Sizes Small, 27-29; Medium, 31-33; Large, 35-37; Extra Large, 39-41 inches waist measure. A medium size requires 2⅞ yards of 36 inch material if made with the panels. Without panels 1¾ yard will be required. Price 12c.

5523. Child's Romper—Cut in 4 Sizes: 1, 2, 3 and 4 years. A 1 year size requires 1⅜ yard of 36 inch material. Price 12c.

Good Things to Eat

Ginger Snaps. One cup butter; one cup sugar; one cup molasses; two eggs; four tablespoons hot water; one teaspoon soda; one teaspoon ginger; flour to make a soft dough. Roll thin and bake in hot oven.

Jumbles. Three cups sugar; one cup butter; one cup sour milk; three eggs; five cups flour; a little nutmeg, and cocoanut or caraway.

Soft Ginger Bread. One half cup sugar; nearly one half cup butter; one fourth of a cup of molasses; one fourth cup of sour milk; one teaspoon soda; one cup and a quarter (scant) of flour; one teaspoon ginger and two eggs.

Gold Cake. One half cup butter; one and one half cups suger; yolks of four eggs and one whole egg; one half cup sweet milk; two and one half cups of flour after being sifted; two and one half level teaspoons of baking powder; flavoring.

Mrs. Menton's Cookies. Two Cups of sugar; one cup of sour cream; one cup of butter; one teaspoon soda; two eggs; flavoring and flour to make a soft dough. Roll very thin and bake in quick oven. Or not so thin, and in a less hot oven. The latter makes a soft cookie,—the former a crisp one.

Laura's Pickles. One peck medium size pickles; 30 good size seed onions; 7 medium green peppers. Slice together and soak over night in brine. In morning, drain and rinse in cheese cloth bag. One and one half gallons vinegar; six coffee cups brown sugar; 15 cents worth white mustard seed; 15 cents worth of celery seed; ten cents worth powdered turmeric, piece of alum size of a hickory nut. Boil this mixture hard for ten minutes. Add the sliced pickles and let come to boil. Place in jars while hot and seal.

Chow Chow. One peck green tomatoes; one cup salt; six small onions; one head celery (large) two cups brown sugar; one teaspoon white pepper; one tablespoon ground allspice; one tablespoon dry mustard; two quarts of vinegar. Chop the tomatoes, salt them thoroughly and let stand over night. In the morning, pour off the brine and add chopped onion and celery. Mix the sugar, pepper, mustard and spices. Place a layer of the tomatoes in a porcelain kettle, then a layer of celery, then onion and the spices, until all is used. Cover with the vinegar and cook slowly all day, or until the tomatoes are soft. Cauliflower or cabbage, or one quart of cucumbers may be used with the tomatoes, and grated horseradish gives a piquant flavor.

Ottumwa Chapter Notes

(Continued from page 22)

of Minneapolis, Minn., formerly residents of Ottumwa where Mr. O'Gar served as Master Mechanic on the Kansas City Division. Mr. and Mrs. Geo. R. O'Gar will make their home at Carlisle, Mont., during the summer months, and during the winter season will reside at Minneapolis, Minn. The members of the Ottumwa Chapter wish them much happiness, contentment and prosperity in their new home.

Overlooked mentioning, in the notes published in the July magazine, the very entertaining program furnished at our Meeting on May 28th. Miss Nyla Kenney sang two beautiful songs, accompanied by Miss Zella Dulaney, and Miss Louise Hempstead gave two humorous readings 'Learning to Drive' and 'Betty at the Ball Park.'

Chicago Union Station Unit

Well we know that some of the members of Union Station Unit are going to regret that they missed the picnic, which was held Sunday, July 11th, at Druce Lake, Ill., at the summer home of Mrs. Mabel Costello, Chairman of our Sports Committee, when they hear the glowing accounts from the girls of the "good time had by all."

Train left Chicago at Eight A.M., arriving Grays Lake at 9:12. Mr. and Mrs. Costello met the train with their car, taking as many of the girls as they could, the balance going by bus, to the Costello Cottage, and a very pretty "homey" place we found it, located on the bank of Druce Lake, in a grove of fine trees. Mabel had been up early and had the table all set for us, the radio tuned in, and everything in order to give us a most cordial welcome and make us feel right at home—which we did.

Eats—we did have such good eats and an abundance of everything.

The water was fine, and some of the more enthusiastic bathers had a couple of dips—morning and afternoon.

In the afternoon, we took a long hike, accompanied by our trusty dog "Rover." On said hike, we came to a large field of garden peas, and men were mowing them and loading them onto racks, preparatory to sending them to Canning Factories. Some of the girls had a new experience helping to load the wagons, and were pronounced good farmerettes. We gathered an armfull of the vines left on the ground, and when we returned to the cottage, had fun at a Husking Bee, taking home enough fresh, tender, peas for a good meal.

In the afternoon, Mr. Costello, who is a C&M Division Conductor and belongs to the Milwaukee Family, took a carload of the girls for a fine drive to the surrounding lakes, and there is a whole nest of them right in that vicinity.

The Costello Bus did good duty that day. It was more convenient for some of the girls to come out on the local train to Wilson, and they drove over there to meet us, then to Grays Lake to meet the other train. In the evening, made two trips to Grays Lake, taking the merry, but somewhat tired picnicers to the train. We have cast a unanimous vote for Mr. and Mrs. Costello as about the most genial host and hostess we could find anywhere—and they asked us to have another picnic out there before the summer is over—better go this time, ladies.

Obituary

George Wells, Veteran passenger, S. M. Division, passed away suddenly at LaCrosse, on July 4th. He started service with this company in 1881, and had been in continuous service up to the time of his death.

Thomas J. Fogarty, former agent at Sherburne, Minn. died on July 11th. He started railroading with The Milwaukee in 1881 and had been continuously in service up to the time of his illness several months ago.

Agent and Operator Ernest L. Barlow, I. & M. Division since 1883, died on July 11th. His last service was agent at Lansing, Minn.

Looking Younger Than Ever

Wise: "Are you the young lady who took my order?"

Waitress: "Yes sir."

Wise: "You're still looking well. How are your grandchildren?"

—*Travelers' Beacon.*

Helping Dad

"James, my son, did you take that letter to the postoffice and pay the postage on it?"

"Father, I seed a lot of men putting letters in a little place and when no one was looking I slipped in yours for nothing.

Maybe It Was Yesterday's Train

"Speaking of railroad service in Georgia," said a traveling salesman of Baltimore, "one day I was waiting for a train in a small town of that state. One hour, two hours, three hours passed, but no train pulled in. I was about to negotiate for a vehicle to drive me to the place I wished to make, when the station agent said:

"I wouldn't go to that trouble, sir. The train'll be along soon now."

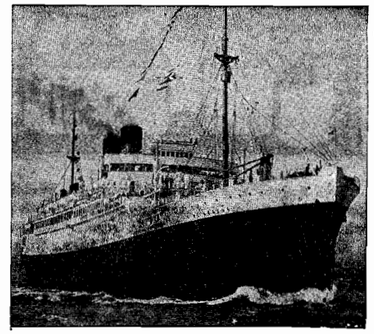
"What makes you think so?"

"Well," he answered, "I'm pretty certain of it. Here comes the conductor's dog now."

Page Mr. Barnum

Morgan: "What did you realize from your oil stocks, Bill?"

Bill: "I realized that there is one born every minute."



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including all expenses

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Cabin Steamer "DeGrasse,' and "LaSavoie"

from New York Oct. 2—Returning Oct. 28

4 WEEKS visiting FRANCE including the Battle Fields, Chateau District by automobile and PARIS with its many wonders and thrills.

There is an agent for this "tour of tours" in your city and will furnish any information you may desire. Write for name and address.

also

Your local lodge of the B. of R. T.—O. R. C.—B. of L. E., etc, have full particulars.

or apply to

American Travel Bureau Inc.
715 Straus Building
CHICAGO, ILL.

The following named have received special commendation for meritorious acts performed while in the conduct of their regular duties:

Operator Thos. Stib, Random Lake, Wis. on the night of May 30th discovered a load of lumber shifting while train No. 74 was passing his station. He promptly notified the conductor who took steps to have car set out at nearest stop, for proper adjustment.

CM&G conductor James Ryan, discovered a broken rail on EJ&E tracks just west of Coynes, Ill. and promptly notified the proper authorities. Conductor Ryan received a letter from the Superintendent of JE&E Ry. thanking him for his watchfulness.

Mrs. Marie Randall, stenographer in office of Superintendent Ingraham, Mason City, Ia. is entitled to much credit for securing two passengers from Mason City to Lost Nation, Iowa ,who were going via another line.

Section Foreman C. Peterson, Webster, Iowa, while waiting for Time Freight No. 264 to pass discovered car of lumber from Eatonville, Wash., to Kansas City, on fire, and immediately informed conductor, who immediately stopped the train and had fire extinguished, without damage to car or contents.

A Coast Division engineer (name not known) recently secured a passenger for our line, Seattle to Philadelphia and return.

On Saturday May 1st, while switching on lead at Old Yard, St. Paul, engineer Jos. Kelly noticed car off track in the CB&Q Transfer pulling over Division St. Interlocking Plant. He sounded whistle, attracting the attention of transfer crew, who stopped the train, thus preventing a derailment. Mr. Kelley received a letter from Superintendent of CB&QRy. thanking him for his watchfulness and prompt action.

Our agent at West Union, Iowa recently received a letter of thanks and commendation for interest in prompt movement of freight for the Churchill Drug Company, Cedar Rapids, Iowa; also for prompt reply to letters from the Drug Company in regard to the movement.

Cashier Edward Doran of the Dubuque Freight Office was successful in securing the routing on the weekly movement of fruit for Chicago.

Mrs. Pearl Morris, Custodian, Almora, Illinois, while extra 8351 was passing Almora station, May 29th noticed something dragging under train and immediately got word to the dispatcher, who ordered inspection of train and found a brake rigging down under car.

Dubuque Division engineers Dennis Schaffer discovered a large rock on the track near Harper's Ferry, as train No. 3 was approaching. The train crew removed the obstruction before train could proceed.

Sub-station operator Wesley Case, Doris, Wash. discovered a rock slide in cut west of Doris sub-station and promptly notified the dispatcher and also assisted in clearing the track in time to avoid delay to a silk train.

Switchman W. S. Lehman, Chicago Terminals, while on way to work discovered fire under House No. 6 Platform, Union Street and took prompt action so that little damage resulted.

Through information by Freight Solicitor, F. Robinson, Chicago, our passenger representatives were able to secure seven one way tickets from Chicago to Minneapolis. This is the kind of cooperation that makes for success on our railroad, and Mr. Robinson has the hearty thanks of the Passenger Traffic Department.

Through the efforts of H. M. Keller, Tacoma Yard, three round trip fares were secured from Tacoma to Columbus, Ohio. Good work.

A. O. Lenz, Dubuque, Iowa, discovered broken arch bar on car in Extra 2634, June 21st, and car was set out at Bellevue. This watchfulness no doubt averted a serious derailment.

Wisconsin Valley Division engineer, B. F. Enckhausen, while walking on the track one quarter mile west of Minocqua discovered a broken rail and took immediate steps to protect traffic, notifying section foreman so that rail was changed out before further damage occurred.

Switchman Frank Bronkhurst, Chicago Terminals, on June 11th, discovered brake rigging dragging on Parlor Car "Geneva", train No. 10, while passing Western Avenue; and took proper action to have train stopped and defect removed.

C&M Conductor Wm. Carr and Brakeman Walter Vantine discovered a cave-in on outbound track near Grand Avenue, Chicago, as result of a severe storm, June 11th Their train was stopped and they both went out to flag other approaching trains, and otherwise protected a bad place in the track.

Shriners Enjoy Milwaukee Service

The letters following are expressive of appreciation of Milwaukee service rendered to Shriners to and from the Shrine Convention at Philadelphia. Messrs. Johnson and Hull receive merited thanks from the distinguished travelers.

KOREIN TEMPLE
Ancient Arabic Order
Nobles of the Mystic Shrine
RAWLINS, WYOMING
July 5th, 1926.

Mr. W. E. Bock,
CM&STP Ry.,
Chicago, Ill.

Dear Sir:

On behalf of the members of Korein Patrol and band and other members of this Temple who recently made the trip to Philadelphia via your line, we wish to thank you for the wonderful trip your line gave us.

Especially do we wish to extend our thanks to your Mr. Johnson who accompanied us to Chicago and rendered us every assistance. He was on the job all the time and his wonderful personality rendered him very valuable to our party and all the members who made this trip will think "Johnson" when they think of making a trip to Chicago again and of course will associate the "Milwaukee" with him.

Presume you know that our band dedicated the music which they played in your wonderful passenger station at Chicago to the Chicago, Milwaukee & St. Paul Ry and it was "Thanks for the Buggy Ride" we had "A wonderful Trip."

Sincerely yours
(Signed) Chas. Miller
Recorder.

KAABA TEMPLE
A.A.O.N.M.S.
Davenport, June 8th, 1926.

Mr. W. B. Dixon,
General Passenger Agent,
Chicago, Milwaukee & St. Paul Ry.,
Chicago, Illinois.

Dear Sir:

I wish to personally thank the officials of the Milwaukee Railway for the special train which conveyed Kaaba's Caravan to and from Philadelphia the week of the Imperial Council. I am not exaggerating when I say that it was one of the finest equipped trains I have ever been on.

I want to especially mention the men in charge of the sleeping and dining cars. Their services are not to be excelled. We had every comfort it was possible for us to have during the time we were parked at Philadelphia. Te attendants were courteous and did their best to please. The meals served on diner were very high grade, and only good can be said of the men in charge.

Our local Freight & Passenger Agent, George H. Hull, was untiring in his efforts to please and I am sure I voice the sentiment of all when I say he left nothing undone.

Thanking you and the other officials who had a part in making this trip a success, I remain

Yours very truly,
(Signed) William R. Johnson,
Recorder, Kaaba Temple.

TANGIER TEMPLE
A.A.O.N.M.S.
Omaha, Nebraska
June 24th, 1926.

Mr. W. E. Bock,
General Agent,
Passenger Department,
306 S. 16th Street,
Omaha, Nebraska.

Dear Mr. Bock:

In behalf of Tangier Temple and myself, I wish to compliment you and the Milwaukee Railroad on the very able and fine manner in which you handled the special train for us on May 29th. The equipment furnished was very fine, clean and in good condition. The train crew throughout was very courteous and accomodating. The dining car service was very excellent, and in fact, the entire party was very well pleased.

Also wish to take this occasion to advise that your Mr. Elmer I. Johnson, Traveling Passenger Agent, who accompanied this train, was very attentive to the comfort and care of the passengers doing everything possible for us, and which made our trip that much more enjoyable.

Also wish to inform you that your Mr. W. F. Critchfield, Traveling Passenger Agent at Philadelphia, was also very accomodating and performed any number of thinss for us that added to our convenience and pleasure while at Philadelphia.

I know that you received all of the kicks and believe that when we have received the services that we did that they should be recognized and our thanks extended for them.

Yours sincerely,
(Signed) A. D. Falconer,
POTENTATE.

Made A Booster of Him
Chicago
June 25, 1926.

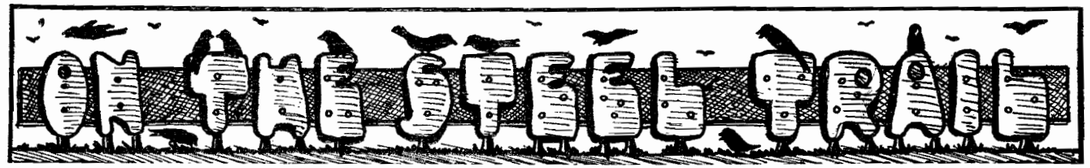
Mr. W. Kruckstein,
Ticket Auditor,
C. M. & St. P. R. R.

Dear Bill:—

On the 14th of this month my wife and I left on a vacation going on your train the Olympian to Seattle. We were routed side trip to Vancouver and then back and from Seattle to Portland and then San Francisco and then Los Angeles Southern Pacific and from there home Chicago and North Western.

We arrived in Vancouver and everything went well until we got to the Vancouver Hotel when I received a telegram telling me that my grandson was seriously ill with scarlet fever so we hurried back to Seattle

(Continued on Page 48)



LaCrosse Division News

Jesse H. Pike

Work has been started on the depot at Watertown Junction. Maas Brothers of Watertown have the contract and started breaking ground on May 15th.

Engr. Tex Mulcahy who has been seriously sick for the past three months has improved sufficiently to warrant his removal from the hospital to his home.

Conductor John Pate is bemoaning the loss of his job piloting the Motor Car for the Western Union Gang as he used to get at least two pieces of pie at each meal and John sure does like pie.

Pump Repairman, Herman Grimes has returned to Watertown after spending several weeks out west for his health.

We have men of every trade and profession among the road men but we found a new one when Brakeman Lester Hiller turned detective and capture a gang robbing a car of cheese on train No. 62 at Watertown Junction.

Engineer Chas. Roob is improving nicely from a serious operation which he had recently.

They have started moving the houses on the property recently purchased at No. LaCrosse in preparation of the new depot that is to be erected.

(Nig) Sindars, car clerk at Watertown has quit going to Madison and has started going to Portage, I wonder what the attraction is.

The tract west of the Kilbourn bridge, especially in the vicinity of the Indian Camp should be in A No.. I condition as Roadmaster Kelley has been seen inspecting it nearly every evening.

Engineer Herman Manthey and family left last Monday for Rathburn, Idaho for a visit with relatives. They expect to be gone for about three weeks.

Clerk Harry Weber of Portage was married recently to Miss Margaret McConochie of Portage. Harry says he wants to see if two can live as cheap as one. Congratulations and good luck, Harry.

Engineer Geo. Beattie is enjoying a two weeks vacation at Pine Lake.

Engineer Max Mitchell has opened his auto park at Kilbourn and may be seen swinging his arms like a traffic cop on a busy corner almost any time.

Anybody who intends to take a fishing trip through Northern Wisconsin better go quick as Brakeman Ollie Jorns is up there and after he gets started there won't be any left for any one else.

Division Accountant Budzien and wife have gone to Philadelphia to attend the Centennial celebration.

Miss Katherine Ryan spent a few days in Chicago attending the Eucharist Congress.

Agnes Mattke has left for Philadelphia to attend a Luther League convention, also the Centennial celebration.

Roy Young is the proud owner of a new Dodge car.

Len Rolleston has resigned his position as clerk in the Supt's. office and has accepted a position in Chicago.

Operator Chas. Peters has moved from Kilbourn to Camp Douglas where he has accepted the position of Station Agent.

Fire Chief Sheeley is the recipient of many congratulatory messages on the fine work of his gallant men at the Fire Drill June 30th. To Ed Moran of the Stores Dept. belongs the honor of being first to reach the fire house. As usual the Stores Dept. was "First in Service." Samuel Cadman also ran.

Aberdeen Division Notes

N.M.R.

We are very glad to report that Mr. Grantham is improving.

Louis Sebald and his faithful man "Friday," I mean Kopp, returned from their vacation, spent you surely know where, in Iowa. They had a wonderful time. I notice Louis is contented to stay home nights now.

Mr. J. Keenan returned from his vacation spent in Wisconsin. He reports an enjoyable time.

Frank Parsch and wife spent a portion of their vacation at Cheyenne, Wo.

A. W. Bonnell of the Store Dept. and wife are departing July 11th for Portland, Ore., and other points of interest.

Among the visitors at Aberdeen this month were Mr. H. V. Miller, Milwaukee, Mr. G. T. Richards, Minneapolis and Mr. James Barrett, Minneapolis

The marriage of Clara Konantz and H. J. Summers took place, June 30th at St. Marys Church. Clara has been an employee of the Mech. Dept. for over three years and has made many friends who wish her joy and happiness in her married life.

Miss Ella Lawver is the new little Miss in the Master Mech. office. Murphy is lucky when it comes to charming assistants.

Word has been received that Rose Cummings is improving and feeling better every day and will be back to work again before long.

The Milwaukee is well represented on the golf links, nearly every morning the fans are out before breakfast and all the small talk is about golf.

Harry L. Porter, former operator at Java Jct. is working relief in the Dispatchers office temporarily.

The Store Dept. have been furnished with a small Ford delivery truck which will be used for hauling material.

The C. M. & St. P. Base Ball Team of Aberdeen, after a start that did not look promising, have pulled themselves together and are making the other five teams in the City League work all the time. At present, the American News Team is leading the league and, strange to say, the Milwaukee Boys are the only ones that have beaten the pace setters, they having turned the trick twice. The Milwaukee aggregation is very formidable at this time due to the high class pitching of little Joe Blacksmith and the team work of the rest of the boys. Little Joe turned in a two hit game a week ago and came within an ace of making it a one hit game. Only the fleetness of the batter in getting to first base robbed Joe. The hit was a slow grounder down the third base line on a heavy diamond. The Foresters and Milwaukee will clash next week and it is expected that the fur will fly at that time.

We have had some real chilly evenings here lately, but it comes as a respite after the several days of terrible heat the latter part of the month.

Illinois Division

M. J. S.

Chief Timekeeper C. E. Whitt and wife returned from Cincinnati, Ohio, where they spent a few days visiting relatives.

CM&G Clerk Ted Bahwell has returned from his vacation spent visiting his sister at LaCrosse, Wisc.

Divn. Accountant R. E. Thoren, wife and son Bobby leave for Lake Waubesa to spend their vacation.

Miss Florence Swift, Steno. at Savanna Rail Mill, is recovering nicely from a recent serious operation at the Savanna Hospital. Her place at the Rail Mill is being filled by Miss Norma Bahne.

Mrs. Chas. W. Brown, wife of Engr. Brown Savanna, went to LaGrange, Ill. to attend the funeral of her friend, Mrs. Florence Woodworth, widow of Dell Woodworth, formerly a Conductor on the Illinois Division.

Mrs. Leo Sheedy, wife of Swithchman Leo Sheedy, has sent word to the effect that Mr. Sheedy's health is improved and he is able to work part of the time. This is good news to his friends on the division.

Engr. and Mrs. Geo. Rupp Savanna, returned from Chicago where they attended the funeral of the former's father, Veteran Conductor A. E. Rupp. Funeral services were held June 23rd at the Masonic Temple Chicago and was a Knight Templar funeral. Mr. Rupp was a passenger conductor on the Chicago-Marion run for many years and will be greatly missed by his co-workers. He was 62 years of age at the time of his death. He is survived by his wife and four sons: Engineer Geo. E., Fred, Albert and Elmer, at Chicago, and one brother, P. L. Rupp, CM&StP Rules Examiner. Sympathy is extended thru the medium of the magazine to the immediate members of the family and relatives.

The misses Delia and Clara Cush, Clerks Supt's. office, with their brother, Ticket Clerk Arthur Cush, and parents Mr. and Mrs. E. E. Cush, left Savanna for DuPage, Ill., to attend the funeral of Mrs. Cush's brother-in-law John Schwambacher. Sympathy is extended.

Savanna Yard News

Asst. YM G. Dahl and family left Savanna the first part of July for a two weeks visit with Supt. A. J. Elder at Sioux City, Ia. Grant can give the boys a few pointers on how they do it around Savanna Yard.

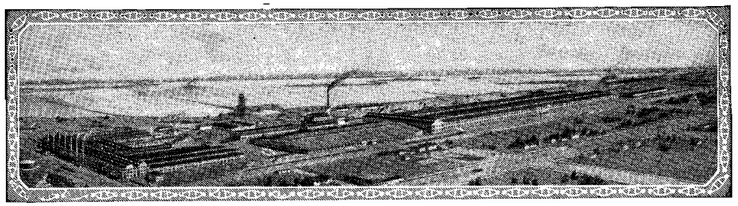
GYM W. G. Chipman and Eng. Foreman Cliff Harrison attended the Elks Convention in Chicago and report having a fine time.

Miss Mary Kennedy motored to Davenport Saturday July 10th. She reports the shieks in Davenport have nothing on the Irishman from Galena.

Chief Clerk John Barry left Savanna July 17th on a two weeks vacation to Chicago and other Eastern points.

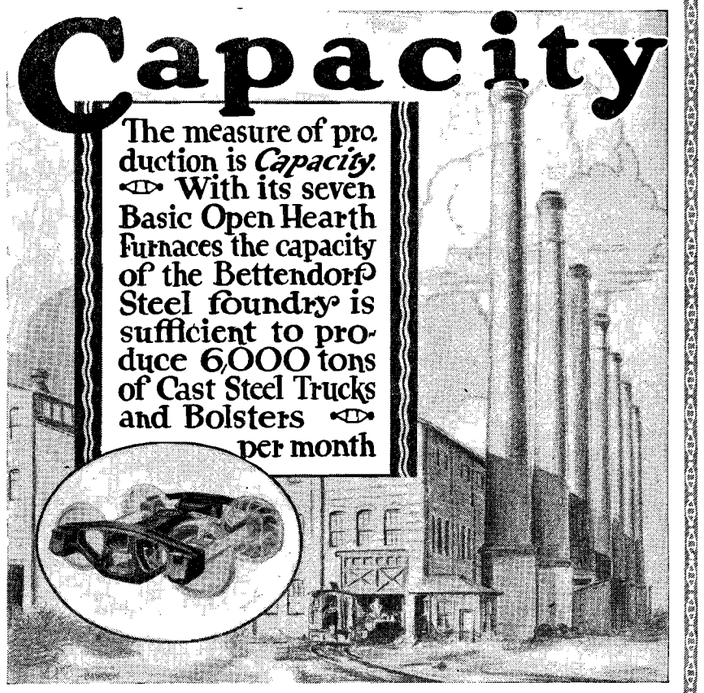
Our Asst. YM with the sunny disposition "Baldy" Bahne, is spending his vacation at the Sabula fills fishing, sleeping and chewing 77. On his return we will have to listen to his fish (tales)—how small the fish and how large the minnows.

Engine Foreman Brose has given up the 4:00 P. M. Yard C. Engine and has accepted a promotion as Chief Puller on the 7:15 A. M.



Capacity

The measure of production is *Capacity.* With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month



THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

Tramp. The breeze in C Yard was more than Bill could stand.

Bill Clerk Sherm Correll and Switchman Roy Kroll stormed the City Clerk's office last week to pay their wheel tax. They were advised that they were exempt as they did not have an auto.

Asst. YM Thos. Griffin is spending his two weeks vacation between Savanna and Chicago. Tommy says he is going to a specialist who will pull his teeth and then place them back again. Some nerve to expect us to bite on that.

Chris Jensen, steno. Savanna Yard is sure a lucky Dane. He took five chances on an Atwater Kent five tube radio set, and all told, it cost him forty cents. He tuned the other night and got copenhagen (snuff).

Henry Joseph Bell is working in Tom Griffin's place and when Mr. Griffin returns he won't know the place as the painter's varnished the middle shanty with Valspar varnish.

We are glad to report that the woodpecker that aroused our esteemed citizens E. G. Graves and Speck Welch, took wings and flew away to parts unknown. He sure was a lucky bird as the Village Vigilance Committee was going to clip his wings.

Lawrence Smith, Chief Caller is a weekly visitor to Davenport. He says he is taking up Chyropractic but not at "Palmers." He had better adjust himself to the situation.

Bill Clerk J. Casselberry has just returned from a two weeks vacation at Kansas City. Jack says it is a fine town and if you don't believe him, ask Jimmy Tigerman.

Swm Bert Follett had the misfortune to wake up o nthe morning of July 5th with a stiff neck. Bert was unable to report for duty and was compelled to attend the ball game in the afternoon to get the stiffness out of his neck. By evening Bert was on the road to recovery and was seen shooting fire crackers with the other boys on main street.

Savanna Roundhouse

We regret to report the death of Iowa Divn. Engineer Chas. W. Greene, June 25th. Mr. Green was a veteran employe of the Company, and has been a resident of Savanna for the past few years.

Time Keeper Walter Getz has returned from that honeymoon trip which was spent in the Wild and Wooly West. He reports that the scenery throughout that part of the country is surely wonderful. Now HOW do you s'pose Walter EVER had time to admire the scenery of Washington, Oregon and California when he had a pretty bride beside him to watch?

Fay King, Night Foreman at Marquette, formerly machinist at Savanna Roundhouse dropped in to see us, while on his vacation. The climate in that part of the country certainly must agree with him, judging from his healthy appearance.

Dr. M., reporting an injury over the telephone: "Cinder in corner of each eye."

Chief Clerk, interpreting report: "Good Heavens! A man had two fingers cut off his left hand."

Mrs. Alonzo Brown, wife of Iowa Divn. Engineer, and daughter Maribel are spending a few weeks visiting in California.

Ilene Kane, Steno for Roundhouse Foreman Slater, has started on her vacation. We don't know what she is doing that is exciting, but we saw her the second day she was off and she had a bruised nose. Perhaps she is improving her idle hours taking boxing lessons, who knows?

Mrs. Lola Myers is spending a couple of weeks in Northern Wisconsin, visiting her sister, who is quite ill. Hope she doesn't try vamping any of the "lumber-jacks" while she is up there. But you never can tell!

Machinist Helper Apprentice James Bradley is the proud father of a son, born July 8th.

Gang Foreman W. Sheetz is enjoying a vacation trip in Michigan, fishing and camping. I'll bet he'll catch some big fish while he is there!!!!

Oh, Oh, Oh, Asst. Foreman Chas. Langley's little Ford sedan changed into a big Studebaker coach over night. How's that for a Cinderella tale? And the best of it is is, it is true.

Freight Office News

Dialogue:

Nelle: "Say, did you see that Freight Inspector in here?"

George: "Shure."

Nelle: "Did you see him shake hands with me?"

George: "Sure, why?"

Nelle: "Oh, he shakes hands *so nice.*"

George: "What do you mean, n-i-c-e"?

Nelle: "Oh—words can't express it."

"Ken" Trunninger is now planning to get a cow to complete his farm. How's the chickens coming, Ken?

"Micky" Mulcrone still persists in the habit of eating fish for dinner.

Mildred Eaton, our new steno. is the possessor of a Ford Coupe. Say Mil, tell the truth, which was it, the Ford, your watch or the Alarm clock?

S. M. East
R. G. E.

All summer Dwight Kneeskern has been spending a large portion or his spare moments on the banks of the Cedar River near Ramsey trying to land a fish that would make a plentiful meal for a family of three. His efforts were not in vain,—On July 1st, at about 6:00 P. M. he was suddenly reminded that there was something nibbling on his hook. Investigation proved that it was a monstrous pickeral. With a lot of effort on his part, our worthy Hero landed the fish. Everyone who was on duty near the Milwaukee Depot had a chance to see the fish, which weighed eight pounds, but—he furnished only three with a goodly meal.

Work is progressing on the Hollandale Line. There is a sign over one of the buildings in the little village reading "CM&STP Railway Station." The contractors are working their crews very hard and expect that by August 15th, the first CM&STP train will pull up to the station.

Engineer P. J. McCarthy and Fireman John L. McCarthy are taking a weeks vacation from their duties on the S. M. Division. This time they are spending at one of the many lakes near Minneapolis. We may all expect some real fish stories when John returns to Austin.

Engineer Leon Comeau and family have left Austin for an extended vacation at Seattle, Wash., and other western points.

J. H. Igou, Electrician at Austin Shops, has taken his family to California for a three weeks outing.

O. D. Woelke, who has been Roundhouse Foreman at Austin for the past two years, has been transferred to St. Paul, where he has the second shift. His family has not yet been moved to the Capitol City and Woelke spends week ends at Austin.

The cat finally got out of the bag—E. F. Gaskill made an announcement in the Austin Daily Herald of his marriage to Miss Bessie Shurtlift. They were married at Austin on December 23rd 1925. Frank Bradt assisted in the ceremonies. Mrs. Gaskill is at the present time visiting her parents at Colome, S. Dak.

Leonard Flannery spent Sunday, July 11th in Minneapolis with his father.

Train Dispatcher S. C. Sorensen spent his two weeks vacation with his mother at Mankato, Minn.

Clarence Aughey has returned from a two weeks vacation, which he spent at his lakeshore property on Lake Superior. Aughey says he wishes he could spend more of his time in "God's Country."

A. L. Piper enjoyed a visit from his parents of Sioux City the week end of July 3rd. Art accompanied his folks to Minneapolis on Sunday, returning to Austin on Monday, July 5th.

It is with regret that we report Mrs. A. Satterlof in a critical condition at St. Olaf Hospital, Austin. We all hope that Mrs. Satterlof will soon be on the road to recovery.

On Sunday, July 11th, Agent T. J. Fogarty of Sherburn died. He had been an Agent in the employ of the CM&STP for a great number of years. Interment was made at Austin on Tuesday, July 13th.

Sunday, July 4th, Engineer George Wells of Melrose, Wis. was found dead in his bed at 4:00 P. M. Mr. Wells had laid off for three or four trips and had been complaining of not feeling quite well, but his untimely death came as a shock to everyone. George had been in the employ of the Milwaukee since 1886.

Eleanor Moran and Margaret Dunbar will leave Austin on Friday, July 16th to be gone for about two weeks. They will visit at Denver, olo., Hurley, New Mexico., Los Angeles and San Francisco, Cal. and Seattle, Wash. before returning to Austin.

E. J. Kavanagh visited at Austin between trains on July 7th. Understand he will be a regular visitor at the Austin offices beginning September 1st. "Girls, he is not married."

Steve Kloechner enjoyed a visit from the Misses Carroll of Minneapolis on July 4th.

B&B Foreman Wollweber and crew are back to Austin for a short seige of work on the Austin buildings. This crew has been working east of Austin for about two weeks. After their work is finished here they will journey "West." Charley doesn't carry his radio with him and says he misses it terribly.

"M.C.B. Gossip"
"Lee"

Gertrude Haas and Lillian Skobis started the vacation ball a'rolling by taking a trip to New York. They took the first boat trip that went up the Hudson River this year, and considered it perfect plus.

Frederick Andrews spent his vacation in Washington, D. C., and New York, and since Frederick is an enthusisastic "Kodaker", he came back with a collection of 60 snapshots, one of which was of the Swedish Crown Prince. We would like to see the pictures but have been told they are in a book and he won't bring the book down. In that case I suppose "we" will

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RAIL ANTI-CREEPERS

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have to go to the book. Watch out Frederick, we'll surprise you yet.

August Gehl put so much pep into a ball game one noon, that he overtaxed his heart, and for a while there was little hope that August would be counted among the living. He is back again well and happy and will stick to horse-shoes hereafter at noon.

Minneapolis really should feel very honored. Four members of the MCB Fair Sex visited them this last month. Harriette Badger, Fern Hawkins, Catherine McConville, and Marcella Claffey found that a very interesting place.

Alvin Barndt spent his "vacation" in Washington, D. C. and New York. Trust him to have adventures wherever he goes. He arrived in Washington with a cheek so swollen that his eye was shut, all because he didn't have a certain little root "that never bothered him" taken out. The dentist there told him what he thought of him in no sweet terms, and as Mike had his mouth open he couldn't answer back. At any rate the root is out now.

Dorothy Yakes must have a jinx following her. She divided her vacation to make it last longer, and during the first week she got the "flu" and spent the second half in the hospital having her tonsils taken out.

Julia Barrows and Bernice Kruse are spending part of their vacation at Mammouth Cave, Kentucky, and knowing the disposition of these young ladies we know they are having a wonderful, adorable, delicious, just awfully good time.

Julia Weins, Marcella Claffey, Catherine McConville, and Julia Barrows visited the Eucharistic Congress and declared it really worth the trip, although Catherine and Julia Weins got caught in the terrible rainstorm on Thursday.

It took an automobile accident to make Helen Horan sit still and give her the boyish bob, she threatened to get so often. Our poor little Irish Coleen is all tied up in a cast at St. Mary's Hospital. We hope to have her back soon again for we miss her pep. Mrs. Gregory really hasn't anyone to scold any more, Helen, so you had better get rid of that cast in a hurry.

Ruth Martens spent part of her vacation at Manistee, Michigan, and had such a good time that she was sorry she didn't take all of her vacation at one time. Mr. Brock's threat to wish a rainy day on her one day, a cold one, the next, and extremely hot weather the next with giant mosquitoes attacking her all the time, evidently didn't work in Michigan, or maybe she kept her fingers crossed. Ruth said every day was perfect.

Harry Belond spent part of his vacation at Excelsior Springs improving his stroke, and came back looking brown as a bear. We didn't see his score card though.

Ruth Wolf has taken a leave of absence account of ill health. We would like to know who wished all this sickness on the MCB Office all at once. Anyhow we'll hold thumbs for Ruth and the others who are off sick and hope to have them back again soon.

Was Al. Johns of the Blue Print Room trying to get a free hair cut or making a one-man protest against boyish bobs? There is a tale afloat of how he let his hair grow, and grow, and grow, until the boys had to braid it to keep it from getting caught in the blue print machine. This grew monotonous after a while and they took up a collection and gave him the choice of having his hair cut or having them cut it. Being a wise boy, he had a barber do it.

Weber, (checking passenger car list) "I wonder what the guy who named these sleepers is doing now?"

Walter Stark, "He's picking out names for the different shades of women's stockings."

John Kozlowski said he spent most of his vacation at South Shore Park, and the deep coat of tan he has acquired certainly proves his story.

Our new member is Roy J. Haight, whom we understand came from Portage. Well, Portage's loss is certainly our gain, and we're glad to have Roy with us.

Notes from the Traffic Department Local Office and Docks, Tacoma

R. R. T.

Mr. R. U. Bement, Assistant Agent at the Local Freight Office, and Mrs. Bement took a brief vacation the end of June and drove to that Mecca of all good Americans in this vicinity: Vancouver, B. C., leaving here June 29th, stopping at Everett, then at Vancouver, from there to Victoria, and finally returning to Tacoma July 2nd. They report a very pleasant trip.

The vacation season being now on us in full blast, our record covers just one vacation after the other. We begin with Chester McLennan, Chief Yard Clerk on the first trick at the Yard Office. Chester began with a brief vacation of three days about the middle of June, when he went to Spokane, accompanied by Mrs. McLennan, to attend the state convention of the Order of the Eastern Star, of which he is a high official. During this time he was relieved by Bob Shipley, while Bob in turn was relieved by Malcolm Wood, known to his many friends as the Faithorn Kid or the Bazoo Baby. After a brief spell of labor Chester and Mrs. McLennan went o na real vacation of about six weeks, leaving July 3rd for Chicago, from where they go to Washington, D. C., Philadelphia and the Sesqui-Centennial Exposition, New York, and finally Boston, where Chester will see his old home-town of Cambridge, as he was born almost on the very site made famous by the "Village Blacksmith Shop" (to Mac's many friends, Cambridge, of course, owes its fame to the circumstance of its being Mac's birthplace.) We wish the pilgrims a pleasant journey and a safe return to the cooler climate of Puget Sound. During their absence Bob Shipley will again officiate.

Next on the list is Bob Shipley, himself, who together with Mrs. Shipley made use of his vacation by driving to Vancouver, B. C., then to Nazaimo on Vancouver Island, and to Victoria via the famous Malahat Drive, returning by way of Port Angeles—a beautiful trip. during which Bob's seagoing flivver gave no trouble whatever.

Miles Story (or maybe he spells it Myles, to be in fashion) of the Yard Office enjoyed a two weeks vacation in June, during which the Story family went to our neighboring village of Seattle, also to Everett and to Renton, the town made famous by being Miles' ancestral home.

Frank Clover, Warehouse Foreman at the Local Freighthouse, is enjoying a vacation of several weeks, but the term "enjoying" must not be taken too literally, for he is using his vacation to do the work on his berry ranch. We hope he gets the top price for his berries. In his absence Raymond Fink is acting as Foreman, pro tem.

Mrs. Thiele returned from San Francisco, where she visited her daughter Irene, June 14th on the S. S. "H. F. Alexander;" she was good and seasick on the way down, but enjoyed her meals on the way back. Oswald, the tall and lanky messenger, remained in San Francisco for the present, having landed a job with the Associated Oil ompany at Burlingame, a suburb of San Francisco.

Noah Waldron, Assistant Foreman at Dock Two, and Mrs. Waldron gave their pass an airing and used it for a trip to visit relatives at Roslyn, the coal mining town near Cle Elum, from June 12th to June 16th. Over the Glorious Fourth and Fifth they drove up into the wilderness of the Cascades beyond Morton, where they fished for trout in one of the innumerable creeks of that vicinity. They caught a good many fish, though none of any great size, and greatly enjoyed them fried there in the open. Mrs. Waldron also had the pleasure of slipping off a rock into the creek nearly up to her neck, and the water was icy cold, too. She will certify. But she is a good sport, came up smiling and kept right on fishing.

W. J. (Scotty) Kear, Assistant Foreman at Dock Two, with Mrs. Kear and their daughter, Mrs. Margaret Harland of Tacoma, drove to Paradise Inn, over July Fourth and Fifth, coming back in time to admire the Fireworks on Monday evening.

Frank McMillan, watchman on the Dock roll but actually watching at the Shops, took his annual four days leave-of-absence, the latter part of June. Mac is onthe job so regularly that a layoff is quite an event for him, but by the time four days are up he hardly knows what to do with himself and is just anxious to get back to work. "Dad" Harvey Coffman, one of the Old Reliables of the Dock Forces, relieved him in the meanwhile.

Billy Woodward, Oriental Clerk at the Local Office, accompanied by Mrs. Woodward and Misses Edith and Mabel Briffet, Mr. Ray Betcherd and Mr. Julian Dupuis, all of Tacoma, spent an enjoyable four-days week end at a wonderful camping place on the beach near Dash Point. The grub held out and the party even brought some back to town, so it is plain that the outing was a great success.

It gives us great pleasure to announce the latest addition to the Milwaukee family at Taconia, being none other than the baby daughter of Tom Dolle, Chief Bill Clerk at the Local Office, who was placed on the Seniority List on Saturday June 19th. Tom was naturally so overcome with joy and with the exertion of distributing cigars and candy—that he had to take a brief vacation, Billy Woodward officiating in his place. We extend our cordial congratulations and best wishes to the proud parents and the little daughter.

Prent Bement, son of Assistant Agent Ralph Bement, is now the messenger, and is making a good record for speed and reliability.

The Local Office is now being repaired. While it needed it badly, the process is somewhat messy and most of the force have paint in their hair and on their clothes. It is not safe to touch a door post or window sill anywhere and everybody will be glad when the artists have finished their work.

Emmett Maloney, Oriental Clerk at the Local Office, regarding whose coming nuptials we gave some advance information in our last number is showing further signs of his approaching fate. He has now become a freeholder, having bought the residence of Inspector Folsom of the Trans-Continental Freight Bureau, a cozy place in lovely surroundings. It will not be long now before we shall hear of his permanent change of address. We can hardly restrain our impatience.

Miss Stone, Stenographer at the City Office, in company with a young gentleman as to whose name Miss Stone blushingly refuses to commit herself, recently drove to Billingham for a week end houseparty with friends at the Tulip City.

Joe Baughn, Rate Clerk at the City Office, and the family went to Spokane 'Coeur d' Alene and St. Marie's over the fourth and fifth. We have not heard as yet whether they stopped anywhere to fish.

Mrs. Nelson of the City Office recently had a mishap in driving back from a visit to her parents at Seattle. The "rear end", as she describes it, meaning presumably the differential housing, dropped out of her car and forced her to come in from Sumner on a bus . That's what you get from not patronizing the railroad.

Roy Kidd, Chief Clerk at the City Office and Joe Baughn of the same with their families recently went out to Patterson Lake, near Olympia, for the week-end and Sunday. From Roy's account, which is perhaps a little one-sided, we gather that Roy put in his time like a gallant gentleman in rowing the two families around on the lake, incidently developing blisters as large as goose eggs, while Joe reclined on the bank of the lake under a shady tree, fanning himself and watching Roy's exertions. Between us, we believe Joe was the wiser, but Roy is deserving of great credit for his unselfish devotion.

Miss Hazel Bilty, daughter of Mr. C. H. Bilty, Mechanical Engineer at Milwaukee Shops, recently came here on a visit from Milwaukee, where she formerly was secretary to Mr. R. W. Anderson, Supt. of Motive Power. She liked it so well here that she decided to stay and Mr. Valentine, Tacoma City Passenger Agent, was instrumental in obtaining for her a position with the National Park Service at Paradise Inn, where she will no doubt enjoy a wonderful summer.

Superintendent and Mrs. Rossiter are enjoying a visit from a nephew of Mrs. Rossiter, Mr. Daryl Swan, accompanied by a friend, Mr. Cleve Stair, both of Monroe, Wisconsin, in the Cheese Belt. Mr. Rossiter brought the two young men to Dock Two, where they inspected the O. S. K. Steamer Africa Maru, then discharging at the dock, from the upper bridge clear down to the shaft tunnels, she being quite a novelty to them. They experimented with eating rice and pickled radishes with chopsticks, but they did not succeed very brilliantly, we must admit. We hope they favor us with some of the views they took, if they come out all right. Come again, gentlemen.

Mr. J. F. Bahl, Assistant General Passenger Agent at Seattle, arranged an excursion to Rainier National Park Sunday June 27th for the Passenger and Ticket Agents of all the roads and steamship companies at Tacoma and Seattle. The list of all the participants would be too long, but the following Milwaukee people went from Tacoma: Mr. F. A. Valentine, City Passenger Agent; Mr. E. A. Schumacher, City Ticket Agent; Mr. J. W. Griffin, Asst. City Ticket Agent; Mr. G. S. Freestone, Depot Ticket Agent. They had a glorious trip, only regretting that the time was too limited to see much of the beauties of the Mountain.

The Northwest Advisory Board for Washington held its Annual meeting June 30th at the Hotel Winthrop, Tacoma. Among those present were the following Milwaukee men: Messrs. H. B. Earling, Wilson, Kellogg, W. P. Warner, Spokane; E. Mather, Portland: Harry Rowe, Myers, Campbell, Seattle; Stevenson, Tacoma, and Alleman, Tacoma. Doubtless there were others whom we missed. As usual they all took a prominent part in the proceedings.

Mr. Rehm, who was transferred from Aberdeen to Tacoma as Traveling Freight Agent, during the recent State Elk's Convention at Tacoma returned to his first love by wearing an Aberdeen label and trailing with the Aberdeen herd. We haven't heard yet how his Taconia friends will punish this grievious defection from his new home.

Over the fourth and fifth our line ran special trains to Spokane, handling about 800 people from here. These popular-priced excursions seem to draw very well.

R S & W Lines South

E. J. C.

Brakeman Oscar Keay, and family are spending a few weeks vacation at Atlanta, Ga.

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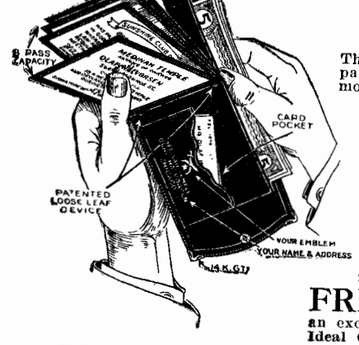

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The **HALVORFOLD,** new invention, just patented, enables you to show 4, 8, 12 or more passes, membership cards, photos. etc., each under separate transparent celluloid face. Also two large card pockets and extra size billfold. Made only of HIGH GRADE, Genuine **COWHIDE, CALFSKIN** and **PIGSKIN.** All silk stitched, extra heavy, no flimsy cloth linlug. **"Backbone"** of loose leaf device prevents **"breaking down".** You simply can't wear out your **HALVORFOLD.** Size 3½x5 in. closed. Just right for hip pocket. Gold corners and snap fastener. **Our special price to you Cowhide or Morrocco, $5.00—worth $10.**

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I want the:

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Also send me your special AGENCY PROPOSITION, I am interested in making extra money. ☐

Be sure to check engraving you wish in addition to name

Mrs. C. F. Holbrook and son returned to Minneapolis after a few days visit with relatives.

Condr. A. Hill and family are visiting friends in Detroit for a few weeks.

Engr. Hubert Conway and family of Chicago Heights were visiting with relatives in Ladd, last week.

Brkman. O. Brown, of St. Paul, Minn. who some time ago received an appointment as organizer for the Woblies hied himself to the South West harvest fields but owing to the fields being burnt up by the long drought, making his business poor, he was forced to enter the oil business running opposition to Sinclair Oil Co. Having made his stake he is now among us celebrating.

Switchman Roy Pryor decided he would go farming so layed off for 3 days, the evening of his third day farming someone told Newt there was a surplus of farm products, he immediately bunched his job farming and is back chasing the 2420.

We were wondering why all the generosity on the part of our Chief Clerk Geno Muratori. Answer: A bouncing baby girl.

Our old friend W. A. Davis of everywhere dropped in on us Sunday to renew old acquaintances.

Twin City Terminals

N. A. H.

Mr. Harold Odegard of Green Bay toured through Minneapolis on his vacation. This time, he did not come alone and in a very meek way broke the news that he just became a benedict. We all wish Mr. and Mrs. Odegaard the best of wishes.

Mr. Adolph Hensen, Foreman in South Minneapolis Shops, retired June 30th after giving the Company nearly 41 years faithful service.

We have a new member added to our staff at St. Paul Roundhouse. Mr. Wolke is transferred from Austin to St. Paul, taking the formanship on the second shift, Mr. Belitz being transferred back to Minneapolis Shops.

Mr. J. L. Brossard, Roundhouse Foreman of the new St. Paul Roundhouse, is enjoying a real vacation after the strenous winter, organizing the new terminal roundhouse.

We have reliable information that Pipefitter John Nordale and Machinist Fred Jesberg of Minneapolis Roundhouse have invested in a cottage at Pequot, Minn. and that Mr. Nordale is going to install steam heat and Mr. Jesberg a Milwaukee Stoker. Not a bad idea at all if our summers are to be like the present.

There is a new Hup Eight in Line added to the relics at South Minneapolis Roundhouse but as yet we have not been able to ascertain the owner. Would like to be enlightened as to the owner.

The Boilermakers' Staff Meeting was held July 7th, 8th and 9th at the West Hotel, Minneapolis, and a very good attendance was there besides many helpful suggestions brought out. Mr. A. W. Novak conducted the meeting.

Miss Katherine Buckley lost her mother recently and we all extend to her our deepest sympathy.

Mr. W. C. Blase is spending his vacation in the Northern part of the State—he can make good time on three wheels. Just inquire how this can be done. He says "Never again."

Mr. Alfred J. Swanson, a retired veteran employe of the Milwaukee railroad, passed away. He had been employed as a sheet metal worker in the Milwaukee railroad shops for many years, retiring eight years ago.

We hear someone at Wabasha is going to surprise us by getting married. Don't keep us in suspense.

Sioux City and Dakota Division

H. B. Olsen

On June 15th 1st trick train dispatcher J. Jamison was appointed Chief Dispatcher to fill the vacancy left by Mr. W. C. Givens who was promoted to Train Master on the K. C. Division. Mr. Jamison has worked 1st trick for several years and no better selection could be made. "Jess" will have the co-operation of all the division employes and will make good in the promotion he deserves.

Burton Holmes has nothing on Chief Clerk Fred G. Myers and Freight-house Foreman Leonard Mostrom, Sioux Falls. The boys recently completed a tour of the Black Hills and where they did not go is not below the surface of the ground in the Home Stake gold mine. They were very enthused over the adventure and swear the Swiss Alps have nothing on beautiful scenery of western South Dakota.

News comes to us that Conductor A. Hanson Sioux City has taken on a side-line of "calling crews." Not so bad but how do you do it Hanson?

On June 20th the new card brought with it, much improved and excellent freight and passenger service to Sioux Falls. In the history of railroading, in Sioux Falls no train on any road received the attention that the new Sun Shine Special did which leaves Sioux Falls daily at 4 P. M. arriving at Chicago eight o'clock the next morning. On its initial trip, Sioux Falls sent its most highly respected citizens including Mayor McKinnon, to Chicago where the delegation were warmly received by President H. E. Byram and the Association of Commerce. The new service meets all competition and gives the northwest service that cannot be equaled anywhere. Pictures were taken of the train as it was leaving the Sioux Falls station and reminded one of a circus day in the city by the large crowd which were eager to see a "real passenger train."

New and improved freight service has been added to the Sioux Falls territory which again proves the "Milwaukee" is the popular line in the northwest. Trains 161 and 166 included on the new card are giving Sioux Falls freight service it has never enjoyed before. In fact the crews on these runs, especially Conductor Rifenbark, brakeman Houser and Weaver sleep with their clothes on to eliminate any delay in dressing. That's how fast we go.

On June 21st Dispatcher C. L. Jacobs, Sioux City, committed suicide at Kansas City. No one knows just why he committed this rash deed. Mr. Jacobs was on a leave of absence, the body without identification, was found but no one seemed to know who the man was excepting for marks on the clothing "CLJ," giving some clue, and Trainmaster W .C. Givens of the K. C. Division learning of this immediately went to Kansas City to identify the body but it had been laid to rest. Later Mrs. Jacobs of Sioux City went to Kansas City and identified the body as that of her husband and the same was removed to Sioux City. "Jake" as he was better known, had many friends and was one of the best dispatchers. It is regretted indeed and the bereaved family have the sympathy of the entire division.

Engineer Charles Tythcott, has been busy, in fact so busy he was compelled to "lay off" a couple of trips that he might harvest his cherry crop which each year proves to be just a little bigger than the previous year.

Roundhouse Foreman, Pete Fosberg, Sioux Falls with his wife are touring the Black Hills of South Dakota. Mr. E. Otto, of Sioux City is relieving Pete at Sioux Falls.

Conductor Walter Shadle was taken to the hospital at Sioux City July 4th where he underwent an operation for an inward goiter. Walter was able to leave the hospital on July 10th, and while he has not resumed work at this date, he is recovering nicely.

Mr. G. A. Scott, from Dubuque, Ia. has Joined the S. C. & D. family as trick dispatcher at Sioux City. Welcome Mr. Scott, you will find this the best division on the system.

Conductor "Bill" Beaver made a trip on the "hot-shot" Sioux Falls—Sioux City run and made a record run not yet equaled. Will Conductor Medin kindly page this.

Ticket Clerk, J. E. Griller, Sioux Falls, has been appointed Assistant city Ticket Agent at Omaha. We regret very much to lose you "Joe" but wish you every success in your new promotion which you duly deserve.

Lloyd F. West, clerk to Roadmaster Jerry Murphy, Sioux Falls has accepted the position of Ticket Clerk left vacant by J. E. Griller. Lloyd is a most accomplished young man and his ever pleasing personality will win him many warm friends in the traveling public.

Conductor Fred Cunnings spent his annual vacation up in Canada at the old home-stead. He made the trip by "rail" not by the "Moon".

"Judge" Omar Wells spent his annual vacation at Aberdeen and mingling with the finny tribe in near-by lakes. He reports the best luck.

Traveling Engineer, "Bill" Gardner from Milwaukee has just installed an engine exterior washer. Air, water and crude oil is used and much time is saved in removing grit and dirt. Mr. Gardner was for many years employed on the S. C. & D. as engineer and was glad to meet his old time friends.

On June 29th Mrs. Pete Smith, wife of Conductor Smith passed from this life at her home in Yankton, S. D. Mrs. Smith had been ill, but not considered serious, until a few days before her death. Mrs. Smith was born and raised in Yankton and is well known and respected in that locality. The bereaved family have the sympathy of the entire division.

Master Alfred B. Main Jr. son of Engineer and Mrs. A. B. Main won 2nd prize at the Princess theatre, Sioux Falls when he put on a little act of his own. His act was along the line of "rough and tumble" ending up with a jig. He made all his own stunts and received much applause.

Section Foreman Thomsen of Charter Oak attended the funeral of Roadmaster M. Murphy who was buried at Sioux City June 19th.

Switch Foreman C. Gray, Sioux City, has taken a leave of absence being relieved by F. Evans.

Fireman J. Seekatz has purchased a Dodge touring car and you ought to see Johnnie make the dust fly.

Section Foreman Chris Olson our old reliable at Hawarden spent the Fourth at Minneapolis and reports a glorious time. He viewed all the new improvements while in the Twin Cities and also met Mr. H. E. Brock, a former S. C. & D. Agent.

Nick Reams crew are building a new water tank at Hawarden, the well has been dug and with plenty of good water, engines will have no trouble in getting a supply when needed.

New crossing planks have replaced the old ones on crossing near Hawarden station and the improvment is a welcome one.

In a canvass for the most popular music, S. C. & D. employes have voted that the song "Always" by Irving Berlin is the best liked "Let Me Call You Sweet Heart" came in with a strong second.

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On Time Line—Kansas City Division

M. F. K.

Trainmaster J. H. Valentine was appointed Assistant Superintendent of the Chicago Terminals on June 15th. Mr. Valentine came to this division in February 1925, from Savanna, where he was employed as Chief Dispatcher. He has been with us only about sixteen months but during that time he has made many friends on this division. He will be missed, but we all wish him much luck in his new position. Mrs. Valentine and the two children expect to leave some time this month for their new home.

Mr. W. C. Given, formerly Chief Dispatcher at Sioux City, has been appointed Trainmaster of this division in Mr. Valentine's place. We sincerely hope Mr. Given will like our territory, our people and his new position.

On June 18th occurred the death of Ellen Elizabeth Sowder, the seven year old daughter of Chief Clerk and Mrs. J. W .Sowder. This was indeed sad as the little girl was unusually bright and will be greatly missed by everyone. Her picture appeared in an issue of the Magazine last year. The sympathy of the entire division is extended to Mr. Sowder and family.

Friends of conductor John James will be interested to know we have received word from him. He is improving considerably in health. At present, he is with his daughter at Miles City. He will be unable to come back to see us all this summer but he has apparently not forgotten us.

The feminine touch is very much in evidence at our station grounds at Excelsior Springs. Three arbors have been built at clever intervals on the lawn surrounding the station. These are covered with rambling roses and beautiful foliage. The benches within the arbors and several wicker chairs which are placed about the lawn, are all painted white and the entire effect is nothing less than charming. No doubt in order to bring about this wonderful effect, it has taken nearly all the spare time of both Agent Harry Owens and Mrs. Owens and their efforts are to be highly commended.

We are wondering why Division Engineer W. H. Vosburg dislikes to ride on Marion line train number 103. Oh well, after Brookhart is elected, there probably will be no choice, Mr. Vosburg, as there will be no passenger trains to ride.

Mrs. W. H. Vosburg is on a trip in the east. (Note: This has no connection with Mr. Vosburg missing his train.)

Dispatcher J. V. Tuomey and family have returned from a two weeks vacation which was spent at Parnell and other interesting (?) points.

Mrs. Mabel Van Camp of Marion, Iowa and Engineer G. L. Tucker of Ottumwa were married on June 28th at the increasingly popular "Little Brown Church in the Vale" at Nashua. They left immediately for a trip through Yellowstone Park and on their return, will stop at Denver and Kansas City to visit friends.

Agent J. W. Calvert of Ottumwa, accompanied by his family, has gone to Florida for a two weeks vacation trip.

C. C. Phillips has been assigned to the agency at Hutledge, relieving F. A. Roberts, who has been assigned to third trick at Seymour. Understand before Mr. Roberts resumes work at Seymour, he is planning on taking unto himself a bride, the young lady coming all the way from California.

Dave R. Davis, roundhouse foreman at Montevideo is visiting his parents in Ottumwa. Mrs. Davis and their very important small daughter are accompanying Mr. Davis, the trip being made overland. A picnic was held at Foster Park in honor of Mrs. Davis, attended by old friends.

Mr. H. E. Pierpont, Chief Traffic Officer, and party, made a trip from Chicago to Kansas City and return, on the Southwest Limited, July 3rd and 4th in business car "Montana."

Miss Ilee Sowder, comptometer operator, has taken a two month's leave of absence.

Henkel Construction Company, who were awarded the contract for paving Primary Road number 13, is now located on our tracks about two and one half miles north of Rutledge. A spur track has been constructed to facilitate the handling of the material. It is expected about 900 cars of material will be used for this work, all of which will be received over our line.

Dispatcher J. G. Upp and family left July 3rd for a vacation trip. Their itinerary includes Philadelphia, Boston and Washington, D. C. Mr. Upp postponed this trip for several days as he learned that Congress would not be in session during the Fourth of July. As Jay is a farmer himself, he is quite interested in the farm relief legislation and wanted to give some of his Senatorial friends first hand information as to the requirements of the Iowa farmer.

Mr. Latourella, General Secretary and Treasurer of the ORT, and Mr. M. F. Pollard, local chairman, made a trip over the division recently, calling on the various members, on matters pertaining to the good of the order.

Recently an extra west bound train was moving down Rutledge hill past the home of Operator V. O. Metcalf, who discovered a pair of wheels in this train, off the track and succeeded in getting stop signals to the crew. This undoubtedly saved an expensive derailment and certainly showed quick action on the part of Mr. Metcalf.

Operator V. H. Campbell, Laredo, has returned from a vacation trip of several weeks.

Just as we are about to close this column, comes the surprising news of the marriage of

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Miss Ruth Williams to Mr. George O'Gar, which occurred at Minneapolis on July 8th. The former Miss Williams is the grand-daughter of Dispatcher R. O. Clapp, with whom she has made her home. The groom is the son of S. J. O'Gar, who formerly was Master Mechanic here, and is now residing in Minneapolis.

The young couple will make their home for the present, at Carlyle, Montana, where the groom owns a ranch at that place.

Milwaukee Shops

H. W. G.

Mr. John Schafer veteran switchman at the Milwaukee Shops died July 3rd cause given as heart disease. This was certainly sudden and a shock to all of his friends, and they are many. Mr. Schafer was in apparent good health the day before, altho he had complained a little not long ago.

Engineer Urtebes died the middle of June. Mr. Urtebes was an old C & M Div. Engineer, but had done no running of late.

Mr. Gillick and Mr. Harstad were at the shops July 1st.

The many friends of Miss Helen Horn will be pained to know that she met with a severe automobile accident near Waukesha July 2nd, collision with another car resulting in a hip fracture and two ribs. She is at St. Marys Hospital where she is resting as well as can be expected, and keeping up cheerful.

Another Veteran Jno. Bunce died July 4th, particulars not received as yet.

Quite a surprise to the most of us was the news that Mr. T. Kirkby of Mr. Silcox staff had accepteda position with the M. K. & T. RR. with headquarters at Parsons, Kansas. Ted used to be with us up here.

The old drop-pit room has taken on a new roof. The old roof was put on in 1880, some service.

The main driveways over the plant are getting a surfacing of concrete that is dazzling in the sunlight.

Mr. Lawrence Gillick, son of "J.T.G." called at the shops the 14th on vapor heater matters.

We had always supposed that Atkins station was named after some of the H. C. Atkins family. Mr. Atkins General Supt. died in April 1884.

Mr. Kubek has gone to Deer Lodge. Geo. Kemp is with Mr. Elder. Mr. Sheffield is a new face on the floor so is Miss Patricia Peck.

The light buff paint in the offices sets things off fine. Getting straightened around pretty well.

Say hello to the new phone boy.

Mr. R. D. Fletcher of the Crucible Steel Company is an occasional caller, always smiling on the job.

We notice another, down in the GSMP office will go by another name before this is read. Miss Jeanett Goldnerg. Bessie of the Pass Bureau it seems already carries another name.

Nothing in the July magazine just received about the Veteran's annual, details probably in the next issue.

"When Grover Cleveland toured the West", way back in '87. We remember the banquet at the old Plankinton House, and reception for Mrs. Cleveland at the Kneeland mansion Grand Ave. and 10th street, (now torn down). Hon. E. D. Holton met the sight seeing procession at Grand Ave. and 35th street on his white charger the next morning extending to them the freedom of the city.

The Milwaukee RR. is really invading the Yellowstone Park tours.

Wish we could have gotten hold of one of the Movie excursion pictures sooner.

It is good to see Mr J. J. Hennessey once in a while who calls in occasionally.

First thing we know some of these rushing auto drivers are going to tip some of our freight trains over, striking them so hard in the middle. Flat cars in the night is what is claimed fools them, seeing distant lights above the flats.

H. & D. Division

"Bab"

Suppose you all had a glorious time the 4th (which came on the 5th this year). Guess most of the folks in this vicinity went to the different lakes to enjoy the vacation—nothing doing in the towns anyway.

A Safety First meeting was held at Milbank, So. Dak. on June 22nd with a very large attendence. These meetings are attracting more interest every day, and certainly do much to insure the safety of employes and passengers on the Milwaukee.

The Office force, together with a number of other young ladies, surprised Miss Elva Hinman at the home of Mrs. Wogan, and it turned out to be a "kitchen shower" for Elva. Among other things, she received some very useful advice as to how to treat "Butch" when he comes home a bit late, or her nerves aren't quite up to par. Don't take those remarks too seriously, Elva—but be your own boss all the time.

From the above, you will naturally suppose Elva is going to get married???? Well, you're right, she is—we will tell you all about it in our next—it's a little bit too early just now.

Operator Jerde who has been quite ill in the hospital at Montevideo is now on the gain, and is spending the summer with his sister and family on a farm. Hope the fresh air and good things to eat will fix you up OK and that we will see you back to work in the fall, JD.

E. J. Lahiff, chief clerk at the Store Department is on his vacation in the north woods, near Shesheba, Minn. Bet you'll bring back a good coat of tan, or sunburn, Emmett, if you are out on the lakes much.

Verdie, of the Supt's. office was also on vacation a week or so ago. Went up north some place—but he won't tell where.

The Extra gang, laying new steel, finished on our division on June 24th 1926, completing about twenty miles of new track.

We were all glad to shake hands with J. L. Brossard, former round house foreman at Montevideo, but now of St. Paul yards, who looked in on us the 22nd.

Carl Gulbrandsen, of Milbank, is now on duty at the roundhouse office as assistant to the office force there. This effective June 15th.

A Freight Claim Prevention meeting was held at Ortonville, Minn. at 7:30 P. M., June 29th with a well assorted attendence. Due to difficulty in getting agents to attend meetings and make train connections, meeting at Ortonville worked out nicely, agents Montevideo to Ortonville west and north being able to make the trip in their autos after hours. The meeting was a good and spirited one quite a number of things brought out which will be heard from later on. Incidently the various speed kings got a try-out and every one found his place before he got home.

Mrs. A. L. Erdahl, wife of switchman A. L. Erdahl, died very suddenly at the hospital on June 30th of heart trouble. Our sympathy to the family.

Iowa (East) Division and Calmar Line

J. T. Raymond

Miss Hazel Merrill of Chicago, spent the 4th of July week end at Marion visiting her father, R. C. Merrill and family and her brother, R. L. Merrill and family.

Round House Foreman W. E. Cooper of Marion was called to North Dakota owing to the death of his father who passed away July 9th.

Mr. Cooper and family have the sympathy of many friends on the Division in their bereavement.

Miss Sylvia Peterson of the clerical force, Supts. office left Marion for San Diego, Calif., July 15th, where she has accepted a poistion, Miss Peterson is very popular with her office associates and much regret is felt at the severance of these ties. She cannot be blamed though for wishing to locate in the beautiful City of San Diego.

Miss Lora Locke of Dubuque comes to Marion to succeed Miss Peterson.

Mr. and Mrs. Fred Newlin and children went to Rock Island for a visit with her father Mr. Beall, retired Locomotive Engineer.

C. L. McDonald of Marion attended the Boiler Foreman's Convention at Minneapolis.

Mr. and Mrs. W. E. Pollard are taking a long auto trip visiting Yellowstone Park and various coast cities on the Western Coast.

Road Master G. Barnoske and Divn. Carpenter, E. McGuire attended the funeral services of former Road Master M. Murphy at Sioux City.

Miss Alice McGuire slipped and fell at the depot Marion June 27th, breaking a bone in her left ankle, she is recovering satisfactorily and will soon return to her work in the B&B Department office.

Mr. and Mrs. A. H. Clausen of Paralta spent several days visiting in Chicago and Green Island.

Of the Supts. Clerical force Marion, John James spent the 4th at Minneapolis, Raymond Colburn at Perry and Miss Hannah Johnson at West Liberty.

The news of the death of Roadmaster M. Murphy at his home in Tama was received with much regret by his friends on this Division.

Mr. Murphy was born October 12th, 1860, began service with the company Oct. 1st 1883, passed away June 15th following several weeks illness caused by a stroke. The remains were taken to Sioux City where the funeral was held June 19th. Mr. Murphy was widely known, his happy-spirited friendly manner made him many friends on the system who deeply regret his death. We extend heartfelt sympathy to the surviving members of the family in their great loss.

Condr. William Reep of Marion, while switching on Train No. 95 at Anamosa, June 25th, had his right foot crushed so that part of it had to be amputated. He was brought home from the hospital July 12th and is recovering quite satisfactorily.

R. L. Merrill has been appointed 3rd trick Operator at Oxford Jct. this position was made vacant by R. E. Ogg who left the service to go into business for himself at Manchester, Iowa.

Opr. L. A. Huffman has taken a two months leave of absence, Opr. T. J. Allen is working 2nd trick at Oxford Jct. at present.

Mr. and Mrs. James Tobin of Marion spent several days visiting relatives at Columbus, Wis.

Mr. and Mrs. J. F. Coakley and son Lloyd enjoyed a vacation visiting at Bayard and Omaha.

Ye Correspondent left Marion July 18th on a months vacation visiting friends in New York City and the Exposition at Philadelphia.

Miss Amber Stuart, daughter of Mr. and Mrs. Ansel Stuart of Farley and Frank Barger of Council Bluffs were united in marriage at the Earlville Methodist Church, June 21st. Following the ceremony the bridal party repaired to the home of the bride at Farley where a wedding supper was served.

The groom is in train service between Marion and Council Bluffs. We extend hearty congratulations and best wishes.

Agent G. L. Ireland of Delhi and G. W. Ireland of Langworthy were called to Hilton New York on account of the serious illness of a sister.

Agent L. M. Halsted of Preston was away on a vacation visiting in Nebraska. Relief Agent P. C. Erdman relieving.

Opr. and Mrs. L. A. Patton of Marion were away several days, visiting relatives at Hartley.

Opr. W. E. Hutchinson had first trick Indian Creek during Mr. Patton's absence.

Agent F. G. Zeiser of Browns was away several days the middle of June visiting the Eucharistic Congress in Chicago. R. E. Tarr for a couple of weeks during Opr. L. B. Swearingens absence.
relieved Mr. Zeiser.

Opr. M. F. Kelly had first trick at Clinton

Chief Clerk and Mrs. Charles A. LeRoy motored to Beloit and spent July 4th and 5th with Supt. and Mrs. Harry F. Gibson.

Condr. E. A. Cleaver of Marion has been off duty for some time on account of illness.

Charles W. Green passed away at his home at Savanna Friday June 25th after a lingering illness. He quit road service about six years ago on account of ill health, but recovered sufficiently so that he could work in Round House where he has been at work until compelled to take to his bed six weeks ago. He was born at Watertown, Wis., 67 years ago.

His service date is recorded as 1884, a greater part of this time he served as Locomative Engineer on Iowa Eastern Divn., always faithful and efficient and held in highest esteem by the officers and his fellow employes.

He was a member of the Milwaukee Veteran Employes Association and greatly enjoyed the annual reunions, attending whenever his health permitted. He was also a member of the Masonic Order. The funeral services which was largely attended was held at St. Paul's Episcopal Church at Savanna, Rev. Richard Cox in charge. At the grave the services were in charge of Savanna AF&AM Lodge No. 385. His death is greatly regretted and we express on behalf of the employes of the Division our sympathy to the bereaved family.

We desire to express the sympathy of all to Conductor Harry Mellish and family in their bereavement through the death of Mr. Mellish's mother who passed away June 25th at Marion.

Twin City Terminals

Mac

Who is this Wilkins anyway?

Walter Jarvis of the Minneapolis Freight Office is helping out temporarily at the Twin City Transfer.

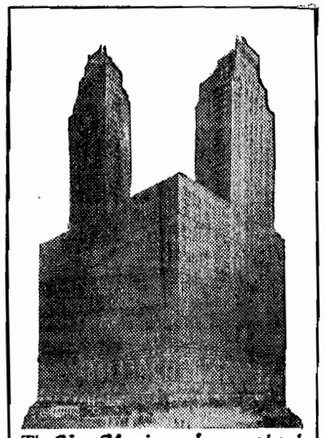
Arthur W. Lindquist formerly employed by this company for a number of years, and who left the service to represent the B. of R .C. and later entered private business, has disposed of his holdings and returned to the service at Twin City Transfer. We welcome your return to the fold, Art.

John Lindberg employed in the Minneapolis Freight House for a great many years passed away during the first week of July. The sympathy of all his former fellow employees goes out to his family in their bereavement.

George Laird of the Twin City Transfer has taken a leave of absence for the purpose, as we understand, of building himself another home. George will perhaps engage in the real estate business soon.

As the Autumn approaches the Freight Office employees begin to grow sad at the prospect of the loss of one of our number whom we expect will embark on the sea of matrimony. We don't like to see you go Frances.

Katherine Wright resigned at the Local Freight Office to accept a position in the Signal Department formerly occupied by Miss Viola Thomas. Miss Thomas has accepted a posi-



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tion with Kelly, Bowers and Carlson. Katherine we are all sorry to see you leave the service of the Local Freight, but wish you success in your new position.

Thos. H. Moffat has just returned from Winnepeg. Hi ho and a bottle of rum.

At this writing John Spilane of the Local Freight is seriously ill at his home at Mound, Minn. We hope to hear soon of his quick recovery.

Elizabeth Hessburg spent her vacation at Tamarack, Minn. Had a "wild" time up amongst the Indians.

Pat Flaherty of the Cashier's Office and family spent his vacation at St. Louis, Mo. Henry Rudd spent his vacation painting and other various jobs around his home. Lester Nyberg took a trip to Chicago and reports an enjoyable time.

Jennie Goss, Expense Clerk, Local Freight, spent the Fourth of July at Chicago.

Mrs. Elmer Taylor of Denver, Colo. is back at her old stand at the Local Freight for a few weeks.

Work has been commenced on the installation of Automatic signals between Hoffman Ave. and Newport.

Miss Elizabeth O'Brien, Chief Telephone Operator is on a leave of absence and is spending her time in Virginia. Miss Mabel Baker Operator is spending her vacation at Port Arthur. The relief girls are Miss Orr and Miss Lynch.

Assistant Engr. H. G. Crow has a ballast party on the Black Hills work. Ed. Braddock from Minneapolis office is relieving Mr. Cribbs in the Mason City Office while he is on the Black Hills work.

Mr. W. G. Powrie and Ed. Bradock of the Engineering Department, Minneapolis office each are Daddy's of prospected roadmen for the District office.

General Supt. Christoffer's son is taking a very active part in construction of the Hollandale line. He will go back to school next Fall.

The Hollandale Line is under the construction of resident Engr. N. F. Podas, with W. A. Crowe as Asst. Engr.

H. G McCall Chief Clerk will leave the Engineering Department office for a try out with the Fairmont Motor Company.

Ruth Lindegren of Mr. Bannon's office had what might have been a serious accident. She was hurrying to make the train at Merriam Park and turned her ankle and was laid up at her home for a couple of days with a sprained ankle. She is back at work fully recovered and vows never again will she run to catch the train.

From the Banks of the Wabash

Roberta Bair

An automatically controlled, electrically operated pumping plant has been installed at Elnora, replacing the steam plant. Herschel Elmore, who has been operating this plant for years, is trying his hand at farming.

We are pleased with the prospect of the opening of a new stone quarry on our lines at Heltonville. Mr. C. D. Donato, who is heading this project, will also have a stone mill at Bedford.

Bedford appears to be on the boom. At the present time, one million and a half dollar improvements are going on at this place, including a new Monon passenger station, a new bank, a new theatre and municipal natatorium, all being constructed of Bedford stone.

A new court house of Bedford stone is being constructed, on lines, at Sullivan, Indiana.

Chief Carpenter V. E. Engman and family are spending their vacation in Minnesota.

Yard Master McCurdy at Latta is still confined to his home due to a serious illness.

J. H. Stewart, Chief Clerk to Superintendent, recently moved into his new home located in Deming Addition, Terre Haute.

Mr. and Mrs. Harold Patton and little daughter Mildred have returned from a pleasant vacation spent with Mr. Patton's parents at Bedford.

Asst. Supt. T. H. Horton and family, have returned from an auto trip to Washington, Philadelphia, New York City, Boston and New England States and hence to Niagara Falls and Canada, returning via Detroit.

Train Master J. H. McDonall and family enjoyed a trip to the Pacific coast.

Chief Train Dispatcher H. A. Smith and wife have returned from an auto trip to Chicago, Detroit, Niagara, New York and Pittsburg.

Miss Edna Pfeiffer and mother enjoyed a vacation at Cleveland, Niagara, Montreal, Quebec and at the Shrine of Ste. Ann-de-Beaupre, returning via Detroit.

Some of us are wondering if Howard Stewart thinks Lederer-Feibelman's is a hick shop or a second hand store.

Eugene Pfeiffer and bride, on their return home from their wedding trip, were given a rousing good charivari by the Hulman Street force, after which they were presented with an electric percolator, electric waffle iron, electric iron, set of sherbet glasses and a casserole.

WEST CLINTON—

No letter today, Florence?

The roundhouse callers are very grateful for the vacation which was granted them in July.

W. C. Glass, Storekeeper, B. A. Bush, brakeman, Doc Hollinger and Jerry Board, storeroom employees, and families, enjoyed a vacation on White River, near Newberry, Indiana, the middle of July. They were just a few miles from the CM&STP Railway and were able to keep in touch with railroad affairs.

Fireman F. J. Fiddler ran over to Paris one day in July and surprised his friends and even himself, by buying a new car.

Car Inspector Harry Hopkins is also the owner of a new Ford sedan.

A sign at a junk yard, near the railroad crossing reads— "Go Ahead—Take a Chance—We'll Buy Your Junk".

Mr. and Mrs. H. T. McCown have a baby daughter, born the latter part of June. McCown will now have a good alibi for any mistakes in billing.

William Southard, Conductor, has returned from a trip to Kansas.

Frank Hunnicutt, Car Oiler, claims to be the champion berry picker for this division.

We forgot to mention our new scale house in last month's notes, so will say now that we are glad for this improvement in the yards.

Credit should be given Verne Rambole, Car Inspector, and L. S. Lewis, Yard Clerk, for carrying a bucket of water for the water cooler during the past month. This acknowledgement should encourage others along this line.

M. H. McCandless, Agent was away on a vacation from July 13th to 24th. Everyone was glad to see him back when he brought the pay checks on the 24th.

W. G. Pate, Conductor, has returned to the service after an absence of a few months.

We have just heard that there is a snake, ten or twelve feet long and nearly three feet around, at large somewhere in the direction of Joe Wright's farm. When are you going to move, Joe?

There were enough investigations during June to make even the Train Master dizzy but they have finally been cleared away and things are running smoothly again.

When is ice not ice? That is the problem conductor Horace Ford is facing on the local. He takes the ice car to different stations along the line and by the time he gets there, the ice has diminished.

Conductor I. H. Guinup is now enjoying life up at the "Lincoln Fields" near Chicago, as manager of the commissary there. We feel sure he would be glad to see any of the boys from here—that is, if they are not hungry.

Mr. Guinup just returned to West Clinton today, from Crete, Ill., where he intended to take charge of the Commissary at the Lincoln Fields, and said he decided to devote his entire time to the railroad.

LATER: Mr. Guinup just returned to West Clinton today, from Crete, Ill., where he intended to take charge of the Commissary at the Lincoln Fields, and said he decided to devote his entire time to the railroad.

Des Moines Division News

Frenchy

The Misses Jean Dallas and Florence Nelson spent the "Glorious Fourth" in Rockwell City from which point they drove to Spirit Lake. All report a fine time.

Miss Bernice Russell spent the Fourth at the Ledges near Boone.

H. H. Jacobs is spending some time with his mother taking in the sights in the big city of Chicago.

Mr. C. H. Embick is filling the position of third trick dispatcher at Des Moines, the position made vacant by the death of Mr. G. R. Dickman.

We understand one of Brakeman Killam's little girls was seriously injured in the eye by the explosion of a torpedo on the Fourth. We understand that she will not lose her sight, however.

Chief Dispatcher E. S. Bauder accompanied by his son Frederick, have returned from a trip through the east.

Miss Vyra Stowell, formerly of Mr. Warren's office, now in the General Passenger Agent's office, Chicago, was married on June 25th to Mr. Frank Kolash. (Wonder who will be the next to step off. Indications are pretty good in certain directions.)

Mr. A. D. Kemp visited his son in Waterloo during the forepart of July.

Chief Clerk L. L. McGovern and family spent the former's vacation visiting relatives and friends in Dubuque. The Misses Jean and Kathaleen are still there having the time of their lives.

Mrs. Knodel, mother of Ivan Knodel agent at Cooper, passed away at their home at Cooper June 25th. She has been in ill health for a number of years.

Paul Calhoun has been relieving T. D. Hakes at Lavinia and incidently running Hakes' young farm, chix, cow 'n'everything. Mr. Hakes has been on his vacation visiting relatives.

Earl Waisner from Sac City relieved Mr. Knodel while he was absent from duty account of death of his mother.

Engineer "Bill" Chase says advice is expensive. Says his little nephew broke a neighbor's window light out and asked him, "Uncle Bill, when you were a little boy did you ever break any window lights out?" Uncle Bill said, "Yes, sure, I used to break one out every day." Aforesaid nephew promptly went and broke another one out of the neighbor's house to try to come up to his uncle's average. Result $1.25 'for windows out of Uncle Bill's pocket.

Miss Vera Price, daughter of Mr. and Mrs. F. W. Price, was married on June 22nd to Mr. Elledge Carter. They will make their home in Newton, Iowa, where Mr. Carter is connected with the Maytag Company.

Mr. Dan Connell, a prominent attorney of Chicago, visited Mr. and Mrs. G .A. Williams during the second week of July.

Miss Alice Bowen, sister of Mrs. G. A. Williams, visited in Des Moines over the Fourth.

Messrs. Anderson and Watters have been checking time on the Des Moines Division for the past few days.

River Division News

During the month of June we had more freight business than we have ever had before. This was due to the Contractor's Job on the Minnesota State Highway of paving the road and the large amount of wool received for the Minnesota o-operative Wool Growers Association which is located here. They expect to handle one million pounds of wool during the season which speaks well for the service of the Management of the Association and also the service given by he C. M. & St. P.

A Special of importance passed over the Division the forepart of June. It consisted of five cars, baggage, coach, pullman and sleeper and the Northwestern Business car. It carried the Crown Prince and Princess, the Swedish Consuls Janeson and Mattson who were going to Red Wing where they were royally received Mr. F. Sargent, Pres. of the Northwestern road and Mr. Boyle, Supt. as well as our own Supt. Mr. L. T. Johnston and Trainmaster J .W. Blossingham and Traveling Engr. F. G. Hemsey also accompanied the Special.

I understand that several railroad employees have purchased Bull dogs from some dog dealers and some talk of sending them to the kindergarten when school starts. The dogs really do everything but talk.

Roundhouse Foreman John Fleming is enjoying a two week's vacation. Now, Mr. Fleming didn't tell us exactly where he was going but we have a hunch that he is having a pretty good time.

There have been several specials over the Division the past month and everyone seems to be kept busy all the time.

Rumor has it that R. E. Thompson is going to purchase a new Chrysler car, My, but there must be a lot of profit made on Bull Dogs.

Mr. Thomas Klas, newly-wed (heartiest congratulations) has accepted the position of Chief Clerk to Mr. John Ostrum, Chief Carpenter and Roadmaster E. E. McClellan which was made vacant by the resignation of Oscar Ostrum, who left for the West where he has secured employment.

During Jerry McGraw's lay off he has been kept pretty busy. He has taken care of the lawns in his neighborhood and he also had a regular nursery, his grandchildren coming home to visit him. And Jerry certainly does know how to entertain the little folks.

Engineer Crouch brought a home made cherry pie to employees of the Supt's. office baked by his daughter. It tasted like the kind mother used to make when we as kids used to sit by the old kitchen stove and watch as it baked. Engr. Crouch is a proud daddy of his daughter and by the taste of the pie he has reason to be. Miss Crouch is a graduate of the Home Economics Class of University of Minnesota and she sure can do her stuff.

Chicago Terminal Doins

Last month we stated that Bensenville would have a wonderful celebration July 3rd 4th and 5th. As a good many Milwaukee employees were taking part in the plans and also in carrying them through they remembered the Milwaukee Motto, "Everything ON TIME and NOT A SINGLE ACCIDENT." It is estimated that over 5000 people watched the most gorgeous display of fire works shown any place in or around Chicago. The committee in charge collected and spent $1500 putting on the celebration and all felt well paid for their time and trouble as compliments were given from all sides.

Mike Wiltsie and Chas. Scherer had charge of the fire works and the way they sold fire crackers and pop guns one would never sus-

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IT IS NOT IMPERATIVE
THAT YOU KNOW A THING SO LONG AS YOU KNOW WHERE TO FIND IT

▼▼▼

YOU WILL FIND EVERY THING FOR THE OFFICE
AT
H. C. MILLER CO.
Manufacturing Stationers Loose Leaf Specialists
342-346 Broadway, Milwaukee, Wis.

pect them of being just everyday switchmen.

Car department employee Jas. Miller spent July 4th with his family in Wisconsin.

Train Master E. E. Johnson on vacation some where around Avery, Idaho. We were informed that employees in the Supt's. office were expecting a car load of fish from Ed but as we have received none of them ourself, have about decided that perhaps it was too hot for fishing. Anyway walking up stream in cold mountain water fishing, is altogether different from chasing around a Galewood yard looking after important company business.

Car department employee Prein had the misfortune to have some of the bones in his ankle broken. While he is able o hobble around home is not able to resume work as yet.

Yard Master J. Capoot is on his annual vacation and is spending same at Excelsior Springs. Jess says that he chose that Rest Resort because it is on the Milwaukee Ry. and he believes in boosting for the road he works for.

Station Agent Du Puis is also rusticating around some lake where both fish and mosquitoes bite readily. Hope he has his best luck with the former.

Train Director Sampson also on vacation but so far, we have not missed him from town. Guess the Boosters Clubs Big Celebration kept him busy. However we did notice Mrs. Sampson and the children boarding a train for Wauzeka, Wis., last Sunday evening. No doubt Mr. will soon follow for we all know how awfully lonesome Papa gets when the family are all gone.

Switchman Donald Smethurst turned the front end of his new Chev. towards the Lincoln Highway Monday, July 12th and said his first stop would be at the home of his father at Wauzeka, Wis. He had formerly intended spending the fourth of July with his parents but on account of so many switchmen being off for that date he was unable to get away, and business on the Old Milwaukee keeps up on Holidays just the same as any other time.

A number of Bensenville people went to the Union Depot Sunday evening July 12th to see BIG CHIEF "DRY COW" and a good bunch of his tribe arrive on the Milwaukee Special Train to attend the Great Elks Convention. He was sure a scream. They boarded the Seattle Special at Harlowtown, Mont., having come from Lewistown, Mont. via the Milwaukee also.

Switchman Orlan Steel passed the cigars around one day last week and whispered to the boys, "Its a boy". Congratulations, Old Boy. Mother and son reported fine and dandy.

Ground was broken Tuesday, July 13th for Bensenville's new $180,000 Community High School. This means that by Feb 1st the new building will be ready for use. It is something that this community has long needed and will be a great drawing card for home seekers. The school board were sure successful in letting the contract to a man who was ready and willing to begin at once. Within a week after the contract was let, dirt was flying.

Nelda and Ivan Miller accompanied their uncle, Don Smethurst on his auto trip to Wisconsin.

Being anxious to know who was starting to build the two new homes in Elm Villa, the new sub-division just south of the village of Bensenville limits, we began to inquire and learned that seven stucco and ten brick bungalows were to be erected at once. As this sub-division as well as that of Volk Bros. is so near the new High School, Bensenville is sure to build out on all sides. The Business Mens Club and Booster Club of Bensenville can both be relied upon to show prospective home seekers the best side of this fast growing suburb and we believe that any town of this size that can put in a half million dollars worth of improvements in water, sewer and High school within a period of two years have proven to the world (and Chicago) that they can do things. And we don't mean Maybe.

Chas Mack of the Bensenville round house force recently sold his home and has purchased another lot and will build again at once.

Switchman La Vern Smethurst has purchased a lot in Harold Franzens sub-division and will erect a new home this fall. That's right boys, that is the spirit of a Booster, buy, build, sell and then do it again.

This is sure the opportune time for all of our boys, who desire to live near their work and at the same time locate in a place where property values will never be lower, to buy and build a home of their own.

Switchman Donald Smethurst also purchased a lot in view of building a home. Says he doesn't need it for some time yet but can easily rent it and when the time comes he will have it for himself.

We understand switchman Roy Wyman has asked for the position of stock inspector to inspect all stock passing through Bensenville yards enroute to the U. S. Yards or Eastern connections.

The Motor Club has a new member, Herman Beck, the wrecker engineer, he sure wrecked the Hudson, trying to make a water pump out of a gasoline engine, but he has mastered the game now, and with the Master Buick, he will try no such stunts, but to play safe he took out membership, in the club for the free towing.

Geo. Stump has also taken on a new Big Chief Pontiac, and is taking several weeks off to see, just how big, the Big Chief really is.

We understand that Hostler John Hendrickson recently acquired a package which turned out to be dog biscuits for Tony King's Siberian Cheese Hound. No wonder John has been barking.

By the time this gets in print the whole world will know that Robert Oswald, Machinist at Bensenville Round House is engaged to marry Miss Mildred Dunteman of Bensenville. (Of course they would like to keep it quiet, but no such luck in Bensenville.) We haven't heard just when it is going to happen. Did you say it with flowers, Bob?

John Veit, Assistant Machinist Welder, was seen in the vicinity of Hursen's Undertaking Establishment recently. It is rumored that he was trying to buy a second hand coffin for his mother-in-law.

Mr. Robert Richardson recently returned from his vacation and reports that Canada is still wet and Niagara Falls are just about the same as last time he was there.

At the present writing Mr. R. J. Weber hasn't yet returned from Grand Canyon, Arizona, but we presume he has enjoyed the trip particularly as he has written that there were several nice young ladies aboard.

Mr. C. L. Emerson attended the M. M. and M. C. B. convention at Atlantic City which was held from June 9th to 16th.

The boys from the west are getting home about an hour later than in the past due to No. 35 being set back. We hope that the Management will be able to arrange for an earlier train when the time changes next fall.

Arrangemants have been made to run No. 64 and No. 67's engines through from Kansas City to Bensenville and vice versa. No. 67 formerly changed engines at Nahant, Ia.

Boiler Foreman, W. F. Lee, has returned from Minneapolis where he attended the Boiler Foreman's Staff Meeting.

Some of the younger generation were enjoying themselves immensely on July 6th when both main lines were blocked at Wooddale due to the wreck and there was no train to bring them to Bensenville. But Amos Wilke came along in his Ford and took them to work. Some one is always taking the joy out of life.

George Schilling, second shift Tool Room Man at Bensenville Round House, has been sick in bed for several months. We are glad to hear that his condition is improving and hope that he will be back to work soon.

Walter (Tex) Steineger recently returned from a 30-day vacation at Galveston, Texas where he visited his parents. This is the first time he has taken a day off in about seven years so we don't blame him for taking a good vacation this year.

Chief Timekeeper, Roy Stahl at Union Street was unable to get out with the boys and celebrate on account of becoming papa to a bouncing baby boy on July 4th.

Gertrude Franz, Stenograhper in J. H. Valentine's office is on her vacation, feasting, fishing and bathing.

Miss Dorothy Roxburgh, Stenographer in Trainmaster Elliott's office has changed her address having moved to the aristocratic section of Chicago, known as Wilson Avenue. Some class to Chicago, Milwaukee and Saint Paul employees.

Dubuque Shops Jingles

"Oosie"

On July 11th, 1926, Albert Neuman, Store Clerk in the Accounting Department completed 45 years service with this Company . We know you are good for 45 more, Albert and proud of ye!

Walter Keck—will you please pull out your corn and save your weeds for you planted everything except the seeds. (You should see his Massey Garden!)

The loud speaker was on full blast from VACATION station the other day and we picked up the following—P. Olinger broadcasting—"Out in Denver a-fishing went, some worms I had to dig; came across—what-do-you-think? A dandy little 'blind pig.'' G. Graff b.c.—"I went out to Montana—the country that God calls his own—sure think that it is wonderful; every mountain, stream and stone." C. Danglemeyer b. c.—"The Dells of Wisconsin, they can't be expressed; such beauty and grandueı; ideal place for a rest." J. Smith —"I hitched my new car up in style, traveled south for many a mile. To the state of Misery", the best in the land—(Jim's easily satisfied—there's nothing there but sand.) W. Hopp—"Stuck close around my own "humtown"—seeing the sights of great renown." L. Howell—"Drove way down to Ohio on a gallon and a half of gas—you know that bus of mine's the boat, doesn't let a darn thing pass." G. Parks—"I bane up in Minnesoty to spend a few weeks yet; nothing so much exciting, but a nice trip, you bet." A Bensch—"Now then, up in Minneapolis—say boys that's a town that is great,—saw everything worth seeing, it sure is up-to-date." F. Fernstrom—"Up in the state of Michigan—the fishing is surely fine—they come right up to meet you —you don't have to bait your line." J. H. Bell—"I stayed in the state where the Tall Corn Grows—the Only state in the land—don't have to leave its borders, for scenery that is Grand." Jim Christensen—"The dear old state of Florida has got it on 'em all; the way its built up recently—there's hardly room to crawl." H. Chandler—"Went out to my home-town Denver, saw a lot of sights. But methinks Pete's fishing story will have to go down in bites." C. Brophy—"Of course Washington (D.C.) is lovely, but you see with me and me wife, we prefer a smaller city—away from the noise and the strife." O. Romig—"Out in California, everything's 100% fine—the streets are studded with diamonds and the shieks are ten in line." A. Sanders—(the martyr) "I stayed home and was nurse girl—not even a game did I see—if anyone's thinking of marriage, tell them FIRST to see me!"

To be continued—(S. Einarson's going up in the wilds of Wisconsin and Ye Scribe to the tame parts—so we'll tell you all about that state in the next issue.)

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings *and* Bronze Engine Castings

NEW YORK CHICAGO

Coast Division

C. C. C.

Dr. H. G. Willard, District Surgeon of the Milwaukee Hospital Association, at Tacoma, was honored at the recent convention of the State Medical Association of Washington, being elected President for the coming year, which goes to show the Milwaukee has the best of everything, including the physicians on its medical staff

Lieut. W. L. Whitworth, of the Police Department, was in Chicago during the Eucharistic Congress, assigned to special duties in the Union Station.

Mr. Fred Rasmussen and family have returned from a delightful motor trip through the Yosemite National Park.

Mr. T. E. McFadden and family, of Cedar Falls attended the Eucharistic Congress in Chicago. Other visitors at the Congress included E. J. Larson and family, who afterwards visited relatives in Wisconsin and Minnesota.

Miss Naomi Hood entertained the young ladies of the Supt's. Office at her home on Monday evening July 19th. The party was in the nature of a surprise for Miss Florence Hall, whose birthday anniversary was the 18th. A lovely gift was presented to Miss Hall by the guests.

Mr. Sam Carlos Whittemore, Night Chief Dispatcher, is again in St. Joseph's hospital under the care of Dr. H. G. Willard.

Notice

Wanted: One good phonograph repairman. Any one knowing of a competent man please confer with Miss Carpenter in Mr. Hayden's Office. Answers confidential.

Sympathy is extended to the members of the family of Conductor Frank Landon, who passed away June 27th at his home in Tacoma after a short illness. Conductor Landon before coming West was General Yardmaster of the Green Bay & Western R. R. at Green Bay, Wis., and entered th eservice of the Tacoma Eastern in September 1917. Funeral services were held on Wednesday, June 30th.

Miss Josephine Carpenter of Mr. Hayden's Office, is in St. Josephs Hospital with a case of tonsilitis. Her brother who was injured in an automobile accident recently, is at this same hospital. Josephine is wondering what next is in store for her.

R & SW Division

Lillian L.

Swede Anderson is back on the job after having spent a month at Excelsior Springs. While they seem to have cured him of some things down there, he is still able to swear just as much as ever.

Mrs. William Gabriel, who has been at St. Mary's Hospital at Milwaukee for some time, is reported to be getting along nicely.

Engineer Clarence Hammel left for Chicago to attend the B. P. O. E. Convention. Mr. Hammel was a delegate from the Janesville Lodge.

When some of the bathing beauties and their sheiks from the Superintendent's office went up the river for a little swim they were in such a hurry to get there tha it was necessary for the motorcycle cop to put on extra speed in order to catch them. Understand that they will not get off with just a warning for the next offense.

Miss Frances McGinn, Trainmaster's Clerk, went to Chicago on July 13th to check up division records in Mr. G. R. Morrison's office.

Conductor and Mrs. J. T. Barrett and Jim Jr., spent July 4th and 5th camping near Madison.

The Misses Howard, McDonald, Fenlon and McGinn attended the Eucharistic Congress on June 22nd.

Understand that General Car Foreman Linehan is thinking seriously of giving up his position with the railroad to become a traffic cop.

Helen and ye scribe went into Milwaukee one Saturday noon recently just for the pleasure of looking at the signs in the windows, reading "We close at 1:00 P. M. on Saturday."

Dispatcher C. H. Embick has accepted a position at Des Moines. We are sorry to lose him, as he always had a smile no matter what happened.

Conductor Matson, Train No. 8, with Engineer Liddle at the throttle, made the first run over the new cutoff at Elkhorn, July 8th.

Miss Nellie Menahll, clerk in the Master Mechanic's office, left on July 12th for Seattle and other western points. She was accompanied by her sister, who is employed in the Second National Bank at Beloit.

Conductor F. E. Horton, who was injured while setting a brake on a car during March, has not yet returned to work.

Geo. Hannaford, Roundhouse Foreman at Beloit, made a little tour up around Twin Lakes at Minong and reports favorably on the lots he purchased around Grindstone for his winter hunting. His summer hunting is done in Hollywood.

Every now and then you hear fish stories, and as this weather is ideal for sport of this kind, will give you a little inside dope on

JUST A MOMENT!

Stop and think of this when you want real high grade Jewelry at right price. I invite your personal inspection of my stock and a rigid investigation of my methods.

Should you wish to purchase a very fine Diamond allow me to compare quality and prices is I ask; I guarantee every Diamond I sell to be absolutely perfect or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

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5000 tons daily production from West Clinton District, Indiana.

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CHICAGO

First National Bank Bldg., Mason City, Ia.
Security Bldg., Minneapolis, Minn.
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

our sportsmen, Jim Chambers and George Pietsch.

It seems that Jim was telling George about a 74 pound catfish which he saw in a meat market over town that was caught in the Pecatonia River around Shirland, and George, being quite a fisherman and a hunter too, induced Jim to camp out at this river last Saturday night, July 10th, to be ready for the early morning fight with Mr. Catfish. Due to the extremely large catfish in this river they brought along a supply of good sized bullheads for bait. Just as the sun was coming up Jim and George started out in the river with a row boat, lines, a rifle and a small net. It was not long before Mr. Fish nibbled on the bullhead George used for bait, and Jim felt his line going (you know he always has a good line) and the boat, too. To make a long story short, Jim says the fish pulled him, George and the boat all over the Pecatonica River. They finally landed Mr. Fish, which weighed 50 pounds, and when they cut it up they found a nine pound catfish, and inside of the nine pound catfish was the bullhead they used as bait.

Perhaps the people around Shirland do not realize that they have some of the best fishing places in this section? For further particulars about camping, hunting and fishing talk to either Jim or George, because they pull all the boys straight on how to tour the lakes and woods.

Understand Felix Raue is giving swimming lessons. Seems so, the way he and Babe dove off the springboard at Bassford's Beach. Felix says he became so expert due to diving in Horicon Marsh.

Iowa and Minnesota Division

"D. M. W."

Brakeman Fred Winn has been laying off account sickness, brakeman Blake held down the run while he was off.

We were all very sorry to hear of Robert Staley's accidental death while switching in St. Paul last week and the entire I & M Division extend their sympathy to Mrs. Staley and their family.

Brakeman E. F. Nelson is figuring on taking a trip out west in the near future. Gene has something out there that seems to be of great importance. When you bring her back old kid don't forget to bring the cigars with you, and heres hoping that all your troubles will be "little ones."

Matt Darr has purchased a brand new 2 door Ford Sedan and has been practicing out in one of the pastures near his home. They say he is getting along as well as can be expected.

Brakeman W. E. Bouthilet has just returned from a weeks vacation. Bill says its the first vacation he has had since he was married.

Engineer John Nihil has been laying off for some little time account of sickness but we hope he will soon be able to go back on his run on the Decorah Line.

Baggageman Bill Keys is figuring on spending a couple of weeks in the northern part of the state. Bill has a "New Moon" and is equipping it with an ice box so he can bring us all a bunch of fish. We know we won't get any unless his wife goes with him, she made all the catch last time, and Bill came around boasting of the fish he caught and thought he was getting by with it.

We expect the Fall rush to start soon and we would like very much to have all I & M items for the next issue in by the 10th of August or sooner if possible.

Fullerton Avenue Building

J. T. Griffin

Several of the boys in the building would like to know what the bet was that caused Carl Hahn, Auditor of Expenditure's Office to go from and to the office without a hat.

Remember that old time song "Where did you get the Girl" could be successfully modernized to "Where did you get that Curl?" Ask Clarence of the Car Accountant's Office.

Ruth Nixon, Car Accountant's Office and several other girls carry Tennis Rackets to the office quite often. Is it just for the exercise girls or is there some other attraction down at the park.

Clarence E. Becker, Car Accountant's Office was called before the State Board of Examiners on June 25 and 26 for a written and practical examination following a legal course of his chosen profession "Embalming." As he took his seat in the spacious hall of the Illinois University he was heard to mumble:

"Now I sit me down to Cram
I hope I pass the d--- Exam
But if I fail to get this Junk
I hope to God I will not flunk."

Rose Zuchola, Car Accountant's Office has the swimming fever and is talking about purchasing a bathing suit. She has been trying to explain what a wonderful exercise swimming is, while at the same time we know it is all for a certain "Life Guard" she has in mind. Just the same Rose let us know what, beach so we can all be there.

Walter Flint, Freight Auditor's Office wishes to announce he is taking fish orders as usual, he having returned from his vacation with a good supply of pike and pickeral. Feindt says he likes tuna fish best.

After much pleading and persuading and final prayers of the girls in K Bureau, success came at last when Elsa Kading fell a victim to the charms of bobbed hair. Keep up the good work of pleading girls for after Madaline Koehler, has her hair cut K Bureau will be 100%.

A. J. Frandsen, Freight Auditor's Office is living on the fat of the land, he hardly ever has to pay for any amusement he indulges in especially Pool, while the usual fish hang around Matticks waiting to be "hooked."

Ask Geo. B. Scott, Freight Auditor's Office about his wonderful 1 to 100 shot. Lucky Boy George, you can sure pick the large stakes.

Wilfred Schwarte, Ticket Auditor's Office and Louise Rogers were married at Lady of Mercy Church on June 30th. This happy couple spent their honeymoon at Quincy, Ill. Their co-workers presented them with a set of silver. Congratulations.

The after effects of a severe attack of Scarlet Fever proved to be rather peculiar in the case of Esther Whitney. It may be that she was rash or perhaps more ap-peeling—who can tell; however, one week after she returned to work she was dazzling our eyes with a sparkler worn on the approved finger, —engaged—can you beat it.

Pete (Cutey) Meyer of the Ticket Auditor's Office has blossomed out as a golfer and incidently talks a good game. One evening while playing in a foursome with Tom Fitzgerald, Art Dryer and Ed Kelo, he was told that his form was terrible and he is now on a strict diet to improve same.

The dazed and semi-conscious look on Tom Gavin, Ticket Auditor's Office, may be attributed to the fact that a certain young lady named Florence Brodie is wearing a solitaire.

The officers and employes extend sympathy to

Eleanor Ristau	death of mother
Austin Wolter	death of father
Elsie Soldman	death of brother
Walter & Frieda Ducret	death of mother
Marie Staff	death of father

Iowa (Middle and West) Divisions

Ruby Eckman

Engineer Frank Banyard was off dtuy in June to make a trip to Idaho to visit relatives.

Conductor A. J. Dollison spent his vacation in June visiting relatives in Ohio.

William Rolleston, son of John Rolleston for many years an engineer on the Iowa division left the latter part of June for a three months trip abroad where he will study architecture. William graduated from the University of Illinois a year ago and has worked with a big firm in Chicago but wanted to broaden his knowledge so is making the trip. He has plans which will consume every minute of the time he is absent he having arranged a portion of the trip through France and Spain with a friend on bicycles.

June 20th Master Harry Hull Jr. arrived at the home of Tinsmith Harry Hull of the Perry round house force. The lad weighed eight pounds and is a grand son of Engineer Jake Brown.

Yard Clerk Marlow Stotts laid off the latter part of June to take his children to Chicago to start them on their way to Ada, Ohio to visit relatives. Mrs. Stotts will go to her parent's home in Ada later to bring them home in time for school.

Train Dispatcher J. J. Kindig's wife went to Marsailles, Ill., the latter part of June to attend the funeral of a relative.

Conductor J. P. Slater and family were called to Davenport in June by the death of a relative.

Engineer Orville Balsbaugh and family went to Ohio in July for a vacation and to visit relatives.

A number of local officials attended the funeral of Roadmaster M. Murphy who passed away at his home in Tama, Iowa June 15th following an illness which had extended over a period of several weeks. Mr. Murphy was one of the oldest road masters on the Milwaukee having been with the company close to fifty years. Burial was made at Sioux City.

Train dispatcher A. J. Krohnke, acquired another daughter-in-law on June 14th his eldest son, Ward having been married to Marian Brown of Ottumwa. Ward is employed as a stone cutter in a marble works at Perry. His bride has been teaching school near Perry. They will make their home in Perry. Mr. Krohnke's youngest son was married only a few weeks before his brother.

J. H. Johns, who has been acting road master on the middle division during the illness of M. Murphy has been notified that he has been sclected for the permanent position on account of the death of Mr. Murphy. Mr. Johns has already moved to Tama and is now considered one of the Iowa division family.

President Baird of the Chicago and Alton, visited a short time with old time Perry friends in June, he having been enroute home from Mitchell, S. D. where his niece graduated. Mr. Baird who was known as "Baraboo Bill" when he worked in train service on the Iowa division never misses a chance to greet his old friends when he makes a trip over the Milwaukee.

Three or four cases of autos running into trains have been reported on the Iowa division during the last few weeks.

C. B. Whitney, operator at the office of the general western agent in Omaha figured in an auto accident in June when the car in which he and Mrs. Whitney were riding collided with another car. Neither were badly hurt although another passenger in the car received a fractured skull.

A wedding of interest to railroad folks occurred in Des Moines June 3rd when Olga Peterman was married to Charles Forbes of Bagley, Iowa.

Engineer Sanford Lones' wife and daughter had an enjoyable trip through the northwest to Seattle in June. They made their first trip west of the Milwaukee line and saw many old time Iowa division folks who gave them a hearty welcome. They had as travelling companions from Minneapolis—Harvey Hill and wife former Iowa division folks. Harvey is now working as a train dispatcher for the Rock Island and he and Mrs. Hill went to St. Marie's to visit Train Master George Hill, also a former Iowa division man.

Earl Groves who has been working as a machinist apprentice has gone to Deer Lodge, Montana, to take the electrical training necessary before he completes his apprenticeship. Mrs. Groves accompanied him and they will make their home there until September.

Master Billie West and Master Lyman McLuen, sons of Perry railroad men were both in a Des Moines hospital for operations on their throats. The lads are cousins and as both had to have operations their folks decided they might as well be together.

Operator Orvyl Byrd has bid in the vacancy on third trick at Perry yard and has moved his family from Council Bluffs to Perry. Arvyl is now doing the relief work in the dispatcher's office at Perry. George Scott who started the work was given a regular position in the Sioux City dispatcher's office. Third trick at Council Bluffs is now on bulletin.

Round house foreman A. J. Kressen of Perry round house took his vacation the first two weeks of July and with his family drove to Milwaukee to spend the time with relatives. F. R. Hoes, acting general foreman during his absence.

Local store keeper W. F. Stiehl of Perry took his vacation in July. He and the family drove to Dubuque.

C. W. Hall, agent Templeton who has been on leave of absence for a month reported for work the fore part of July.

Hugh Jones, cashier at Perry freight house was the delegate to the National Convention of the Lyons Club in California so made the trip as his vacation in July.

Night yard master S. C. Tucker, spent his vacation in Montreal and attending the Elks Convention in Chicago.

J. F. Deitrich, who works in the B and B department had his Overland Coupe stolen July 7th. He had it parked near the Perry yard office while he was at work.

Charles Book of the B and B department was called to Seattle in July by a message telling him of the death of his mother.

Line man Clyde Hamilton of Perry spent his vacation with relatives in Milbank, South Dakota.

E. J. Gallagher, who has been an extra signal maintainer for some time working where there was a vacancy has been appointed to the maintainer's job at Coon Rapids which was placed on bulletin when the regular man was placed in charge of a line crew.

Conductor George Havill was off duty in July on account of the sickness and death of his wife's sister, Mrs. Henry Aiken of Carroll.

Instead of the ordinary weed burner outfit which has always been used on the Iowa division a new fangled weed spraying machine was used this year, the weeds being killed by spraying a chemical on them.

Engineer W. J. Overton received word July 14th of the birth of a son in the home of his son Donald Overton who has charge of a large power plant in North Carolina. The lad weighed eight pounds. He is the first grand son in the family. Engineer F. L. Hanner also has a new grand son, a boy having been born to Mr. and Mrs. Beorge Hanner on July 1st at their home in Milwaukee.

General Office Items

Vila

It is with great joy and expectancy that Miss Adele Bartling of the Engineering Department will motor to New York next week. Accompanied by her mother and her brother's family they will arrive in New York in time to greet Irene Bartling, who has been doing missionary work for nearly five years in Musonweju, Northern Rhodesia which is located in the interior of South Africa. Irene was a railroad girl before she took up missionary work and was employed in the Engineering Department. We are looking forward to seeing Irene and hope to have the pleasure of hearing about some of her experiences, which certainly must have been thrilling.

June is the month of weddings and although we know who most of the brides will be once in a while something is slipped over on us as was the case of Miss Dorothy Roberton of Mr. Sparrow's office who did it up so quickly that we have hardly had time to comprehend it yet. On June 19th she was unied in marriage to Mr. J. C. Ellington, Real Estate Agent of our road. Congratulations are extended to Mr. and Mrs. Ellington.

After suffering the torture of thirty-six electric tubes, clamps, and all the other paraphernalia that goes with the modern hair-dressing establishments Miss Nellie Steneck's auburn locks are now permanently waved in such perfect shape that it is disappointing for her to wear a hat. A great many girls of the building have been in to admire her "permanent" and no doubt the gentleman artist who made such a wonderful job will receive a good many more customers through Miss Steneck's recommendation.

There is reason for the broad smile of Ty Cannon, Draftsman in the Mechanical Department, and a treat of Fannie May's candies to the office, the occasion being the arrival of —Little Morris Clinton, born Saturday, June 5th. We all hope for a long and prosperous life of the new baby.

About August 1st we expect Miss Ella Hauner of the Engineering Department to return from her vacation which takes in points of interest in California. This is El's second trip to the Pacific Coast but she believes in following the Great Northern's slogan "See America First" and thats what she is doing, even if she has to go more than once to get it all in.

When Cupid knocks at "Knox,"
And a "Spark" kindles a flame,
We know it won't be long,
'Till we hear wedding bells again.
(Isn't that the meaning of the new ring Kittie?)

Yes, George Jacobs has been among the missing from the Mechanical Department. A card received from him tells us he is vacationing in the Black Hills of the Dakotas

It is with regret that we write of the death of Mrs. N. H. LaFountaine wife of our Supervisor of Buildings who passed away the early part of July. Our deepest sympathy is extended to the family.

Miss Schoyer, Secretary to Mr. O. W. Dynes, was the latest or last so far to fall into the clique of ladies with bobbed hair. A "boyish bob" we understand is now coming into great prominence and it seems a great many of the young ladies are falling for that fad from the talk going around.

Rumor has it that a few more brides from the General Offices will embark on the Sea of Matrimony within a short time. Who are they?

The St. Lawrence Waterway is the destination Miss Wandersee has in view for her recreation trip this year. Her plans were

Dearborn

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all made up to go a week ago, but when her transportation failed to show up she just smiled about it and went a week later.

You know we just can't keep track of all these new diamond rings that are being passed out this summer. The last one I heard about was Margaret Kress'. I want to say right here that I think the Comptroller's Office keeps us pretty busy announceing engagements. Sincere good wishes from us all "Peggy".

Tacoma Shop Notes

"Andy"

In a previous issue we cited rumors to the effect that Svere Haugen, Clerk in Store Department office, was contemplating matrimony, we now wish to report that the event has taken place, and the happy couple are enjoying their honeymoon, and we are enjoying the good cigars passed around. A collection was taken up amongst his co-workers for a wedding gift and remembrance, the nature of which we are not familiar at this writing. We all desire to express our well wishes to Mrs. Haugen and our hearty congratulations to Mr. Haugen, and may their married life be a long and happy one.

Mr. P. R. Horr, has been on the sick list for some time, in fact he spent the major portion of his vacation in bed under the Doctor's care. PRH has improved to such an extent that he is now back on the job, but that sure is a heck of a way to spend a vacation.

H. S. McIlveigh, has just returned from Chicago where he has been spending some time on schedule matters.

John Maloney, Assistant Boiler Foreman has been on the sick list also, and we hope that his recovery will be speedy.

We have a report to the effect that Thos. Galley, District Safety Inspector, has taken up golfing, but we are not sure if we have it straight as to whether he has taken up golf, or he has been much taken up with golf, or the golf club has taken him in, or he has taken the golf clubs.

Wm. Strinsky, our Boiler Foreman, is now doing his stuff at the Boiler Foreman's Convention at Milwaukee

Mr. G. W. Taylor, our popular Material Router, has just returned from a tour of inspection over the system, and reports everything hunky dory.

Mr. A. J. Kroha, who has been very ill for some time, is now back on the job looking finer than ever.

Mr. J. A. Wright has purchased a new gasolene car, of the Hupmobile straight 8 sedan variety—Zowee—some go cart, you know the kind you just ooze along with.

Paul Jasmer, General Foreman's clerk, has just bought a new Essex Coach, so his spare time is now spent mostly tearing up the road, stepping on the gas, gassing on the step, burning up the asphalt, watching speed cops, and all that sort of stuff motorists are supposed to do.

H. L. Snyder, that amorous gentlemen in the Master Mechanic's office, has just returned from a vacation spent in the Cascades at Lake Ketchelus, and also at about a dozen other lakes around here. He acquired a liberal coat of tan and caught a big bunch of fish, aside from the tan there was no change noted, his behavior was just as bad as ever.

That is all for this time folks, this is the season of the year you know all good (?) men must get ready for their vacation, which means that we have lots of work to before we get away, therefore our notes have been bobbed for this issue.

Wisconsin Valley Division Notes

Lillian

Mr. Louis Wilcox was a visitor at our office. He stayed away so long that it was hard to keep from giving him just an ordinary welcome—at least, we heard some remark to that effect.

Aldred Case who was with us in the Superintendent's office for about six weeks, up and left us, said he wasn't mad though and may be back; we tried to celebrate his departure fittingly ice cream, candy, peanuts and tears, everyone was requested to furnish their own tears and there were plenty of them. Its time now for the mail man to remember us and we are watching him closely.

Nile McGinley spent Sunday at Tomahawk, not unusual, but on account of his friend being ill, there were one or two trips up north during the week, there was such an anxious look on his face that we were all relieved when *HER* condition was pronounced improved.

Mr. J. Horn, H. O. Wheelock and Byron Thiel, spent a few days fighting at Byron's summer home near Crandon. This was the place we had heard so much about, couldn't pull 'em up fast enough some were lost on account of not having enough help to handle them all—weather was favorable and they all report a good time.

Mr. Louis Jelen has taken the position vacated by Aldred Case and is stenographer to the chief clerk. We are trying to collect ititation fees, they are now past due.

Mrs. J. Horn spent a few days at Portage visiting with her mother who has been ill.

Mr. Leslie McCormack of Deer Lodge, Mont. came to Chicago with his family to attend the Eucharistic Congress, and then on to Wausau to visit his parents. We were glad that he found an opportunity to call at our office, he was looking fine, Father Time never tells on him, he is always the same, and we look forward to his annual visit.

Mrs. H. O. Wheelock and children are visiting at Chicago, and Naperville, Ill.

M. C. Harris, Train Dispatcher is spending two weeks vacation at the northern lakes.

Mr. Karl Lundell visited at the office for a short time, the boys were busy telling him of a new way to catch them, and a new place, they will have to sneak in on the weather man so as to have that part of it just right.

Miss Gertrude O'Leary daughter of Engineer J. E. O'Leary and Dr. James Finucan, were married at Tomah on July 10th. Mr. and Mrs. Charles Conklin, Mr. and Mrs. Shira, Mildred and Gertrude Conklin attended the wedding.

The Picnic which will be given by the Milwaukee Women's Club a week from Tuesday is being looked forward to by old and young, amusements will be furnished for everyone and we are told that the menu is one that no one will want to miss. A good crowd is expected from Wausau, Merrill, Tomohawk and Minocqua.

Musselshell Minutes

(with H. K. back on the job) L

Well, you can kill the fatted rooster now and have spare ribs and gravy any time you feel like it—the prodigal child has returned. I haven't fallen on any particular neck as yet, in fact I didn't see many waiting around to receive the millstone. But in Tacoma—in Tacoma, well things were different.

If I were to say all the nice things I think about the coast— the wonderful people, the wonderful climate, wonderful scenery, wonderful fruit and so forth—I am telling you the truth when I say, either I would never live to get to the charmed land again, or else there wouldn't be enough people left on the Musselshell Division to run the Milwaukee railroad through. However, I hope to go again and life wouldn't be worth the finishing touches if I thought I wouldn't get there. Of course they haven't any sagebrush out there to speak of and they won't let you pick every flower you see along the highways, nor park on the pavement—but outside of a few little don'ts you can do about as you please. The Milwaukee folks in Tacoma certainly gave us a royal welcome and if there are any better scouts in that city than Mr. and Mrs. Russell Wilson—well, I don't believe it, that's all. Here's my best regards folks and to all the nice people we met there.

I suppose there are lots of vacations and vacationists to write about, but none quite so important as mine, I'm sure, so we won't allow them very much space on that account.

Mr. Frank Wolfe left this week to join his wife in the east and spend a two weeks vacation, after which they will return to Miles City. Mrs. Wolfe and the children have been visiting in Chicago and eastern cities for a couple of months.

Mr. and Mrs. Edw. Murray returned recently from a trip to Chicago where they visited relatives. Edward Jr. remained to spend the summer.

Mrs. Scott Farnum—better known as Mable—drove to Lame Deer during the week end.

The trainmaster is now established in his private office building and they say there's quite a bit of red tape to unwind before you are privileged to enter and leave your card.

D. F. & P. A. Foley has taken his office to the Clive hotel this week.

Mrs. Phil Kearney and children are visiting in Denver.

Roadmaster Geelhart and Mrs. Geelhart were called to Portland account of the death of Mrs. Geelhart's sister.

V. J. Peterson joined Mrs. Peterson and son Jack in Seattle when she and Jack returned home from California, after an extended visit.

Mr. E. L. Murray is in Miles City establishing the daily time keeping system.

H. E. Riccius has been confined to his home for some time with an attack of scarlet fever. We sincerely hope he will be up and around by the time this gets into print.

Mrs. A. H. Olson and children are visiting relatives in Tacoma for a few weeks. Just before they left A. H. C. and family motored down to the Custer Battle grounds and had quite an interesting trip over the week end.

Mrs. H. M. Cochran and children are spending the summer with friends and relatives in coast cities.

Miss Helen Coleman is on a thirty days leave of absence. Mrs. A. L. Boltz is taking a ninety days leave of absence.

Judy Wyss, daughter of Section laborer Wyss at Paragon, left for Washington, D. C. this week to accept a government position in that city.

Miss Lulu Cook returned from a vacation spent with friends in Seattle and Spokane. I know she enjoyed it for I met her on the train at Spokane and she told me all about it.

Miss Melen Bugby is spending a week in Chico Hot Springs and we want a report when she returns. Been to Chico myself years ago.

Want to compliment Nora B. Decco on her article on Gallatin Gateway—I can hardly wait to take the trip as a result of her eloquence. Really—every time she takes her pen in hand she surprises us anew with her ability.

Mrs. Geo. Knowles is enjoying a visit with her mother who arrived the first of the month.

The baseball suits on this Milwaukee team here are a treat for the eyes—they look like a sunrise and no mistake. I hear great tales of their performance this season, but owing to my absence I have been unable to get any first hand information for the press. I think I promised the magazine a picture of them, so get lined up and look happy fellows.

Splinters from the Wooden Shoe

Brownie

Yes after a two months absence here we are again—or was it longer than two months. Well anyway someone felt sorry for me and in came some notes the other day. Hope somebody works up a little sympathy and sends in some notes.

Another poor man hung himself Mr Jos. Kioski, a passenger brakeman, was married Monday June 28th. Joe will make his home at Iron River, Mich.

John Nemick's pitching arm is on the hummer. Can't set brakes tight enough to keep ore cars from going over the fill at Bengal Mine.

Frank O'Malley has more trouble. Has charge of both Iron River and Crystal Falls Ore District. Poor Frank.

Understand W. E. Herman, Agent at Iron River, is strutting his stuff again.

The Milwaukee has more ball players, R. Forsman is holding down the hot corner on the Iron River Iron Sox.

We are all wondering just how many Buicks Thos. Sayles really did get rid of.

We hear we are going to lose Mr. John (Stub) Olson, Roundhouse Foreman at Iron River. There is a rumor afoot he has a widow.

Ole Peterson, Switchman at Green Bay, is the proud father of a 9½ pound baby boy. Congratulations Ole.

Pat Neugent came to work Monday July 19th out of breath and all tired out. He was fishing over the week ending and didn't do a thing but bring a 19 pound Muskie. Pat said that he had a hard 25 min. fight in order to land the fish but it was well worth the effort.

Pete Larscheid has not been seen or heard of since July 17th, the eventful game with the Northwestern Engineering. After they had the whole game won Pete forgot to change pitchers and the poor pitcher was all tired out and only let five men come in and the Northwestern walk off with the game. Cheer up Pete, we all have to learn by our mistakes.

Well this is a little help for this month and the boys please help me out and send something for next week so we can have a whole page.

The following from the Iron Muontain News: "Jack Nemick is to hurl this season for the Iron Sox. Nemick, who is employed by the St. Paul Railway retired last year from the diamond, but the lure of the game has called him again. He played three years ago in the Wisconsin State League, and as a shining light on the Oshkosh, Racine and Eau Claire teams. Standing better than six feet, and weighing 190 pounds, Nemick hurls them past the batsmen like so much lightning. By the time the batter has swung at the ball it has already been in the catcher's hands, returned to the pitcher and on its way for the second strike"

Motoring on the Milwaukee Up and down hill on the Rocky Mountain Div.

Nora B. Decco

As I am leading what is known as a Care free existance for the time being and letting some one else do all the work I can possibly get out of, there will no be a great deal of news this time. But as we took up the largest part of the front half of the Magazine for this division last month no one will say a word I guess but let some one else have a chance to be heard.

First I forget to thank Miss Helen Kirwan of the east ward division for her nice little compliment in the June magazine, but I hereby do so, those things are very nice to hear Miss Helen and we appreciate hearing them, but perhaps we haven't such a good opinion ourselves.

And something else nice has happened too, and may the good work go on, we have at last a correspondent a Harlowton, and from the start will say he,? is a live wire, and trust he don't get all tired out now and quit after a few months hard labor, as it is hard to get news from all over the division, (loud chorus of Aye's from all the correspondents) as every one thinks we hear everything that goes on and some times we don't hear hardly any of it, now if Deer Lodge will just get back in the harness and we can scare up one for Butte there won't be hardly a thing left for me to do but look on and read the magazine.

Mr. and Mrs. McHale have returned from a few weeks visit with relatives in Chicago, where they enjoyed a fine time and now Ed will have to work while the rest of us take life easy. Mrs. McHale's niece returned with them and will spend the summer here.

Mrs. Pete Pogreba and children have returned home after a visit with relatives in the Ozark mountains, Pete is all smiles again.

Mrs. James Crockett has returned from a trip to New York City and a visit in New York state with her mother.

We were glad to shake hands wit ha brother operator during the first of July, when Mr. Marner, first trick operator at Lennmon, S. D. stopped over in the city on his way to and from the Park, he was much pleased with the trip, but thought we had pretty hot weather here and here seemed to be a lot of commotion going on over something or other in this usually quiet littl evillage, yes we said there was and it probably would get a lot more stirred up before he season was over.

Bill Fink and Dave Clay have returned from a trip thru the Yellowstone Park, they did their own cooking and Bill is going to sell his roadser and buy a touring car, as he wants another seat to get into when the bears climb up in the front one, Dave said they wouldn't have anything to do with him but they waned to hug Bill all the time.

Miss Lucy Barnes daughter of Engr. Barnes has returned from Cleveland for a summers vacation with her parents here. They are spending part of it at Potosi.

A wedding of interest to RM division folks was that of Cody Bell and Miss Lucille Hart at Bozeman June 30th. Mr. Bell is a very popular operator on this division and a son of Agent Bell of Two Dot. We offer the happy couple our very best wishes for a long and happy life.

Mrs. Holliday second trick operator at Martinsdale is taking a few months lay off and is relieved by Mr. Bell.

Operator Robinson at Sappington has returned from a trip thru the Park and is again at work, he was relieved by Mr. Nance an old timer here years ago and well known to all of us.

Operator Elliott of Sappington had to bring his Father intn the hospital during July, he was taken suddenly ill and they had to bring him in on a gas car. He is much better and improving slowly. Operator Shephard of Lombard is a hospital patient also, having again taken sick while on duty. He is relieved by Operator Matson.

Operator Jost on third at Three Forks took a two weeks lay off and went back to Minneapolis, he reports a fine trip. He was relieved by operator Creveston from the coast.

We regret to announce the sudden death of

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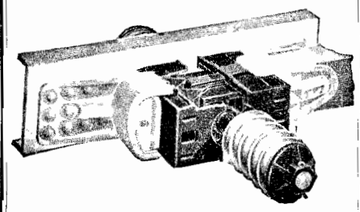

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Use the street crossings.

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Never Take a Chance!

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Drive carefully—Do not speed.

Examine your brakes frequently.

Do not trust the other fellow.

Give trains the right-of-way.

Lose a Minute and Save a Life

W. L. TETZLAFF,

Chief of Police.

Above is Advertisement which appeared in the Waupun Leader, Waupun, Wis., under date of May 20, 1926. Cut this page out of The Magazine and post in a prominent place so that you will see and read it every day.

Mrs. John Jenkins of this place, June 20th. Mrs. Jenkins was the wife of Condr. John Jenkins and was for many years a resident of this city. She leaves behind six small children one a tiny baby. The remains were taken to Kendalls Wis., accompanied by Mr. Jenkins and the two older children. We offer the family our deepest sympathy in their very great loss of wife and Mother.

Miss Cora Viewig, head nurse of the local hospital has returned from a trip thru the Park and reports a fine time.

Well Mr. Meyers has to have some fish so we will have to hunt up Mr. McKenna and Lord Plunkett and Curley Peters and George Smith——well I guess if he wants some fish he will get them with all that gang, the fish run the other way when they take one look at any of them, we have heard they climb the trees up towards Green's ranch when they see McKenna's license plate on that high powered car of his.

The CM&St.P. Ry and Deer Lodge Montana

By Russell Marsh, Ch. Time Keeper, Mech. Dept., Deer Lodge

The Chicago Milwaukee & St. Paul Railway Shops, probably better known as the Milwaukee Shops at Deer Lodge, were opened for operation about July 1st. 1908. Thru the efforts of a representative body of Deer Lodge business men headed by Frank Conley, H R. Williams then president of the Puget Sound Line, now known as "Lines West" of the CM&St.P. Ry. was induced to change the original plans for the sight of the shops from a point about four miles east of Deer Lodge to their present location. The Railway Company was given eighty acres of land, the present site of the shops, and $20,000.00. This deal was closed in the spring of 1907 and the railroad completed about two years later.

There is no doubt but that the Milwaukee Shops and Railroad have been the largest contributors, in making Deer Lodge the "beautiful and thriving little city" it is today. Let us further look into the way the Milwaukee has and is benefiting Deer Lodge every day.

1st.—The Milwaukee Ry is the largest single tax payer in Powell County. Many large buildings have been erected on the 80 acres of land given them, and these buildings fairly packed with machinery, equipment, and material; until the establishment is now termed a manufacturing plant. The appraised valuation of this plant, its local properties and equipment for 1926 as follows:

Machinery and equipment	$151,000.
Buildings and land	$174,000.
Stock and Material	$425,000.

making a total assessed valuation of $750,000.00. During the year 1926 the Chicago, Milwaukee and St. Paul Railway will pay in taxes to Powell County about $43,000.00.

2nd.—The Milwaukees' employees are large tax payers. At the present time the shop forces are lower than they have been for some time, but there are still 331 men employed at the shops. Out of these there are 127 property owners in our immediate county, with many others owning Montana property in other counties.

3rd.—The shops payroll is an asset any town would be proud of. The monthly payroll at the shops alone to employees living in the immediate vicinity of Deer Lodge is approximately $45,000.00. This amount will vary according to the number of working days in a month, however the approximate month average for a year would be the above figures.

The shops are composed of three departments, namely—Locomotive Department, Car Department, Store Department. The Department heads are as follows. E. Sears—Locomotive Department, Axel Strand—Car Department, Geo. A. J. Carr—Store Department.

The Locomotive Department consists of several classes of skilled mechanics and their helpers, working chiefly on Locomotive Repairs, such as Machinists, Boilermakers, Blacksmiths, Electricians, Pipefitters, Tinners. There are 96 machines in use in this department.

The Car Department consists of several classes of skilled and unskilled mechanics and their helpers, working chiefly on passenger car and box car repairs, such as Machinists, Blacksmiths, Pipefitters. Carpenters, Cabinet Makers, Painters and Carmen. There are about 17 machines in use in this department.

The Store Department consists of men specially trained in the handling of store stock and material, and their helpers. This stock of material carried at Deer Lodge is not only for the shops but the entire division, both for operating and mechanical departments.

Electricity is the Motive Power now in use on over 600 miles of "Lines West." It began taking the place of Steam in 1914. By the use of this wonderful Motive Power traveling is not only much cleaner, but faster and more comfortable for the passengers. The Olympian, (trains Nos. 15 and 16) the Milwaukee's CRACK Passenger trains have long been termed the "Finest Trans-Continental Passenger Train Operated." The Freight service has been improved to a very high standard, much due to the use of Electricity.

Every citizen of Deer Lodge and Powell County should more than BOOST this wonderful enterprise and insist on all shipping and traveling in and out of Deer Lodge to be done over the Milwaukee Railroad.

The Value of Courtesy

(Continued from Page 13)

little extra attention, as if he "were an important person." I wish we could all remember that, because the more pampering of self-esteem our friends who travel with us enjoy, the better boosters they are for us; and what with all the new and different ways of travel that are opening to the public, we can't be too careful about putting our best foot forward. The electric railways now provide accommodations equal to the best on any steam railroad, and with their accelerated service, they are no mean competitors. The Motor Busses are approaching the acme of splendor in their gayly painted and varnished vehicles that outside look like glittering chariots and inside, are top notch luxury. They go rolling merrily along the paved highways, and if you miss one, why you comfort yourself with the assurance that there'll be another along in half an hour, or such a matter. They are not confining their seductions to the joys of a short trip to town either,—for you can find a gorgeously equipped motor bus, any day,

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standing on a prominent street corner in the Chicago oop, marked 'Buffalo," "Niagara Falls," "New York City" and many other places that previously we have believed to be savred to the railroad sleeping car and the no less important railroad dining car.

We may in this Age of Transition, soon or late, or our posterity, perhaps, go flying all around the world in a matter of twenty-four hours, or so. Things seem to be progressing with great rapidity toward something different, but in the meantime, we don't want to scrap the good railroads uutil we are sure we shall have jobs on the airships or whatever is the equivlent. So it is up to us to keep in mind that there is only one definition in our dictionaries to the words, courtesy and civility; and they are interchangeable in a superlative degree. Treat everyone like welcome company, and there will never be any chance for a newspaper reporter to ride our trains or apply at our ticket windows with the ghost of a show of getting anything but affability refined to the nth degree.

On this same line, there are some goods thoughts, most aptly stated in a circular recently issued by the Dining Car Department. When Superintendent Jones takes his pen in hand, something worth while always flows off the nib, so I am quoting it by way of conclusion, because in these days, we are looking for RESULTS. The steam railroad is still a going concern and we want everybody to know it.

COURTESY

Common Courtesy is the business of everyone meeting the public any capacity. Courtesy becomes a part of their trade to be applied in the face of resistance more particularly than where things are going smoothly.

The employes of this department, whose business it is to come in contact with our patrons, if they are to become valuable employes of the railroad, should learn to restrain themselves from often doing that which is their natural instinct to do in meeting discourteous, impatient and unreasonable people. If you are unable to do this, you are unsuited by nature for a position in our service.

In handling our patrons, we must take them as we find them and not as we think they should be. Without question, any of us who are handling the public, will meet a lot of mean people. It has been said nearly all people are mean at some time, but few people are mean at all times. Scientists tell us that people who are mean in the morning are most frequently kindly enough at night. There is a scientific explanation for the fact that most irritable people are that way in the morning rather than at any other time of the day .

All of our employes should school themselves to be able to keep their temper, their voices low and maintain themselves with calmness. In doing this, you will have a most powerful weapon in your own defense.

Remember that any who resist impatience with patience and temper with calmness is gaining the respect and sympathy of every witness to the situation, and the offender will regret his act in his first reasoning moment.

These suggestions are directed particularly to our sleeping car conductors, sleeping car porters, dining car stewards, and dining car waiters and if followed, will eliminate the possibility of complaint against you individually for the lack of common courtesy.

Won't you please read these suggestons through again and apply them to the handling of passengers in connection with your duties to this company?

L. M. Jones, Superintendent.

Increasing Pressure On Mechanical Officers of Railways

Address by R. H. Aishton, President, A. R. A.

The pressure on the Mechanical Officers of the railways today, has increased and will increase as the years go by. The demands for better and more adequate service, and particularly for more economical operation, have not let up for a minute in the past six years, and for the comfort and encouragement of you men of the mechanical division, without attempting to stand in the role of a prophet, I think I can predict confidently that this pressure will continue, and that it will be accentuated in the many years that lie before you. The answer to lies in the results that have been attained in the past few years, which may be epitomized in the term 'Public Relations.'

"You know what the relations were with the public in 1920. You know what the problem was that faced the railroads, and you know how much courage it took the railway executives of this country, facing those conditions, to enter into a program of capital expenditures amounting to over four billion dollars in the past six years for increasing their capacity and facilities to do what was necessary to provide adequate transportation. That the wisdom of their courageous action has been demonstrated in the fact that in the last three years at no time has any question arisen in this country as to the adequacy of the transportation.

"In other words, if a man had a car of hogs in Iowa, a car of cotton in Texas, a car of juice grapes in California, when he wanted a car, the car was there, and it was moved, and it was moved faster than it was ever moved in the history of the country before, to the greater satisfaction of the public. That has had a remarkable influence on public opinion regarding the railways.

"Furthermore, the ability of your mechanical officers to get more efficient operation out of what you had has contributed in no small measure towards the result of providing adequate transportation. It has had a marked effect also in the economies with which that transportation has been produced, until today the railroads are quoted by those in authority, and stand in the general estimation of the public, as being in the forefront of industry, not only as to the public service afforded, but also as to being alive to every method productive of efficiency and economy in transportation.

"Every time, when by discussion in some of your committees, or through a report or during the convention, you succeed in saving a pound of coal per thousand-ton miles in freight movement in this country, there is the point that counts. Every time you develop, through the cooperative work between yourselves aid the supply people and the manufacturers, or through the members of your committees, a machine capable of moving a thousand tons of freight a little faster and a little cheaper than it ever was moved before, that is another point that counts

"What is public relations work? As I see it, it's everything the railways say or do not say, do or do not do, that will affect public sentiment toward them. Keep that in mind. Have in mind better sentiment all the time in everything you do.

"What are the things that appeal to public opinion?

"First, the character of service the public gets. As I said before this has been of such a nature that there is general public satisfaction.

"Second, that every possible economy be attempted in producing transportation.

"In both these lines your division has done and is doing a great work. Take the matter of standardization of box car design. Due to refinements in design, these cars are of considerably lighter weight than many 80,000 pound capacity cars designed and built a few years ago including the United States railroad administration design. They are as much as 3,000 pounds lighter than the 80,000 pound cars built by some railroads five and six years ago, but of equal or greater strength. Just see what this means to the public in the avoidance of hauling a ton and one-half of dead weight with every car moved.

"Let us consider the carrying capacity of the cars. The modern A. R. A. standard 100,000 pound capacity box car weighs approximately thirteen per cent more than the steel underframe cars of 60,000 pound capacity, permitting a revenue load approximately ninety- four per cent greater. In addition the modern car has a cubical capacity to take care of light bulky freight of from thirty-five to seventy-eight per cent greater than the standard box car of thirty years ago.

"Does the public know this, or appreciate just what it means? How many of the public know just what you are doing in the matter of specifications and tests of materials; of the money and time that is being spent on the investigation of power brakes by the railroads; on the work and money you are spending on testing draft gears? Why this effort? Why the time thus spent? Why the expenditure of so much money?

"Take sixty or seventy years ago, when these railroads first started, if the stage coach of that day had been able to travel fifty miles an hour, and if they had had rubber wheels and no shocks and no swamps to go through, and if they could have performed the service for the rate that railroads afterward performed it, you would not have had any railroads. It depends on the way in which you progress and on the adequacy of the service you supply, and on the economy with which you can perform that service, that is what will govern the future of these railways.

"The American people are going today on wheels. There isn't any question about that. And the wheel that goes the cheapest and the smoothest and the most convenient for the public is the wheel that's going to get the business.

"The answer to all transportation problems, as I see it, and the future of the railways lies in the adequacy of the transportation afforded, and the satisfaction of the public with such transportation. Such satisfaction can be best secured, in my opinon, by a recognition on the part of all these various factors of transportation as to the benefits to be secured to all of them, the greatest cooperative movement possible, and a recognition by each of the advantages of the others.

"When I came in here last night I found piles of packing boxes, chairs upside down, new paint on everything; in fact, there was confusion generally. I said to myself, I wonder if they will ever get this mess straightened out by morning? I had the confidence you would, but when I came in again this morning I saw bowers of flowers, one of the best exhibits of the machinery you people are interested in that has probably ever been gotten together in the world; everything in order, even our friends, the supply people, sitting in their chairs with smiles on their faces. That is railroad efficiency. I do not think any other industry in the country could do a job like that over night."

AN INPRESSIONISTIC JOURNEY TO ALASKA

(Continued from Page 19)

poor "Beggar on Horseback"—quantity production rather than quality.

The landing at Juneau can never be forgotten—a golden moon, with Venus in attendance was over our shoulders as we approached the city built at the foot of a mountain. The great gold mill was roaring and lighted like a cathedral—while across to our left was the City of Douglas, which is an island during high tide. We realized Juneau was the Capitol of all this northwestern empire; An empire made up, so it seemed, of gorgeous and desolate scenery—mountains, islands, glaciers and water falls, with a starting absence of billboards.

Sitka was the climax of the whole trip; it's bay dotted with wooded islands for a breakwater and it's path by the sea that led to the Enchanted Forest. On one side of the path were cottages where roses bloomed—on the other, the gently lapping water. This must be Scotland, and the cows grazing along the way, Highland Cattle; But no—hed we not just left the Russian Church, where a pale scholarly man in a chanting voice told us the history and value of the rare paintings on the walls; paintings overlaid with gold, silver and jewels—Also ancient embroideries and tapestries brought many years ago from Russia when that country owned Alaska and Sitka was it's Capitol. The Priest, or Elder, having drawn back the cover from a casket-like table, allowed us to file past and gaze upon the features of our Savior as depicted by some artist who to the world at large has blushed unseen. So the Enchanted Forest cannot be a part of Scotland—Besides there are huge totem poles at the entrance and among the trees, and under these trees trailing vines of vivid green that must have sheltered the "Babes in the Wood," when "The robins so red brought strawberry leaves and over them spread."

On board the Alameda was a crowd of passengers so friendly, so considerate that one wondered again if we might not be living in the age depicted by H. G. Wells in "The Dream"—a life of idealism 2000 years hence when all petty jealousies and envy have no place, and where only gayety and happiness reign. Courteous service from the help enhanced the illusion and often in the evenings impromptu programs were given by the talented travelers. Our own Mr. Killilea generously gave a group of readings written since we were cruising in the waters of that "land where the mountains are nameless and the rivers run, God knows where."

Just one more scene: Our first day out from Seattle—brilliant sunshine, and in the evening everyone out on deck awaiting the sunset, about 9:30 it was. Finally there was a golden red ball resting in the water; slowly it diminished, changing it's shape to a giant easter egg—then a slender curved line like a gilded boat such as Cleopatra might have used. All the while the amethyst shadows across the mountains deepened and changed to blue—suddenly the water was like molten copper—the after-glow of the sun—then gradually a merging from twilight to moonlight—no darkness at all but a change in color—all the shades of silver—and the phosphorons in the wake of the boat like stars fallen from heaven: All around us the swelling tide—"such a tide as moving seems asleep, too full for sound or foam."

"Sunset and evening star
and one clear call for me,
And may there be no moaning at the bar
when I put out to sea;
For tho from out the bourne of time
and space
the tide may bear me far;
I hope to see my Pilot face to face,
when I have crossed the bar."

An Honest Juryman

"Look here, said a young juryman after the jury had retired. "If I understand right, the plaintiff doesn't ask for damages for blighted affections or anything of that sort, but only wants his presents back."

"That is so," agreed the foreman.

"Well, then, I vote we don't give him a cent," said the young juryman hastily. "If all the fun he had with the girl didn't cover the amount the presents cost him, it was his own fault. Gentlemen, I courted that girl once myself!"

Or Modern "Chickens"

The young hopeful of the family was just entering the age of late nights and notions.

One morning after late hours the night before, the youth announced.

"Paw, I've a notion to raise chickens."

Paw drew his eyebrows together and gruffly commented:

"Better try owls. Their hours would suit you better."

Hunting Pebbles

Uncle Henry has taken his little nephew Willie to a seaside resort, and during one of their strools on the beach had told the youngster that if he could find two pebbles exactly alike he would be given a dollar.

Eagerly Willie began to search. In an hour he came to his uncle and said:

"Well, uncle, I have found one of them!"

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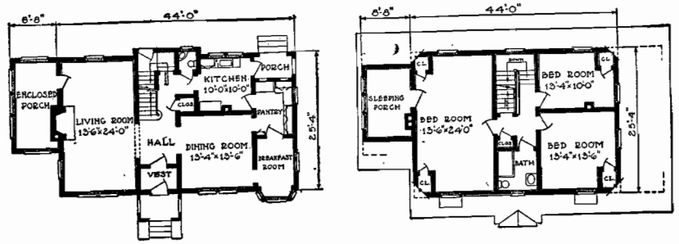


A Picturesque Home

Dutch Colonial and English Influence Predominate

N. E. Granger, Architect, Syracuse, N. Y.

Set some distance back on a spacious lot, this charming residence is attractive to the eye and its floor plan is an example of compact, yet roomy comfort. The design is well suited to the demands of the average modern family.

The general contour of the house is reminiscent of the Dutch Colonial, although the sharp roof lines, half-timbered gables and small window openings of many panes are clearly of English origin. The outward design is executed in tinted portland cement stucco of chosen hue on walls of concrete masonry, either hollow block or structural tile. This makes the house firesafe, warm in winter and cool in summer, in addition to its classic beauty.

A study of the floor plan shows much of interest to the prospective home-builder. The large living room is a distinct feature. Here a cozy fireplace adds cheeriness and comfort to the most popular room in the house. Adjoining is the sun room, an essential part of the home in the eyes of the modern residence builder. The dining room and bright breakfast nook are convenient to the well equipped kitchen, while the roomy pantry will prove a delight to every housewife.

Three bedrooms and a sleeping porch on the second floor are accessible off the stairway hall. There are four roomy closets and a convenient linen closet. The bath is close to each bed chamber.

It would be best to have the house face the south or west.

If you are planning to build a home, perhaps this plan would just suit you. However, so that you may see others that have been constructed, the Editor will be glad to send you free of charge, a copy of the handsome illustrated booklet entitled "Your Home." Much information of interest to the prospective builder is contained in "Your Home." Write for your copy.

Made a Booster of Him

(Continued from page 26)

—arriving at 7:30 A. M. I called a cab and told him to drive me to your 4th Street Office. When I arrived there I found that the office did not open until 8:30 A. M. I met a gentleman who opened up for me and I told him what I wanted. Without waiting to even raise his shades he got busy and in less than five minutes he had me fixed up. He took up my ticket and he re-routed me back over the Olympian and also dated my ticket and got me a drawing room and told me how to get a refund on my drawing room reservations.

Now my reasons for writing you is to let you know the excellent service that that gentleman gave. I did not get his name but possibly you can see by the ticket exchange who he was and I want you when you have any communication with that office to thank him for me—You may say that it is all in a day's work but it wasn't. That man **(if he was a Chicago man)** would not open the office until office hours.

Now a word about your dining service on the Olympian: meals were better than most Companies serve. The steward on the diner, Mr. West, did his utmost to satisfy the travelers. In fact he was more than pleasant. I think he should be encouraged by a glad smile and a pat on the back.

When anybody is in doubt which road to take, send him to me. They made a booster out of me.

Yours as ever,
(signed) Dr. Stephani.

A Remarkable Freight Service Record

"The most extraordinary demonstration yet given of the increase that has occurred during the last three years in the capacity and operating efficiency of the railways has been afforded by their performance in handling freight traffic in the first half of 1926," says the **Railway Age.** "Until this year the freight business of the first half of 1923 was the largest ever handled in the first half of any year, this having been partly due to the great amount of coal shipped in the months following the coal strike which ended in the latter half of 1922. Without any such abnormal coal traffic conditions as existed in 1923, freight business in the first half of 1926 slightly exceeded that in the first half of 1923.

"There was, however, a very great difference in the way the business was handled in these two half years. Almost throughout the first half of 1923 there were car shortages, and during the first five months of the year the railways failed to furnish shippers 1,167,042 cars at the time for which they had ordered them, the average weekly car shortage being 58,377.

"On the other hand, in the first five months of 1926 the railways failed to furnish shippers only 1,447 cars at the exact time for which they had ordered them, or an average of only 70 a week. Although the average number of cars loaded averaged about 950,000 a week, a new high record, the number of unfilled shippers' requisitions for cars was the smallest for any equal period in the history of the railroads, the service rendered in furnishing cars when wanted, being, as the figures show, almost 100 per cent.

"The railways of the Southwest, and especially those serving Oklahoma and Kansas, are finding it extremely difficult at present to furnish enough box cars for moving wheat because the crop is not only large but is exceeding all pre-harvest estimates. This, however, is a local condition, and the railways and the shippers' advisory boards for that territory are cooperating energetically and efficiently to deal with it successfully.

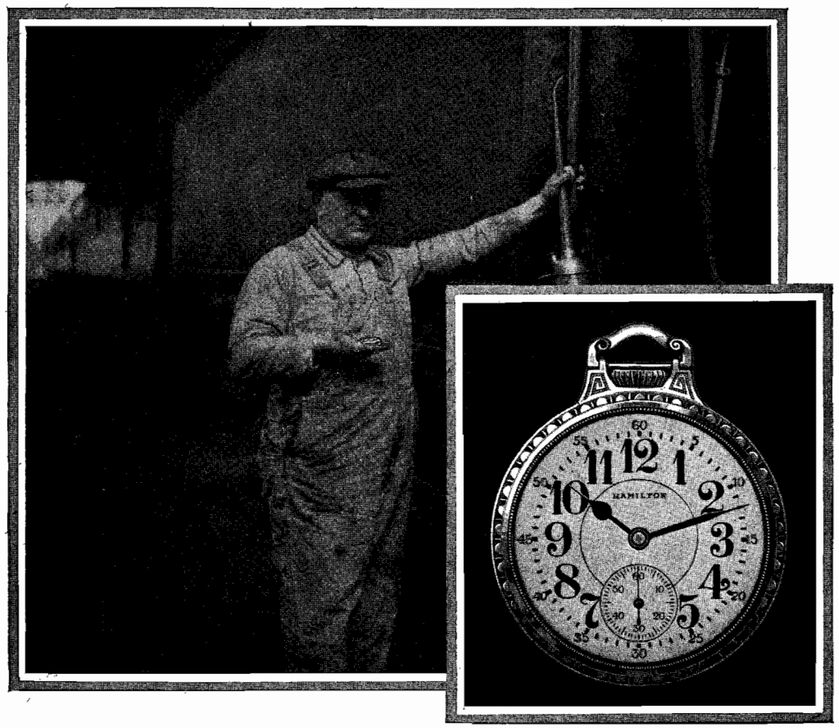
"Not only has freight business thus far this year exceeded that of any previous year, but all indications are that it will show a substantial increase during the second half of the year. There appears to be no danger that the railways will not be able to handle satisfactorily all the business that comes to them, although the prospects are that the freight car surplus will be reduced to less this fall than it has been at any time since the fall of 1923."

The Last Time

"Why don't you attend church?" asked the minister of a non-attendant.

"Well, I tell you sir: The first time I went to church they poured water in my face, the second time they tied me to a woman I've had to keep ever since."

"Yes," said the parson, "and the next time you go they'll throw dirt on you."



"There Is Nothing More Important Than Accuracy"—DANIEL WILLARD
President, "B & O" R.R.

WHEN the President of a great American Railroad makes a statement like the above it is considered news for the world at large. But to a railroad man it is no news—it is simply a plain statement of facts. Railroad men everywhere know that nothing is as important as accuracy. And for that reason more and more railroads are turning to the Hamilton Watch and making it their personal timepiece.

Many men who work with an eye constantly on their watches know that the Hamilton is both accurate and dependable. Veterans like Engineer Satterfield of the B & O—and veteran conductors, too—have proved the Hamilton by years of service. Young men, just entering the railroad field, are choosing Hamiltons in order to be equipped with watches that will leave them in no doubt about accurate time. And the men who have carried Hamiltons thirty years, or men who have carried them as many months, are equally strong in their endorsement of "The Railroad Timekeeper of America."

Ask your jeweler to show you the New Railroad Model Cases in which are fitted the Famous Hamilton 992 movement. Here is a watch that is the last word in sturdiness, rugged beauty, and accurate, dependable timekeeping service. It can be had in 10K yellow filled gold or 14K green, yellow or white filled gold. Your choice of different railroad type dials. As you examine these Hamiltons remember they are the watches that have helped make railroad history — watches that truly represent the highest development in economical time service.

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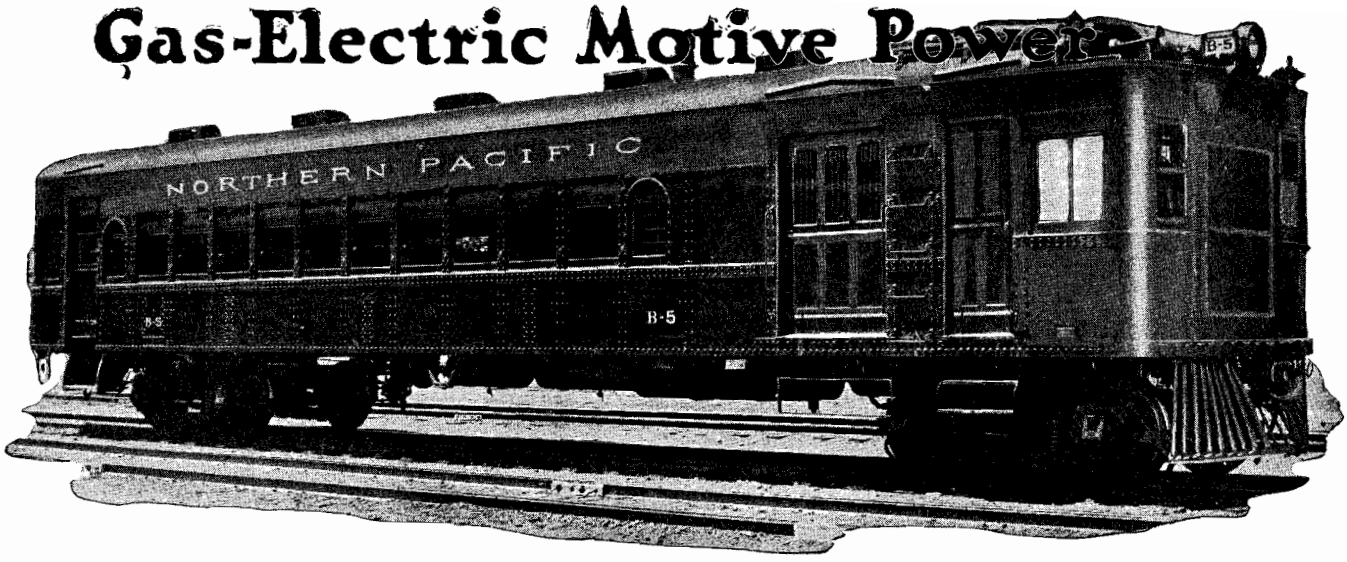

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More than 50 cars of this type, all propelled by G-E electrical equipment, are in operation or on order. The *reliability* of operation and *economy* of operation of those in service justify unqualified confidence in this type of motive power for light-traffic lines.

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