

# THE MILWAUKEE MAGAZINE



NOVEMBER, 1926

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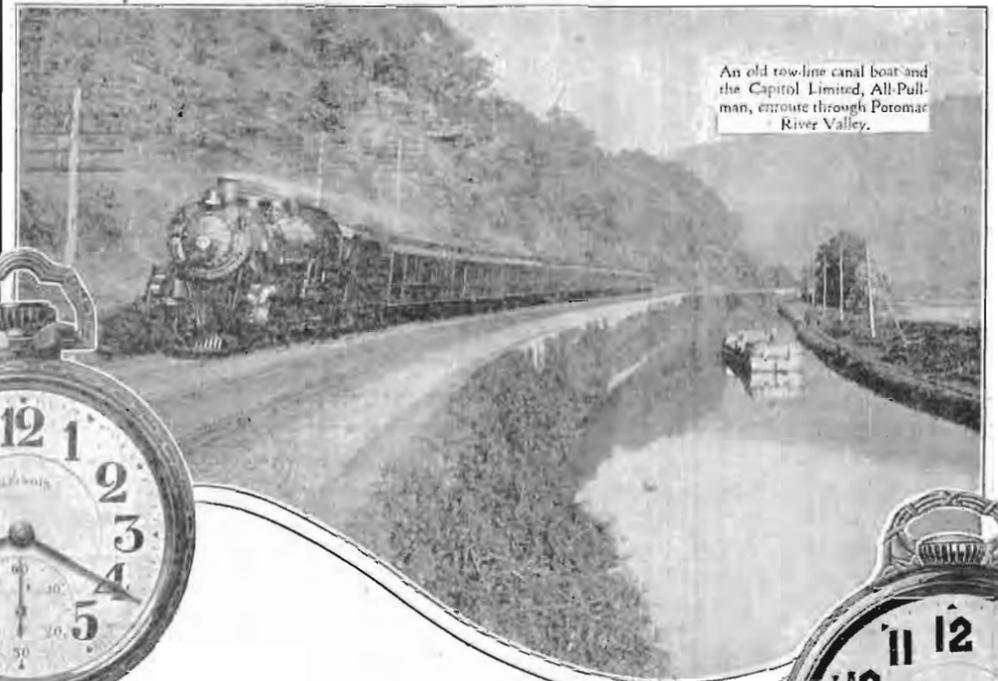
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# THE MILWAUKEE MAGAZINE

Volume XIV

November, 1926

No. 8



## A Thought for Thanksgiving

When the Editor of This Magazine manages to capture a few moments of the valuable time of the Chief Operating Officer of this railroad, for an "interview" the result is always interesting and instructive to all hands of us. Recently the question was put to Mr. Gillick as to whether the pledge of the Veterans at the annual meeting in August last, for each one to secure at least two new members for the Association before another meeting, was producing satisfactory results.

"I am glad you brought up that matter", said he, "because I have been very much interested to ascertain how the pledge was being kept, and I learn that we are really getting quite a number of new members,—but you know, I shall not be satisfied with anything short of one hundred percent, so we have some way to go yet. You will recall that the pledge was made by the some four or five hundred veterans assembled there in Milwaukee on the afternoon of the annual business meeting. They promised to go home and dig up two new members for the organization; and being one of those who promised, I, myself, have already more than kept the pledge, but I'm not going to stop there, by any means. I first found two old timers (and who, by-the-way ought to be taken out at sunrise for the usual ceremony that is said to take place in the army at that hour, for not having joined long ago) and recommended them through the regular process; and as the Secretary knew nothing about their general history, she passed the applications along and they were accepted. Then I found two more whom I did not consider quite as bad, but yet I shall have to say they might have been in the Association from the very first with several years to their credit over the required twenty-five; and they were accepted too. So you see, I found four in a very short while. I want to add that if any one of the Vet-

erans who took that pledge is having trouble in his neighborhood to get the necessary two additional members to fill his quota, will write to me, I will credit him with my two additional, and however many more I secure, may go the same way, because I want to help every fellow who stood up and made that pledge, and who, for any good reason (understand, I said, good reason), can't make the grade. I hope the Secretary had the name

### "Because We Like Each Other"

Mr. Yockey asked me what in my opinion, was the attraction which brought twelve hundred or more veteran railroaders together in this way at these annual meetings; and I told him I thought "simply it was because we liked, each other"; and I do believe that we all get together in this way, because we like each other.

of every man who promised, and that she will call every fellow who fails, to account."

"Now out on Lines West, I have found a lot of Veterans who are as interested in the Association as is Charlie Mitchell, or myself; so there is no part of the railroad today, that has not a good sprinkling of Veterans; and I also found another lot of old-timers out there, who are members of the Pioneers Club, and their Service is nearing a point where they will all be eligible to the Veteran Association, as they now hold a record of some eighteen years as Pioneers on the West Lines, and many of them had accumulated a lot of years before they went West.

At our last Veterans Banquet in Milwaukee you will recall Mr.

Yockey who in welcoming us to Milwaukee told us about his Dad having been a veteran engineer on the Northwestern Railroad. I sat next to him at the table, and he could not get over the wonder of such a great throng gathered together just for old-times' sake. He asked what, in my opinion, was the attraction which brought twelve hundred or more veterans together in this way at these annual meetings; and I told him I thought it was simply because we liked each other. And I think that is it. I am sure there are hundreds of men in the service who are entitled to membership in the Veterans' Association who have not joined simply because they have not thought of it in that way. I have just read in the newspapers, an account of the meeting of Veterans of the World War (The American Legion) in Philadelphia. Now those men were there from every state in the Union; just as the Grand Army of the Republic Veterans have been gathering for years past; and I think they all get together because they like each other.

Men and women who serve one railroad for twenty-five years or more, must naturally be pretty sound, capable people. And here, I want to include the women in the families of our Veteran employes, because I believe that in taking care of their men folk, they are doing service as well as those whose names actually appear on the pay-roll. And after serving so many years together, they ought to be taking a personal interest in each other and in the railroad, too. So, I believe we have a responsibility in looking after each other; in looking after the interests of the railroad which is a part of us; and last but far from least, in looking after our young, very promising young fellows who are growing up to take our places—in helping them to avoid some of the mistakes that we made; and so prepare them to be good veterans

when their time comes.

I hope when the Veterans check up at the next meeting it may be found that each one may be able to report that he has brought in his two members during the year; and as I have so often said before, that there will be ten thousand enrolled instead of the five thousand we now have.

It is an honor to be a Veteran of anything that is good; and an especial honor as well as a pleasure, to be a Veteran Employee of The Milwaukee Railroad. I have always felt this way about it, and I have always found the greatest pleasure of my business life, from

## Your Job and Mine

By J. E. Bjorkholm, Asst. Supt.

Motive Power, Milwaukee Wisconsin

One of the foremost questions in economical railroad operation of today is that of fuel, a question that is being discussed continuously in the various periodicals devoted to the field of railroad interests, it is a subject of prime importance at all meetings of both a national or local character where men having the destiny of the American Railroads in charge meet and discuss matters pertaining to more efficient operation and a subject that the writer has endeavored to keep before the great body of officers and employees comprising the organization of the Milwaukee Railroad, an organization, by the way, that occupies one of the front seats among such bodies in this great land of ours.

It is to be admitted that there is not much new to be said in the matter of fuel conservation, as it has been preached from Bulletin Boards, at Fuel Meetings, in conversations and thru the medium of personal letters in many instances, but as the Advertising Manager of a well established mercantile firm stated when one of his friends asked him why he kept on persistently advertising an article already having an enormous market and had become a by-word among American housewives—"If you do not constantly remind them that the article is indispensable, they will soon get along without it."

So it is in the matter of fuel conservation. It is necessary to constantly keep the possibilities of fuel economy before us in order that we may not forget its importance. In our daily work, there are so many matters of a varied nature demanding our attention, that unless a frequent reminder is appearing on some particularly important subject, we will soon relax in our attention.

There are few commodities in general use as valuable as coal that are being treated more carelessly and one of the explanations for this, no doubt, is the plentifulness of this commodity, the great quantities in which it is being used and the manner in which it, of necessity, is handled. For instance, we will pass by a shovelful of coal lying on

year to year, to be the opportunity I have to meet my old friends and associates at the Veterans' Meetings. Perhaps you may think I make a great deal of this matter, but I do feel that it makes for better manhood and better service for every man to take the pride he is entitled to have in the fact that he has been a good and loyal employe of one institution for twenty-five years or more; and to make a public profession of that pride by becoming a member of an Association whose very existence is founded on that kind of manhood and that kind of service.

the ground without giving it much notice, a fireman will frequently permit a shovelful to roll out of the gangway and still if in either case, instead of this shovelful of coal it was three of Uncle Sam's copper pennies, we surely would pick them up and look for more, while in value, practically the same was represented in both instances.

I believe that it is generally known that next to wages, the fuel bill on a Railroad is one of the largest that has to be met. The cost of locomotive coal on the Milwaukee Railroad represents in excess of a million dollars a month, to which must be added coal burned in our stationary plants at our shops and roundhouses, heating plants at our principal stations, stoves in stations and freight houses and thousands of other buildings and shanties, pump houses, cabooses, etc., and all this swelling the annual cost into additional millions.

It is true that in later years, when reading about the staggering costs of National and State budgets, foreign debts etc., not to mention the gate receipts at modern prize fights, we have lost somewhat a previous healthy respect for a million, still we have not as yet become so utterly disrespectful of ciphers but that we admit that a million is a lot of money and at least worth saving rather than permit it going up in smoke particularly if it renders no one any benefit, and still, it may be an easy matter to talk millions but not to undertake to save them. I venture to say, however, that if everyone on this great Railroad, having anything to do with the burning of coal directly or indirectly, would treat coal on the Railroad with the same respect that we treat it in our own basements, there would be very little trouble for the Treasurer to report a million dollars saved on this account at the end of a twelve months period.

One of the undisputed facts is that a man's bank account, no matter how large, is made up from the smallest units in currency—from the pennies. Pennies make dollars and a large amount of dollars makes wealth. A man with a moderate income, paying no attention to the

pennies, will never accumulate a saving. If he does not start to save until he can start with a thousand dollars, he will never start, and so it is with fuel. If we consider that a shovelful is not worth saving and that we are all looking for a ton to save, our fuel conservation program will never accomplish any results.

I feel it is not generally appreciated, how a very small amount of coal saved or wasted determines whether a division is to have a favorable or unfavorable fuel performance. As, no doubt, is generally known, in freight service the factor used in considering the fuel performance is a Thousand Gross Ton Miles, in passenger service Passenger Car Miles, and in yard service Locomotive Miles. Thus, if a division has a fuel performance of 120 pounds per thousand G. T. M. it indicates that 120 pounds of coal was consumed for every thousand tons hauled one mile over the Road together with standby losses incidental to locomotive operation.

In no industrial undertaking does the policy of comparison play such an important part as with the railroads. Monthly comparison is constantly being made thru the medium of statistics published by the Interstate Commerce Commission, as well as the American Railway Association, the carriers usually being grouped for comparison where operating conditions are practically identical and it is a matter of pride for officers and employes to have their Road occupy a favorable position and it is the stimulating effect brought about by these comparative statistics, that are largely responsible for the high efficiency of American Railroads today and it should be a matter of earnest endeavor for everyone connected with "Old Milwaukee" to contribute his or her share to keep our Road where it rightfully belongs—in the front rank.

To bring home the point how a very small amount of fuel contributes towards a favorable or unfavorable performance, let us, as a matter of illustration, consider a 2500 ton train moved over a 100 mile division and the fuel consumption being 120 pounds per thousand G. T. M. If the engine crew and others, thru their interest and efforts, could save 33 scoopsful of coal on a trip, the consumption would be reduced 2 pounds or to 118 pounds per thousand G. T. M. The above illustrates how thru the careful operation of the engine by the Engineer and Fireman, thru the careful planning on the part of the train dispatcher or thru proper switching or picking up of cars on the part of the train crew a good performance can either be made or unmade. No freight train of 2500 ton can stop and again regain its speed under average conditions with much less than 33 scoopsful of coal and this should be borne in mind by the train dispatcher, operators, signal men and others having anything to do with the movement of trains. Recently when the writer discussed this matter with an engineer, this engineer stated that everlasting glory ought to be accorded the individual who could bring this lesson home to certain station agents and way freight and work train conductors, roadmasters and extra gang foremen and while we were discussing the question, I could well remember when in engine service years ago, it appeared to be an unwritten law that no wayfreight or

work train would get out of the way for a heavy train until it had come to a full stop when the work train or wayfreight as the case may be, would immediately hurry to take the siding after thus having promoted the business of the coal operators. As I write the foregoing lines, I can picture many an old veteran engineer reading them and making a motion before the house that the writer be given a preference seat in the realm of St. Peter for calling this to the attention of all and sundry.

Now when our interest is aroused about the 33 scoopsful saved on a heavy freight train, let us run another. This time we will take the same train that a certain month in 1925 was run at a fuel consumption already established at 120 pounds per thousand G. T. M. It is the same engine, but it is another engine crew, and the engineer works the engine at approximately one inch longer cut off than his predecessor this one inch longer cut off represented by one notch on the reverse lever quadrant. The effect of such practice was recently called to the attention of the Enginemen in Educational Bulletin No. 29 and is again referred to for attention. The fireman is not as careful as the former one, as while the former enjoyed a clear landscape and recognized the value of proper combustion, our present friend permits smoke suggesting a burning well instead of a locomotive, and the safety valves indicate at frequent intervals that they are operating with utmost satisfaction. This engine crew will not make any improvements on the record already established, instead they will soon waste many times 33 scoopsful of coal and when the Division fuel record is published, we find we did not even hold our own with the same month the previous year. Instead we increased the consumption from 120 pounds per thousand G. T. M. to something like 125 if not more.

However, while the engine crew wasted some coal, they were only pikers. The conductor found that the car to be set out at Station "K" instead of being first out was behind 65 and so we kept promoting the coal operators interest by burning some more fuel unnecessarily and still our trip has only begun. The agent at "M" is holding the block until the train is almost at a stop and the train dispatcher tells the conductor to pick up a car at "O" that just as well could have been picked up by the local and after leaving "O" we discover a hot box and again we have to stop. Now we find that we are on short time of a passenger train and the engineer has to give the old girl another notch or two and when we finally check up on our accounts, the fuel consumption of the train is around 140 pounds per thousand G. T. M. instead of 120.

I am sure every train or engineman reading the above will recognize many a trip they had made and still all the damage is not done as yet. After our train is finally placed in the yard, and the engine on the track, a hostler perhaps puts in a few scoopsful of coal into the firebox thoughtlessly that the next minute is knocked into the cinder pit and after the engine is placed in the house and ready for another call and fired up, we find a leaky washout plug and have to furnish another engine while the fire is knocked in the first one and the steam and water blown off and by this time the

coal operator is ready to declare an extra dividend.

When we consider the effect on the fuel consumption of 33 scoopsful of coal, this amount representing approximately 500 pounds, then it is only a matter of some very simple arithmetic to arrive at the effect the amount required to fire up an engine has on the fuel consumption of a train and, therefore, the matter of firing up engines unnecessarily should be guarded against religiously.

In passenger service, as I have already stated, the measuring stick is passenger car miles. Considering that we have a train of 8 cars, one scoopful of coal saved every four miles will bring about a reduction of  $\frac{1}{2}$  of a pound per passenger car mile and, of course, one scoopful saved every mile would soon put the Milwaukee Railroad in the front rank among competing lines so far as this comparison is concerned.

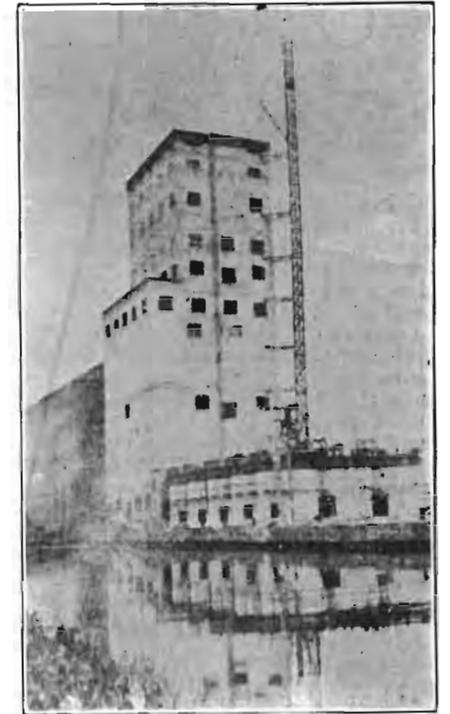
Train service, however, does not constitute the only field of importance for fuel saving, only it provides by far the greatest opportunity. Judicious use of steam heat and electric lights are fields where considerable saving can be affected. The same is true with our cabooses, our stations, our shanties, in short everywhere where fuel is used.

Steam leaks, however small, are large factors contributing to an unfavorable fuel performance. A small leak in a blower connection in a roundhouse may in itself not be of much consequence, but there are hundreds of blower connections in constant use on our Railroad and hundreds of small leaks make a big one. Leaky air pipe connections in shops and repair yards have a like effect. A leaky air hose on a train consumes more fuel than is generally appreciated. The fuel wasted thru the leaky steam hose connections on passenger trains annually represents a huge coal pile.

The only coal saved is the coal not burned. Again let me say, if we will give only half as much thought to the coal that we burn on the Road that we are giving to the "Black Diamonds" in our basements, the Milwaukee Road will establish a fuel record superior to any.

I sincerely hope that these lines will not merely be regarded as the amateurish contribution to our magazine that it is but instead regard it as an earnest appeal to everyone burning coal, no matter where or how or for what purpose, to do his level best to save every pound of coal possible.

Let us ever remember that there are few opportunities of saving a ton at a time, but many to save a scoopful. Many small rivulets make large rivers and money that instead of going up in smoke, will be used for needed improvements not only giving work to thousands of men, but also making conditions more pleasant for all of us. Remember that it takes only 133 scoopsful of coal to make a ton. It does not require the knowledge of higher mathematics to appreciate what the combined result will be if we all do our part. No single man can do it, no particular craft can do it, the president alone cannot do it, neither can his staff any more than an individual engineer or fireman. Team work alone can do it. Concentrated co-operative efforts from every mother's son on this great Railroad can do it—IT IS YOUR JOB AND MINE.



Elevator "E" at Milwaukee

Old timers of the Milwaukee Railway, especially those whose home was in the Cream City, will recall with what pride of possession they pointed out to the stranger in the city, the great CM&STP "Elevator E" whose mammoth red bulk loomed large on the western skyline somewhere down in the Yard where rails and river meet. The old elevator succumbed to the fiery element one dark night, two years ago; and since that time "Elevator E" has been a memory in so far as a completed structure was concerned.

Above is a view of the new Elevator that is to bear the title of its illustrious predecessor, which enjoyed the distinction of being the largest house for grain storage in the west. The new building now under construction will have an equal fame. The workhouse, with a storage capacity of 210,000 bushels is now completed; and the fifteen tanks are well under way, and these will provide 450,000 additional storage, and including the bins and old tanks left standing after the fire, the total storage capacity when completed, will be close to 1,400,000 bushels. The unloading equipment includes two receiving legs and four track hoppers capable of taking in a maximum of 60 cars per day of ten hours.

The shipping capacity will be 160 cars per day with four loading spouts to vessels, and two shipping legs of 15,000 bushels capacity on each leg of 80 cars per day.

### An Epitaph

Beneath This Stone  
Lies Henry Lossing,  
Who raced the fast  
Mail to the crossing.  
They brought him here,  
Good friends and kind—  
That is, they brought  
All they could find.

—Columbus Dispatch.

# Origin of Station Names in Washington

## Origin of Station Names in Washington

The information entered here has been contributed in large measure by our station agents who have interviewed their friends and acquaintances and will be found of interest. Where the name of the station only appears, it is clear that no information was available. Should the reader know of facts not shown here or be able to suggest a source of information a letter to the editor will be greatly appreciated.

**ABERDEEN**—Named for Aberdeen, Scotland, at the request of the mother of A. J. Stewart, local real estate dealer, because it was the home of her girlhood.

**AGNEW**—Named for Charles Agnew, a farmer and logger who settled here about 1865.

**ALDER**—

**ALLARD**—Named for a local resident.

**ALLISON**—Station abandoned.

**ARGO**—Changed to **FAY**.

**ASHFORD**—Terminus of the National Park Line of the CM&StP Ry. near the western boundary of Rainier National Park and is the railway station for the park. Named for W. A. Ashford owner of the townsite.

**AUBURN**—

**BAGLEY JUNCTION**—Named for J. Bagley, saw mill owner and operator.

**BALFOUR**—This station was instituted at the rock quarries of the Olympic Portland Cement Company, a subsidiary company of the Balfour-Guthrie Company. The station was named for the senior member of the latter company, a distinguished Englishman.

**BANDERA**—

**BARNESTON**—

**BATUM**—Named after a town of the same name in the state Caucasus, Russia.

**BAYNE**—This station is located in a narrow defile between the hills in one of which, some 18 years ago, George Bayne discovered and developed a coal mine. Coal is still being mined there in small quantities by the Carbon Steam Coal Co.

**BEDFORD**—

**BELLINGHAM**—Bellingham Bay on which it is located and from which it derives its name, was so named by George Vancouver, a British admiral who cruised in Puget Sound in 1791-2. County seat of Whatcom County. Formerly called **WHATCOM**.

**BERKELEY**—

**BEVERLY**—

**BLACK RIVER JCT.**—

**BLUESLIDE**—So named because the hill through which the tunnel north of here is bored is of a bluish soap stone. The east side of the hill along the Pend Oreille River is given to sliding.

**BLYN**—

**BOYLSTON**—This is the summit of the Saddle Mountains and station is at the portal of a tunnel.

**BURT**—

**CARLSBERG**—Named for Carl J. Erickson, a railroad contractor, after his

first name and a fort of that name in Sweden, his native country. He built a saw mill here and is still operating it.

**CARNATION**—First called **TOLT** because of its location on the Tolt River, but in 1913 E. A. Stuart, owner of the Carnation Stock Farm offered to build a large milk condensing plant in the town if the citizens would change the name to **CARNATION**. His offer was accepted and the change made.

**CASTLETON**—Got its name from a huge mass of rock nearby resembling a castle.

**CEDAR FALLS**—So named because of its location at the falls in the Cedar River just below the outlet of Cedar Lake. Here is the location of the City of Seattle's Hydro-Electric Power Plant. Name changed from **MONCTON** to **CEDAR FALLS** at the request of Seattle officials.

**CEDAR MOUNTAIN**—

**CEDARVILLE**—Derived its name from Cedar Creek, a small stream that flows into the Chehalis River.

**CENTRAL**—

**CENTRALIA**—

**CHEHALIS**—Existed as a station on the Northern Pacific Ry. prior to the construction of the CM&StP Ry. Chehalis River and town named for the Chehalis tribe of Indians of that region.

**CHENEY**—

**CHEVIOT**—

**CLAY CITY**—

**CLEARBROOK**—

**CLE ELUM**—Existed as a town and station on the Northern Pacific Ry. prior to the location of the CM&StP Ry. Named for river and lake near there.

**COAL CANYON**—This town was first called **LINDBERG** after Gust Lindberg who built a large saw mill here. He later disgraced himself and the citizens changed the name to **COAL CANYON** from two coal mines in this locality.

**COHASSETT**—

**COLUMBIA**—

**CORFU**—

**COSMOPOLIS**—The name was suggested by the word cosmopolitan because of the advantageous site on the Chehalis River deep water and only three hours from the open sea. The first sawmill on Gray's Harbor was located here. This is the site on which Governor Stevens of Washington territory signed the treaty with the Indians in 1853.

**COVILL**—

**COWLITZ JCT.**—

**CUMBERLAND**—There is a story in connection with the origin of this name that about 35 years ago there was an old prospector in the mountains in this vicinity who would come down occasionally and to those with whom he came in contact he would repeat a sort of riddle—"Up in the hills is a Cumb, Under the Cumb is a bear, Under the bear is land". From this saying the name **CUMBERLAND** was evolved.

**CUSICK**—The town was built on the homestead of Joe Cusick who came here

in 1886. He was an infamous character and was sent to the State penitentiary for murder in 1916.

**DALKENA**—Named after the owners of the Dalton-Kennedy Lumber Company who were operating here when the rails were laid.

**DAVIS**—Named for Frank Davis, logging foreman of the Raymond Lumber Company who opened the camp and settled here about ten years ago.

**DISCOVERY JCT.**—So named because it is the railroad junction at the head of Discovery Bay.

**DISQUE**—Named after General Disque who, during the World War, built the line needed by the Government and got out spruce for aeroplanes and now known as the Port Angeles Western Railway.

**DORIS**—

**DOTY**—Named for C. A. Doty a mill owner and influential citizen who settled here in 1900. Doty has the reputation of having more privately owned homes than any town of its size; has one church (Open Door Congregational) used by all denominations; has a community club owning its own building and equipped with a gymnasium, manual training shop, stage for home talent plays and motion picture apparatus; maintains a Grammar and High school.

**DRYAD**—The word means "a wood nymph" and was given because of its location in the woods.

**DRYDEN**—Changed to **NOBLE**.

**DUVAL**—Changed to **NOVARA**.

**DUVALL**—Named for Francis M. Duvall who took up a homestead here in 1875 and occupied himself with farming and lumbering.

**EAST CREEK JCT.**—

**EAST FORKS**—Named for the East Fork of the Tilton River on which it is located.

**EASTON**—The foot of the mountain grade of the Cascade Mountains on the east. There was a settlement here before the railway was built.

**EATONVILLE**—Existed as a small settlement prior to the location of the railway. Thomas C. Van Eaton settled here in 1889 and shortly thereafter was made postmaster. The Post Office Department suggested the name of **EATONVILLE**. Mr. Van Eaton conducted the post office and a general store for many years and also was a farmer.

**ELBE**—

**ELLENSBURG**—Existed as a town and station on the Northern Pacific Ry. before the location of the CM&StP Ry. The county seat of Kittitas County. Named for Mrs. Ellen Steward Shoudy, wife of John Shoudy, pioneer and founder of the town.

**ELLIOTT**—

**ELWHA**—Named after the Elwha River the largest on the peninsula.

**EMDEN**—Formerly **PATTERSON**.

**ENUMCLAW**—Existed as a town on the Northern Pacific Ry. prior to the location of the CM&StP Ry. Named for a small mountain a few miles away, having an almost perpendicular surface on one side. About 1850 the Klicitat Indians came over the Cascades and were met by the Muckleshoot Indians who engaged them in a fierce combat, so fierce that the Indians later described its fierceness to the white man as "Enumclaw" which means "the devil."

Thereafter the Indians called this small mountain **ENUMCLAW** and the locality became known by the same name. When the village was established, was also so named.

**ESSEX**—

**EVERETT**—Was a city of importance on the Great Northern Ry. prior to the construction of the CM&StP Ry. County seat of Snohomish County.

**EVERSON**—

**EWAN**—Named for Charles W. Ewan, a prominent farmer and cattle raiser who settled here about 1897. He owned the townsite.

**FALL CITY**—This town was settled in the late sixties and so named because of its location about three miles south of the falls of the Snoqualmie River.

**FIRDALE**—This station took its name from the Firdale Camp of the Sunset Timber Company so named because of the heavy stand of fir timber in this locality.

**FORAN**—

**FREDERICKSON**—First named **SALSICH JUNCTION** after the owner of the mill and who sold out about 15 years ago.

**GARCIA**—

**GARDINER**—Named for H. B. Gardiner, logger and land owner who settled here about fifteen years ago.

**GILLESPIE**—This station was originally named **MARENGO**. The name **MARENGO** was given to a new station a few miles east and this one was called **GILLESPIE**.

**GLACIER**—Named from its location on Glacier Creek which originates in the glacier of Mt. Baker. Located near the Western boundary of the Washington National Forest.

**GOSHEN**—

**GRAHAM**—

**GREENDALE**—Named after Andrew O. Dahlgren an early settler and carpenter. It is a translation of his name.

**GRIFFITH**—Name changed from **GRIFFITH** to **MARCELLUS** when station was established.

**HAMPTON**—

**HANFORD**—Named for Judge Cornelius H. Hanford, Federal Judge for the State of Washington from 1890 to 1913 who owned a ranch near here. He was a pioneer of the northwest, came over the Oregon Trail with his parents at the age of six years. He and other prominent Seattle citizens organized the Hanford Irrigation and Power Company in 1906 at which time the town was started and named.

**HARDING**—

**HAVEN**—

**HELING JUNCTION**—The settlers around here are Finlanders and at their request the place was named **HELING**.

**HICKEY**—

**HIGH ROCK**—So named because of a rock about 200 feet high which many people climb to get a view for miles up and down the Snoqualmie River Valley. The High Rock Logging Company and the High Rock Lumber Company were located here.

**HILDA**—Named for Hilda Hulgeron a popular waitress of a logging camp nearby.

**HILLSDALE**—Now a part of the City of Tacoma, was first settled by a few German families about 1886. They

built a store and post office and named the settlement **BISMARCK** for "the Iron Chancellor" of Germany. It was later annexed to Tacoma but the railroad station retained the name of Bismarck until the World War when it was changed to **HILLSDALE**. The inhabitants are largely engaged in industrial work and it is also becoming a popular residence section.

**HOLZ**—Named for A. C. Holz, a nearby rancher.

**HOQUIAM**—An Indian word meaning "hungry for wood." To pronounce it properly place the end of the tongue against the roof of the mouth and speak the syllables **HO-QUI-AM**, pronouncing the last as though spelled **EM**. In the early days the Hoquiam River, which is affected by the tides would leave lots of driftwood on the banks at ebb tide which would merely move up and down stream with the tide. This accounts for the name.

**HORLICK**—

**HYAK**—This station is so named because the Snoqualmie Tunnel starts just after you leave the station. The word **HYACK** is a Chinook Indian word meaning "big hole."

**INDEPENDENCE**—Named for Independence Creek, a small stream flowing into the Chehalis River.

**IONE**—Named for Ione Morrison, daughter of James Morrison who settled here about 35 years ago and homesteaded half of the townsite. He was a farmer and hunter and acted as guide for other hunters. Was influential in developing the community.

**JARED**—Named for Robert J. Jared, who settled in this valley in 1886, was Justice of the Peace, built and operated a small store on the river bank and conducted the post office at the present site of the station in steam boat days before the railroad was built.

**JERICHO**—

**JOY**—This station was named for George C. Joy, present state forester, with headquarters in Olympia. It is situated upon the farm of O. H. Joy, his father, who came "around the Horn" in 1849 to San Francisco. The family came to Lewis County in 1878. Previous to his appointment as state forester, George C. Joy was chief of the Washington Forest Fire Association with headquarters at Seattle.

**JOYCE**—Named for Joe Joyce a retired farmer and early settler who built a store and shingle mill here.

**KAPOWSIN**—Named after a nearby lake of the same name. It is Indian origin.

**KEECHELUS**—Named because of its location on Lake Keechelus. This is an Indian name meaning "white stallion." There is an Indian legend that Lake Keechelus is possessed of the spirit of a gigantic white stallion and that he lures bands of horses to their death in the lake. The Indians keep away from the lake, keep their horses away, will not camp near it or use the grazing along the banks. Government Rangers say that this belief persists among all tribes up to the present time. Indians are never seen on or near Lake Keechelus.

**KENDALL**—

**KENOVA**—

**KENT**—

**KITTITAS**—A small village of this name existed here prior to the location

of the railway. Located in the Kittitas Valley. The name is that of a tribe of Indians.

**KULSHAN**—Named for one of the lesser peaks of the Cascade Mountains.

**LA GRANDE**—

**LAMBERTON**—

**LANDSBURG**—Is the station at the head of the city pipe line supplying the City of Seattle and was named for the man in charge at the time the station was established.

**LANDING**—

**LAUR**—

**LAURIDSEN**—Named for G. M. Lauridsen, banker, who settled here in 1895 and was active in the development of the locality.

**LAVENDER**—

**LAVISTA**—Situated on the west end of Rock Lake and named **LAVISTA** (a Spanish word meaning "the view") because of the excellent view afforded from that spot of the surrounding country.

**LEVERING**—

**LIMESTONE JUNCTION**—So named because of limestone deposits and location of International Lime Company at Limestone, one mile north where hydrated lime is manufactured.

**LIND**—Was a town and station on the Northern Pacific Ry. before the location of the CM&StP.

**LOCKE**—Named for David Locke Smith who homesteaded here in 1886.

**LOST CREEK**—Named after Lost Creek that flows into the Pend Oreille River at this point. The creek obtained its name from its peculiar characteristics. Hunters and prospectors, traveling along the stream discovered that at several points in the canyon it disappears into the ground and then rises again farther on.

**LOVELAND**—

**LYNDEN**—**LYNDEN** is the trading center of a rich farming and dairying district. It was named for the linden tree, by Mrs. Phoebe Judson, who with her husband were the first settlers in this locality. Mrs. Judson was born in Ohio in 1831. She and her husband came west in the fall of 1853 and took a claim on the banks of the Chehalis River in the newly created territory of Washington. Shortly thereafter the Indian War broke out and they were sheltered in a block-house called Fort Chehalis. During those troubled days Mrs. Judson carried a gun and became quite proficient in its use. Because of an overflow of the Chehalis River the Judson family moved to Whidby Island and in 1870 went from there to the country north of the present city of Bellingham settling on a farm. She was the first white woman in that part of the country. When a settlement grew up she chose the name **LYNDEN**. She lived to be 94 years old and was known as the "Mother of Lynden."

**LYRE**—So named because of its location on the Lyre River.

**MAC PHAIL**—Named for one of the owners of the Sunset Timber Company and a banker at Raymond.

**MAJESTIC**—So named because of the heavy stand of large timber which covered the site.

**MALDEN**—

**MANITO**—

(Continued next month)

# Construction Notes

The new reinforced concrete grain elevator being constructed on the site of the old Elevator "A", Milwaukee, which burned down about two years ago is nearing completion.

The Work House is of reinforced concrete of thoroughly modern design and has a capacity of 210,000 bushels. Fifteen new storage tanks will have a capacity of 450,000 bushels, which will with the tanks constructed in 1916 give a total capacity of 1,260,000 bushels.

The Burrell Engineering Co. are the contractors and the Armour Grain Co., are the lessee.

Improvements and alterations are well under way in the Milwaukee Stock Yards, besides extensive alterations and repairs to the pens. A reinforced concrete corn elevator of 4000 bushel capacity is being erected to replace the old corn cribs.

The new depot, tracks and platforms at LaCrosse are rapidly taking form and it will not be many weeks now before up-to-date station facilities at this point will be put in service. The building, platform and paving work is under contract to Bentley Brothers, Milwaukee.

The new Depot at Watertown has been completed and put in service.

Work has started on the new depot at Waukon, Menomonie and Bridgewater, at which points new facilities have been needed for some time.

A new 50 ton Mechanical Coal Plant has recently been completed at Lone Rock. Similar plants are under construction and will be completed shortly at Iron Mountain, Sidnaw, Whitewater, Tyndall, South Beloit and Clinton. Fairbanks, Morse Co. has the contract for the one at So. Beloit, and the Howlett Construction Co. of Moline has the contracts for the remainder.

Rapid progress is being made on the elevation of our tracks at Mayfield, Chicago.

The new steel tanks for boiler wash-out plant at Ottumwa were completed last month.

A. P. Munson of Marion was awarded the contract for the new highway bridge over the tracks at Louisa.

H. O. Graham Co. of Cedar Rapids has been awarded the contract for concrete bridge pier and abutment at the west end of the Cedar River Bridge at Cedar Rapids and also for rebuilding the culvert under the tracks at bridge Z-1124, 1.5 mi. east of Madrid.

The T. & L. D. Libby Co. of Minneapolis have been awarded the contract for concrete abutment bridge L-4 over Mississippi River at LaCrosse, the west approach of which is to be replaced with a 75' girder and filling and also for concrete abutments for bridge P-6 over Fire Steel River, 5 miles west of Mitchell which when completed will permit permanent work at this point.

The Independent Bridge Co. has been awarded the contract for a new bridge crossing our tracks at Norwood, Minn.

The replacement of numerous bridges on the west end of the I & D Division and Dubuque Division with concrete pipe and fill is progressing nicely and should

all be completed by the end of this month.

## Rail Laying Jobs Completed

The following rail laying jobs have been completed this season:

River Division—20 miles of new 100 lb. Rail between Richmond and Minnesota City.

I & M. Division—20 miles of Second-hand 85 lb. and 90 lb. between Calmar and Lime Springs.

H. & D. Division—21 miles new 90 lb. Rail at various locations, Cologne to Bath.

Aberdeen Division—12 miles new 90 lb. Rail between Java Jct. and Selby. 4 miles Second-hand 85 lb. from Tulare, east.

C. & M. Division—37 miles new 100 lb. between Chicago & Milwaukee; 13 miles new 90 lb. between Bardwell and Zenda, on the "J" Line; 10 miles second-hand 100 lb. Rail between Sioux Tower and Fox Lake on the "J" line.

LaCrosse Division—24 miles new 100 lb. Rail between Watertown Jct. and Columbus.

Superior Division—7 miles of new 90 lb. Rail between Cedarburg and Saukville.

Wisconsin Valley Division—7 miles of second-hand 75 lb. on the Star Lake Line.

Illinois Division—40 miles of new 100 lb. Rail, Davis Jct. east. 5 miles new 90 lb. Rail on Ashdale-Ebner Cutoff.

Iowa Division—16 miles new 100 lb. rail from Mississippi River Bridge west; 2 miles new 100 lb. Rail at Panama.

Kansas City Division—8 miles new 90 lb. Rail on the east-end.

Dubuque Division—20 miles second-hand 100 lb. between Dubuque and McGregor.

Musselshell Division—20 miles new 90 lb. Rail, Thurlow to Delphia.

Missoula Division—25 miles new 90 lb. Rail between Missoula and Ravenna.

Coast Division—45 miles new 90 lb. Rail near Ellensburg, Horlick, Cle Elum, Cedar Falls, and Maple Valley.

## The Water Treating Service

Step by step, the aim of the Water Service to provide clean soft water, in ample quantity, to all engines, is being accomplished.

About 30 lime-plants have been built and are in operation.

At the present time 5 plants are under construction by Contract at Hawarden, Ia., Bird Island and Appleton, Minn., Summit and Bowdle, S. D. It is expected that these will be in operation on or before December 1st.

On the I & D Div. from Mitchell to Chamberlain and Rapid City, 6 chemical feeders for compound have just been installed by Company forces. Some small plants for adding soda solution to track tanks are being installed at Garden City, S. D., Mason City, Britt, Cylinder, Algona and Spencer, Ia.

When completed we will have the S. C. & D., I. & D., and S. M. Divisions in shape for efficient operation as regards water.

On the H. & D. and Aberdeen Divisions, work is under way with much yet to do.

The wells at Melstone, Mont., and Roswell, S. D., have been completed, also some section-house wells on the Montana lines. Company drill at present is working on a locomotive well at Bonfield, Mont., and at last report was down 181 ft. with water flowing 6 g. p. m. over top of casing.

Good progress is being made on the construction of new pumping facilities at Channing, Mich., in spite of prolonged rains. The power line from town, south to the Ford River, a distance of about 7000 ft., has been completed at a cost of \$2000. In trenching for the 2 miles of 8 inch wood pipe line, quick-sand was encountered in vicinity of River for a considerable distance making the work slow and dangerous. Excessive rains aggravated this condition.

Work on 72,000-gallon storage tank in yards and on pump-house and intake well at river is advancing rapidly.

For years the lack of water at Channing station has been responsible for heavy expense caused by running engines out of town for watering before coupling the trains. The new facility will provide an ample supply at all times.

Three fire hydrants with hose lines are being provided to protect station buildings and shops. The town is said to be without fire protection save for some storage cisterns in the streets. The recent destruction by fire of engine-house and other buildings can be traced to water shortage. Likewise the town has sustained a heavy fire loss.

As a safeguard against breakdowns, an extra pumping unit is to be installed at River. The level of water in storage tank is to be maintained by an automatic pressure device in pump-house. The only attention required to operate plant will be to see that pump and motor are oiled once or twice per week. A large intake well with over-size screens will admit plenty of water to pump suction lines. The installation should pay for itself within 2 years.

C. H. Koyl,  
Engineer Water Service



Kansas City Division Office Building,  
Ottumwa Junction

## Here You Are

Prizes are being offered by the Forum for the best short definition of humor. Never was a prize more easily won. We have sent in the following definition, which is airtight and waterproof:

"Humor is what the other fellow has no sense of."

—Spokane Spokesman-Review.



James L. Brown, General Superintendent  
of Transportation

## The Youngest Veteran

On June 1st, 1926, the subject of this sketch acquired the distinction of being in point of age, the youngest member of the Veteran Employes Association; for "Jimmie" Brown,—Beg Pardon, General Superintendent of Transportation, James L. Brown, at the age of forty years and two months, was eligible to membership and forthwith became a member of that body of the Tried and True of The Milwaukee.

Mr. Brown was born in Chicago on March 29th, 1886, and grew up in that city. Receiving an education in the City Public Schools, he supplemented that with a two year correspondence course while he was earning his living in the service of the CM&STP. Ry. which he entered on June 1st, 1901 in the capacity of messenger, and later call boy in the office of the General Yardmaster, John Costello, now Trainmaster in the Terminals. After a year's service there, he transferred to the office of the Agent at Western Avenue, M. J. Holmes; as Car Record Clerk and Telephone operator; and the Yard Clerk. "Jimmie" at that age, had a tremendous awe of "the officials," and one day when an official visit to the Terminals was expected, he appeared all dolled up in a new suit. It is not recorded whether or not this attention was duly appreciated by the "High Mightinesses." Tiring of the routine of office work, "Jimmie" elected to try train service and secured employment under Mr. G. R. Morrison, Superintendent of the Illinois Division, as freight brakeman. He was however a young man of already recognized ability in the Car Service Division, so he was granted a leave of absence from train service and entered the office of the Car Accountant, who was at that time, Mr. W. E. Beecham, in the capacity of per diem clerk; and his experience in that role gave him his keenness for "per diem", which attached to him the nick-

name of "perdiem Jimmie." The lure of the road, however brought him back to train service, and he served as freight brakeman on the C. & M. Division from January 10th, 1905 to August of the same year, when he definitely relinquished train service and went to the office of Mr. W. C. Bush, doing relief work, claim work, car record and, of course, —per diem. From May 1908 to March 1910, he served in various capacities in the Terminals Offices, and on the latter date, he was appointed Chief Clerk to the Superintendent, Chicago Terminals Division. In 1914 he returned to Car Accounting work, being assigned to special duties in the office of the Car Accountant and the Assistant General Manager, who was Mr. J. T. Gillick. On January 1st, 1917, he was promoted to the position of Assistant Superintendent of Transportation, Lines East, under Mr. G. L. Whipple, then General Superintendent of Transportation. On January 1st, 1919, he became Assistant Superintendent of Transportation, Lines West, with headquarters at Seattle. April 15th, 1923, at the time of the resignation of Mr. Whipple who left our service to accept a high position with the Union Pacific System, Mr. Brown returned to Chicago as Superintendent of Transportation; and on August 1st, of this year he received the title of General Superintendent of Transportation of the CM&StP. Ry. System.

Mr. Brown's entire business career has been in the service of this company, and it will be seen from the foregoing that he rose from the lowest round of the ladder to his present "Job", which is one of the best and most interesting in the Operating Department of a railroad.

From his photograph, a student of character, not knowing him at all, would have no difficulty in discovering the indomitable perseverance that is so strong a quality in Mr. Brown; and he would also see linked with it, the genial and kindly disposition which makes him so greatly beloved by all of his associates and his friends on the railroad who are numbered by those who have any acquaintance with him.

From the time of his first job, as a boy of fifteen, to his present position with the railroad, he has hammered away, building up his ladder and climbing steadily on it; but he has never done anyone an injustice or withheld his helping hand where he could be of service.

## A Passenger on the Milwaukee

On the 5th day of September, 1926, I took the C. M. & St. P. train from Ruthven to Sanborn, Iowa. While I was sitting and thinking over the past and present, a man on the other side of the coach spoke to me and asked me if I had lived at Ruthven any length of time. I said "Yes, I have lived here in this town for over forty years." In olden times people thought it was quite a distance from Chicago to Ruthven, but at the present we consider those 400 miles as only a very short distance, with the C. M. & St. P. Ry. at our right hand.

Finally this gentleman asked for my name and I told him my name and my profession, that I was a Lutheran Clergyman and had served this Church at Ruthven for nearly forty years and so

in return I asked the gentleman for his name and I was surprised to learn that I was talking to the Superintendent of the Iowa & Dakota Division of the Milwaukee Railway, W. F. Ingraham. We talked about our young days and how things had developed in all those years that we have mingled with the World. Then I mentioned to Mr. Ingraham, that Mr. Carpenter, General Passenger Agent at Milwaukee, secured my first permit for me to ride on the C. M. & St. P. road and it is very seldom that any man mentions Milwaukee, Wis. without Mr. Carpenter's name comes to my mind, just as much today, as it did in the early days, as I gave him credit for partaking in my education.

For the past forty years I have been traveling on the Chicago, Milwaukee & St. Paul Railway and have always found that all who had anything to do with the Company, do their best to accommodate the public.

It is well enough to ride on a bus, also take a short trip in an automobile, but we all know the accommodations, the care and the comfort we receive from the Railway as a traveling Public. The railroad is the nerve of America; take it away, destroy it, and where would we be? It is an institution that will last and act according to the law and regulation, and does not exist only today, but tomorrow. All other accommodations are uncertain; we do not know how long they will last.

At the present time the transportation on the Iowa-Dakota Division is certainly fine. Mr. Wm. F. Ingraham, Superintendent, has certainly put some pep in the division. At evening the flyer is going East, starting from Soux Falls, S. D. via Madison to Chicago, and the public rejoices. Coming back in the morning, we can take the train and inside of a few hours we are far away from home and I think it is due to Mr. Ingraham as the Superintendent of the Iowa-Dakota Division. He is a perfect gentleman and when you meet him, you find out that what he says, he means, and what he promises he does.

You know there is a better feeling when the business is rushing than when it is kind of dragging along, and we do not know what to say or what to do, but at the present time it seems so that it is picking up and both the public and the Railroad Company seems to meet and want to do the best they know how in order to put life into the business, and it is certainly needed for both sides if we shall have any reasonable enjoyment out of life.

I will close with the good wish and good luck to all the conductors and brakemen and agents that I have met in those forty years on the Chicago, Milwaukee & St. Paul Railroad.

## Dad Asserts Himself

Little Willie:—"I don't want to go to that d-n school any more."

Father:—"Why, Willie, where did you ever learn such a word as that?"

L.W.:—"Why, William Shakespeare uses words like that."

Father:—"Well, then, quit runnin' around with him."

# THE MILWAUKEE MAGAZINE

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## 1428

The figures above are the grand total result of the intensive campaigning of our passenger representatives last summer in the interest of the new gateway and route to Yellowstone Park via Three Forks, Montana. Fourteen hundred and twenty-eight Yellowstone Park passengers passed through our Gallatin Gateway during our short season of about six weeks—eight hundred and one in, and about six hundred and twenty-seven out. The Passenger representatives and their energetic leader, Mr. W. B. Dixon have given a striking exhibition of absolute teamwork and demonstrated what the results of such cooperation can be. The Magazine congratulates them, one and all, and looks forward to being "in the game" with them all another year.

### Forty Years Ago

In the column of ancient history in the Kansas City Star, appeared the following, as of "forty years ago."

"With the arrival in the city yesterday, of Mr. F. L. Kimball, the Milwaukee & St. Paul's construction manager, came the announcement that work on the great bridge over the Missouri at Randolph Point would be begun within a few days. Contracts for piers were awarded at Milwaukee last week to SooySmith & Co. of New York, and for the superstructure to the Keystone Bridge Company of Pittsburgh."

### A Solid Train of Lumber

Division Freight and Passenger Agent J. W. Stevenson's office in Tacoma is now ornamented with a picture about five feet long showing a solid train of lumber which our line handled through here Sept. 25th, coming to us at Chehalis from Carlyle Lumber Company at Oskaloosa, Washington. There were thirty-two cars in the train, all uniform new system cars, resplendent in new paint and with bright banners; they were destined to various Eastern points via our line. The train was met at Chehalis by a distinguished party of city officials and others, most of them just returning from the meeting at Portland, of the Northwest Advisory Board. The photograph shows the following gentlemen standing before the train: Messrs. H. B. Earling, Chief Operating Officer Gilwick, General Manager Bradshaw, Assistant Traffic Manager Hicks, Assistant General Freight Agents, O. P. Kellogg and A. A. Wilson, Assistant Superintendent of Transportation N. A. Meyers, Chief En-

gineer Loweth, Chief Engineer Maintenance of Way Penfield, Supt. Rossiter, Division Freight and Passenger Agent Stevenson, Traveling Freight Agent's Cummings and Swanson, Assistant Chief Engineer R. J. Middleton, H. F. Hunter, General Agent, Passenger Depot, Chicago; W. E. Brown, President of the C. C. & C. Ry., our connection at Chehalis, Dr. A. L. Ward of the same line, G. M. Brown, Superintendent, and M. B. McBride, Auditor of the same line, J. E. Stout, Auditor of the Newaukum Valley Railway, W. A. Carlyle, President, E. L. Carlyle, Vice-President, and B. W. Griffith, Traffic Manager of the Carlyle Lumber Company; not to mention a conductor and two brakemen whose names we did not even learn—surely a very distinguished assemblage. Let us hope that they may often have occasion to greet similar shipments.

### The Use and Benefit of Knowledge

An expert was called to investigate the machinery of a locomotive, which had stalled and could not be got to move by the engineer. The expert, arriving, brought with him a hammer, which he used to tap several spots. After tapping, he started the locomotive, which was found to run as smoothly as before.

Several days later, the management of the railroad owning the locomotive received the expert's bill, which read merely, "\$150, for repairing locomotive."

The bill was returned to him with the request that he make an itemized bill and he was asked also whether he wasn't charging a bit too much for the trifling operation he performed.

The bill, returned to the railroad office was itemized to this extent: "For tapping with hammer—\$1; for knowing where to tap—\$149."

### Something New in Rail Service

The new cars ordered some months ago for the Olympian and Pioneer Limited trains are to be equipped with roller bearings.

Eleven complete trains (164 cars) will have such equipment throughout, adding appreciably to the comfort of travel in these popular trains between Chicago, the Twin Cities and the North Coast.

### New Work Authorized

Authority has been given for electrification of Yard Tracks at Harlowton and Avery, the proposed electrification including the Main Line and such of the Yard Tracks as are necessary to permit all switching to be done by electric locomotives, which will result in a large saving each year.

A district Accountant has been established at Tacoma in place of former Division Accountant, and the old Office Building has been materially changed and enlarged to accommodate the District Accountant and his force.

The Fox River Butter Co. is locating on our line at Seattle, and authority has been given for the construction of a new warehouse 84 ft. x 180 ft. to be leased to this company, costing approximately \$30,000. A Spur Track 423 ft. long, costing about \$4275 is also constructed to serve this industry.

Authority has been given for converting old building used for agent's dwelling into Club House for Milwaukee Women's Club at Marmarth.

### Council Bluffs Chapter

Mrs. Ed. Lee, Historian

We have no business to report for August as no meeting was held during that month, but we did have our picnic at Fairmont Park and also an Ice Cream Social on the spacious lawn at the home of Mr. Martin Schmidt, a very large crowd attended. Our Club feels very grateful to Mr. Schmidt and we take this opportunity of thanking him for his generosity.

Our September meeting was held on the 30th with a fair attendance. Minutes were read and committees reported on their work. We are going to hold a Bake Sale Oct. 15th and a Card Party in the evening of the same day.

With cooler weather in sight everyone is showing more enthusiasm and we are looking forward to a large attendance next month.

We are sorry to report that two of our very efficient members, Mrs. Dellinger and Mrs. Eailor, have moved to other cities, and while we regret their departure, we wish them much happiness in their new homes.

Our next meeting will be Oct. 28th at Eagles Hall.

# The Olympian Trail

By Edmond S. McConnell

## The Olympian Trail

### Chapter IV—Explorations in the West

During the first half of the nineteenth century and contemporaneous with the fur trade there were many exploratory expeditions, both official and unofficial, into all parts of the West; but in a strict sense there could be no new discoveries, for the fur hunters had penetrated to every section. Probably at no time until recent years was that part of the continent so well known as in the decade between 1830 and 1840, but in most cases it was a matter of personal information which passed away with the men. The unofficial expeditions which have since been recognized as of exploratory value were in many instances combined with business ventures in the way of trade among the Indians or with the Spanish settlement of Santa Fe.

There were other factors whose influence was scarcely less potent in disclosing the mysteries and wonders of the West. In Oregon the Protestant missionaries and in Idaho and in western Montana the Jesuit fathers made extensive additions to the geographical knowledge of the Northwest. The Mormon migrations and the Oregon settlers often took various routes to their intended destinations and in that way were instrumental in exploring wide areas. After the gold discoveries the lonely prospector added his information of the topography of the mountain ranges. However, it was the official expeditions which left a formal record of their work that were of particular value, but for our story only brief mention need be made of many of them.

As a part of a program of exploration of which Lewis and Clark were the important unit, Lieutenant Zebulon Montgomery Pike explored the upper Mississippi in 1805-06. Although he did not find the true headwaters of the river, his work was of infinite value in adding to what was known of the region. The next season Pike made a notable journey into the Southwest. He crossed the plains and made wide explorations in the country about the headwaters of the Arkansas and Red Rivers. In Colorado he made a vain attempt to climb the mountain peak that now bears his name. From there he went into New Mexico, to Santa Fe, and under arrest by the Spanish officials was taken far into Mexico. After his release he returned through Texas and the information which he brought back had much to do with the trade that was later built up with the Spanish settlement.

Although unofficial, the journeys of Bradbury, an English naturalist, and of Brackenridge, a young American, who made journeys to the upper Missouri country in 1811 are of use in giving a picture of that section of the West.

Very little was done in the way of exploration during the War of 1812, but in 1817 Major Stephen H. Long was sent to sketch the upper Mississippi and to select places for fortifications. Of the three sites which he recommended, the northernmost, at the mouth of the St. Peter (Minnesota) River and not far below St. Anthony Falls, was chosen.

There Fort Anthony was completed in 1822, but the name was later changed to Fort Snelling in honor of Colonel Josiah Snelling.

In 1818-20 the War Department planned to build a fort on the upper Missouri near the Mandan villages. The military forces were led by Colonel Henry Atkinson, while a scientific survey under Major Long was planned for the Yellowstone Valley. The expedition attempted to ascend the Missouri River with steamboats, but as a result of mismanagement they failed to get above Council Bluffs. As a substitute for the Yellowstone expedition Major Long led a small party into the Rocky Mountains. They followed the Platte River to its source in Colorado and then returned by way of the Arkansas River. Long's Peak in the Colorado Rockies commemorates their journey.

In 1823 a small party led by Major Long explored the Missouri River and the Red River of the North, and then returned to the East by way of the water ways which connect Lake Winnebago with Lake Superior. In 1825 Colonel Atkinson successfully led a large expedition up the Missouri River to the mouth of the Yellowstone. Although the primary object was to make treaties with the Indians he also brought back a wealth of information about the country.

During the years 1826-28 Jedediah S. Smith of the Rocky Mountain Fur Company made two long overland excursions into California from their usual strongholds in the Rockies. On his second journey he traveled the length of California from San Gabriel to Fort Vancouver on the Columbia River where he sold his furs to Doctor McLoughlin of the Hudson's Bay Company.

In 1832 Allen and Schoelcher attempted to find the source of the Mississippi but it remained for the distinguished French geographer J. N. Nicollet to eventually reach Lake Itasca in 1838.

The posts of the American Fur Company were often frequented by distinguished travelers. In 1832 George Catlin, the artist, visited Fort Union and the Mandan villages, and his sketches give some of the best representations of the Indians in their primitive state. Maximilian, Prince of Neuwied, a German naturalist, visited the upper Missouri country in 1833, and spent considerable time at Fort Union, at Fort McKean, and among the Mandans. He was accompanied by an artist, Charles Bodmer, whose illustrations in Maximilian's book of travels are among the best extant. His pictures represent the Missouri Valley and its native inhabitants much the same as when seen by Lewis and Clark, for there had been but little change during the intervening quarter of a century. Ten years after Catlin and Maximilian, Audubon, the American naturalist, visited Fort Union.

There are two famous expeditions that partake of both the fur trade and the period of exploration. These are the expeditions of Nathaniel J. Wyeth and the adventures of Captain Bonneville. Wyeth was the practical disciple of Hall

J. Kelly, the visionary exponent of Oregon and the Pacific empire. Wyeth's first expedition accompanied a fur-trading party from St. Louis to the mountains in 1832. There nearly half of his party turned back discouraged, but Wyeth went bravely on to the Columbia where he learned that his vessel from Boston, upon which so much depended, had been wrecked. Wyeth accomplished nothing and the next year he returned to Boston by way of Fort Union and St. Louis.

The following year he organized a second expedition to transport an outfit of goods for the Rocky Mountain Fur Company to their summer rendezvous, and then on to Oregon. The merchandise which Wyeth successfully delivered was refused, and as a result Fort Hall was built on the Snake River in order to dispose of the goods. Arriving again on the Columbia he learned that his second vessel had been delayed and that his well laid plans had again gone astray. Other disasters followed, and Wyeth, unable to stem the competition of the Hudson's Bay Company, eventually sold his interests to his powerful rival.

Wyeth's plans, although they failed, have had far-reaching results. Though essentially of the fur trade, his expeditions may in a sense be considered the bridge from the strictly commercial era in the Northwest to the later period of colonization. His second expedition conducted the first missionaries to Oregon, Fort William, which he built on an island at the junction of the Columbia and Willamette Rivers, became the basis of one of the claims of the United States to the Oregon country.

The exploits of Captain Bonneville and his company in the mountains in 1832-35 have attained a place in history which is perhaps overrated. Captain Bonneville was an army officer who became enamored of the profits of the fur trade while stationed at one of the western posts; and in order to carry out his scheme he obtained leave of absence, ostensibly to lead a scientific and exploratory expedition. His men trapped and traded in many parts of the West, one party under his lieutenant, I. R. Walker, even going overland to California, but their discoveries were in no way original with the exception of that of the Yosemite Valley.

To Captain Bonneville belongs the credit of taking the first wagons through South Pass, but his chief claim to fame was his maps of the western country which won his reinstatement in the army. As a leader Captain Bonneville was popular and successful, but his enterprise, either as a scientific or commercial venture, was a distinct failure. After three years of effort he retired from the mountains at great financial loss.

The famous Wilkes Expedition, so called from its leader, Lieutenant Charles Wilkes of the Navy, contributed mightily to the geographical and scientific knowledge of the Pacific Northwest, and especially Puget Sound. Officially it was "The United States Exploring Expedition during the years 1838 to 1842" and its primary purpose was to gather scientific data in the South Seas, after which it was to examine and explore the Northwest coast. There in the region of Puget Sound the Wilkes Expedition garnered much practical information which greatly augmented and officially



verified the old and fragmentary knowledge that had come down from Captain Vancouver, Lewis and Clark, and the traders, missionaries, and other private individuals. Particularly in the way of geographical nomenclature has the expedition left its mark upon the country.

John C. Fremont has been called the pathfinder of the West, and though his work does not carry the dignity of discovery, the five expeditions which he led have made him a noted character in the annals of American explorations. In 1842 he was sent by the Government to survey the Platte River Valley and to spy out and make official observations of South Pass on the Oregon Trail. The next year he was directed to connect up his previous reconnaissance with the work done by Wilkes on the Pacific Coast, and in that way give a "connected survey of the interior and the western half of the continent." The leadership of the second expedition took him over the Oregon Trail to the Columbia, thence south across Oregon into California and then back across the continent to St. Louis. The journey enabled him to bring back the first correct account of the mountain ranges and river systems of the Pacific Coast. A third expedition was interrupted by the Mexican War and Fremont participated in the conquest of California. He led a fourth expedition, also directed at California, in 1848, at his own expense, and a few years later when the Government undertook the Pacific railroad surveys, he hurried home from Europe to participate in the work, again at his own expense.

During the years 1849-50 Captain Howard Stanbury led an expedition across the plains to the basin of Great Salt Lake. His report was a valuable contribution to the knowledge of the country that had been chosen by the Mormons as their new home.

The most extensive and comprehensive, yet perhaps the least appreciated of all, were the surveys of the trans-Mississippi country which came at the time the question of a Pacific railroad was being agitated in Congress. By an amendment to the bill for the support of the army, Congress, in 1853, appropriated \$150,000 for explorations and surveys "to ascertain the most practical and economic route for a railroad from the Mississippi River to the Pacific Ocean." The forces were to "be organized in as many distinct corps as there are routes to be surveyed."

Five main highways of travel were known and in use across the continent; the northern route from the headwaters of the Mississippi to the Columbia or Puget Sound; the Overland Trail from the Missouri River to Oregon and California by way of South Pass and Great Salt Lake; the Benton "Buffalo" Trail from Westport—now Kansas City—to California by way of passes in the Southern Colorado Rockies; the trail along the thirty-second parallel from Fort Smith, Arkansas, to southern California; and the extreme southern route from the Red River across Texas and New Mexico to southern California.

The work was placed under the direction of the Secretary of War, Jefferson Davis, who selected the leaders for five expeditions from among army officers and explorers. So far as possible the facilities of the army were placed at their disposal, and scientists were recruited

to accompany each of the expeditions in order that no feature of the geography or natural history of the several regions should be neglected. The work was prosecuted through the years 1853-54 and in 1855 Davis presented the results to Congress. The report filled thirteen huge volumes which were printed by order of Congress, and even today they represent one of the finest contributions to the knowledge of the West.

The Pacific railroad survey served to verify and co-ordinate for a definite purpose the work of a legion of explorers and travelers in the West. The work was in truth surveys, for the discoverers and explorers had gone before, but the immensity and comprehensiveness of the work made it a fitting conclusion to a half century of the most extensive explorations the world has ever seen.

#### Chapter V.—Exploring the Northern Route

The government surveys "to ascertain the most practical and economic route for a railroad from the Mississippi River to the Pacific Ocean" have already been mentioned. Of the five surveys, the one of the northern route was the most extensive and complete, and since it is the route followed by the Olympian it is the one in which we are most interested.

The Congress of 1853, besides authorizing the Pacific railroad surveys, created the new territory of Washington out of the portion of the Oregon country north of the Columbia and west of the Rockies. Almost immediately Major Isaac I. Stevens applied for both the governorship of Washington Territory and the leadership of the survey to explore the northern route. Stevens was an experienced Army Officer who had served in the Mexican War and prior to his appointment to the dual position had been Assistant Chief in Charge of the Coast Survey.

Stevens was a man of liberal education, broad vision, and splendid character. He had an almost unlimited capacity for hard work, and to say that he did his task well would be faint praise. In April, 1853, he received the appointment and was charged with "the duty of exploring a route for a Pacific railroad from St. Paul or some eligible point on the upper Mississippi, to Puget Sound." He was instructed to examine the mountain passes, the geography of the intermediate region, the character of the Missouri and Columbia Rivers as avenues of commerce, the climatic conditions especially with regard to snow in the mountain passes, in fact, to gather all manner of information bearing upon the question of railroad practicability.

The command of the expedition was organized in two major divisions, one under Governor Stevens personally, and a second under Captain (later General) George B. McClellan. The McClellan party was to proceed directly to Puget Sound and explore the passes in the Cascade Mountains, meeting the eastern party between that range and the Rockies. Lieutenant Rufus Saxton, Jr., was to establish a supply depot in the Bitter Root Mountains in order that the two main parties might remain in the field as late as possible. He was then to meet the eastern division at Fort Benton.

The division under Governor Stevens left St. Paul late in May, 1853, crossed

the Mississippi a hundred miles above St. Anthony Falls, and then followed the Red River Trail. The route of the expedition lay directly west across Minnesota and North Dakota to Fort Union, then westward across Montana to Fort Benton, while along the way a wide belt of country was examined by lateral parties. At Fort Union Lieutenant John Mullan was detailed to reconnoiter the Yellowstone Valley. He went well up the river, then turned north through Judith Basin and the Musselshell Valley to Fort Benton.

The main party reached Fort Benton the first of September and after a number of preliminary surveys towards the mountains, set out again three weeks later. The general route of the party lay west and southwest from Fort Benton. They examined both Cadotte's and Lewis and Clark Pass and then proceeded down the valley of the Clark Fork River. When Governor Stevens reached the summit of the Continental Divide he entered his own domain, and in the ceremonious fashion of the times proclaimed the beginning of civil government over the new territory.

Lieutenant Mullan went back to the Musselshell River from Fort Benton and with Indian guides crossed the Belt Mountains through what is now Montana Canyon to the Three Forks of the Missouri. From there he pushed on west through the main range of the Rockies, discovering Mullan Pass. In the vicinity of the present city of Missoula the main party split again. Governor Stevens crossed the Bitter Root Mountains by Stevens' Pass which he discovered, to Lake Coeur d'Alene, while a detachment of his party went northwest along the Clark Fork, passing to the north of Lake Pend Oreille. From there the expedition went southwesterly across the fertile basaltic plains of eastern Washington to the Columbia River. Meanwhile McClellan and his party had thoroughly explored the passes in the Cascade Range.

The work, especially that of observing the snow in the mountain passes, was continued through the winter, even after the appropriation had been exhausted. The next year, 1854, Governor Stevens rendered a preliminary report, though he continued the work for a year or more longer in his capacity as Governor of Washington Territory.

In 1860 Stevens gave a very complete report upon the entire practicability of a railroad which would begin either at the head of the Great Lakes or at St. Paul. The alternate routes met in North Dakota and then continued in a northwesterly direction across the state to Fort Union. Beyond Fort Union the proposed line followed the Milk River, parallel to the Missouri, passing to the north of Fort Benton. From there alternate routes lay southwesterly through either Cadotte's or Lewis and Clark Pass, joining again in the valley of the Clark Fork near Missoula. Beyond Missoula two routes were suggested, one to detour to the north by Lake Pend Oreille in order to avoid the Bitter Root Mountains, while a second line followed the St. Regis River into the mountains, crossing to Lake Coeur d'Alene by Stevens' Pass. The two lines met again at the junction of the Yakima River with the Columbia and there again separated. A short direct line passed up the Yakima River to Snoqualmie Pass, then down

along Cedar River to the Sound, the identical route that the Olympian follows today. A longer route was proposed that followed the Columbia, and well beyond the Cascades turned north along the Cowlitz River to Puget Sound.

Stevens reported fully upon all conditions: excavations, grades, bridges, distances, snow, in fact upon every detail which might have bearing on the construction and operation of a railroad. He became an enthusiastic supporter of the Northwest and later in Congress as Delegate from Washington Territory he was the staunchest advocate of the northern route. Political considerations influenced the choice of a central route when the first transcontinental line was built, but the fact that nearly every piece of railroad location in Montana, Idaho, and Washington has been guided and influenced by the Stevens Survey attests the excellence of the work.

One of the results of the Stevens Survey that is little known outside of three western states is the famous old Mullan Road, so called from its builder, Captain John Mullan.

The Stevens expedition not only had in mind a route for a railroad, but they also planned a more immediate project, a wagon road which would connect the navigable waters of the Missouri River with those of the Columbia. In a strict sense it was to be a military road for it would afford the only practical overland route for the movement of troops to the Pacific Coast, but in a larger sense it was to be a highway of commerce between the Columbia River Valley and the East. Fort Benton was rapidly becoming one of the most important posts on the east side of the mountains, and though Missouri River steamboats had not yet reached the place it was apparent that Fort Benton would soon become the head of navigation. Likewise Fort Walla Walla on the Pacific slope was of equal

importance, and though not on the Columbia itself, it was easily accessible from the river.

Lieutenant John Mullan was the most ardent advocate of the project, but he was encouraged and seconded by Governor Stevens. The location of such a road east of the Bitter Root Mountains was easily determined, for the valley of the Clark Fork River is one of the great natural highways of the continent. The Bitter Roots offered the greatest obstacle, so in 1854 Mullan explored three possible routes in order to determine the best location. These were the Lolo trail, the long detour by way of Lake Pend Oreille, and the Coeur d'Alene Valley. The Lolo trail had been used by Lewis and Clark who gave such graphic descriptions of its difficulties that Mullan gave it little consideration, but devoted his attention to the other two routes. The trail by way of Lake Pend Oreille he found to be impassible because of high water during the spring of the year, so he turned his attention to the most direct route through the mountains. In choosing the route of the St. Regis and Coeur d'Alene Valley, he was influenced by its directness and by the fact that the pass was neither rugged nor difficult of access.

Although the route was chosen in 1854, actual construction was delayed several years. Mullan was on the ground ready to begin work under orders of the War Department but trouble with the Indians in eastern Washington and Oregon prevented and he was forced to let several years go by without accomplishing any work on his favorite project.

In 1859 Congress made an appropriation for the construction of the road, and work was started at Walla Walla early in the summer. The road extended northeastward from Walla Walla toward the present city of Spokane, crossing the Spokane River just east of the city. It then turned eastward along

the river to Lake Couer d'Alene. There the road detoured around the lake and reached the head of the St. Regis Valley before work had to be suspended for the winter. The next spring Mullan resumed work and pushed construction down the valley, then along the Clark Fork as far as the town of Garrison, Montana. From this point the road was originally located along the Little Blackfoot River to the Mullan Pass, down the east slope to the vicinity of the present city of Helena, and thence north to Fort Benton. By the end of the season the construction party reached the eastern terminus, but needless to say that great stretch of road was little more than a trail and much work was needed before the road was readily passable.

The next year Mullan relocated a portion of the road from the Little Blackfoot River to a more desirable route through the Deer Lodge Valley and the present city of Deer Lodge. He spent the summers of 1861-62 in going over the road building bridges, widening the cuts through canyons, and improving the road generally. The Mullan Road thus built had a length of 624 miles, of which 124 miles had been cut through dense timber and thirty miles, had been blasted through rock and dirt; the cost had been \$230,000.

It was heralded as a great piece of work and though never used extensively for military purposes it furnished a highway for immigration in the sixties and again in the eighties. In that manner it played an even more important part in the settlement of the Northwest. It was maintained for many years by the local authorities and until the coming of the railroads was the only highway across Montana Territory. Even today the old Mullan Road is the foundation of a portion of the motor roads across that part of the West.

#### Milwaukee Chapter

Mrs. H. J. Horn, Historian

The regular monthly meeting of the Milwaukee Chapter was held in the clubrooms at the Union Depot on Monday evening Sept. 20th 1926. Meeting was called to order by the president, Mrs. C. G. Juneau.

Minutes of the previous meeting and the treasurer's report were read and approved. Plans were made for a Kraft Party to be held on Friday evening October 8th.

It was arranged to have Mrs. Knitter of the Wisconsin Telephone Co. give a short demonstration of telephone service immediately after the next regular meeting which will be called on Monday evening Oct. 18th.

Plans for the coming dance and card party were also made and Miss Mabel Chambers was appointed general chairman.

It was also suggested to hold a luncheon sometime in November at the Elks Club in Milwaukee. Definite arrangements will be decided upon at the next meeting. No further business being at hand meeting was adjourned and refreshments were served.

Do not fail to remember the Annual Luncheon in Chicago at 2:00 P. M. November Sixth at the Palmer House.

Lets show our interest by having the largest delegation present.

Members having any notes of interest for publication are asked to kindly refer same to the Historian of the Chapter.



"Look Out, Pale Face"

Recently a band of one hundred honest-to-goodness Redskins enjoyed the hospitality of The Milwaukee Railway on their way from their Reservation in South Dakota to the Sesqui-Centennial in Philadelphia. The Indians traveled in a special train of yellow cars; and during a two-hour lay-over in Chicago, they gathered in the concourse of the Union Station and strutted their stuff. The war-dance was witnessed and enjoyed by a great crowd, as it happened

at an hour of the day when the station is most crowded with travelers. The party represented fifty-one tribes and were being taken East by Colonel Fred Cummings, one-time partner of Buffalo Bill.

#### Felt Uncomfortable

Jinks had been out the night before, and was late at his desk. Employer (sternly): "Well?" Jinks (sadly): "Not very, sir!"



Paper written by Arthur M. Clark, Locomotive Engineer, and read at the Bellingham Division Safety First Meeting, Sept. 10, 1926

When we consider that for a twelve-month period one of the most extensive railroad systems east of the Mississippi did not have a single fatality of passenger or employee to report, and that accidents causing loss of life are steadily decreasing in railroad work the country over, we may be pardoned if, borrowing a favorite phrase from political key-noters, we point with pride to the results being achieved by our Safety First organizations.

Safety First has ceased to be a mere slogan—it is an integral part of rail-roading. Our success has been achieved by thorough organization and continuous propaganda bringing home to each one of the thousands connected with the work the fact that the individual employee has in himself the element of danger which we seek to overcome. A slight lapse by one of these thousands of units can mean a serious accident, but so long as each one has a realization of the importance of his own particular work and is conscientious in performing that work, the human element risk is minimized. Each one of us have the right to believe that the other fellow has done his work properly and if we do our own to the best of our ability it is easier to have confidence in our co-workers.

While we have made a great success in our Safety work, there should be no let-up in our efforts, because there are too many things, little in themselves, that have the power to bring us to grief. A loosened rail, a defective wheel, a cracked rod or any one of scores of other easily over-looked defects can wreck a train. So it is up to us to keep on our toes and keep the idea of Safety First before us at all times. Considering that human life is at stake, it is not asking a great deal.

While we have our own house pretty well in order, there is a matter that I believe may be suitably mentioned in a meeting of this nature, and that is the automobile menace at grade crossings. While an accident involving an automobile and a railroad train involves very little danger to train crew or passengers, no one likes to kill or maim or destroy property needlessly, and I am sure the management finds very little entertainment in perusing reports of such accidents or in defending resulting damage suits. Careful as we may be, we are at a disadvantage and it seems to me that our recourse must be to the state legislatures. To this end I would offer the suggestion that our various councils prepare resolutions, copies to be sent to the state representatives and state senators of their respective districts, seeking a law requiring highway traffic to come to a full stop within a specified distance of grade crossings and to cross railroad tracks in low gear, this to apply only outside of incorporated cities or towns. Passage and enforce-

ment of such a law would work no hardship on automobile operators, in fact, it is suggested for their good. The few instants consumed in complying with the requirements of such a law would mean nothing, especially if a life is saved. There is bound to be some effort made to eliminate the grade crossing hazard and if we can suggest a workable plan it may mean eliminating a campaign for elevated crossings, or similar work that would, from our standpoint, be less satisfactory. In Washington, especially, such crossings are not so numerous that the stop and go plan would not be feasible, or at least that is the way I see it.

### "Safety First"

The "Op" had copied the order—  
 'Twas for Second No. 3;  
 But he didn't put the board on,  
 Although he said "S. D."  
 He thought I'll wait a little while,  
 Till Regular 3 goes by;  
 Then I won't need to hand him  
 A clearance on the fly.  
 He was certain he would work the block  
 On Regular No. 3  
 So the board would show red for the second  
 one,

As surely as could be,  
 First No. 3, with the "green" roared by;  
 The storm swallowed her from sight,  
 And the "Op" remarked unto himself,  
 "It sure is an awful night."  
 But his thoughts soon wandered far away,  
 To the lassie for months unseen,  
 And through that stormy, wind-swept night  
 The order board showed green.

'Twas just a case of "I forgot",  
 But Second 3 got by;  
 She met the Extra on a curve  
 And brave men had to die.  
 'Twas the innocent ones who suffered  
 The sacrifice supreme;  
 So kindly pay attention  
 To the moral of this theme.  
 Remember, it's Safety First and Safety Last,  
 And ALL the time between;  
 So never give the response "S. D."  
 While the order board shows green.

The above poem was presented by Tom Corbett to W. N. Ross, Agent, Miles City, Mon-



The Home of Yard Conductor, Horace S. Good; Libertyville

day, and was read by him at the Musselshell Division Safety First Meeting, held September 27, 1926.

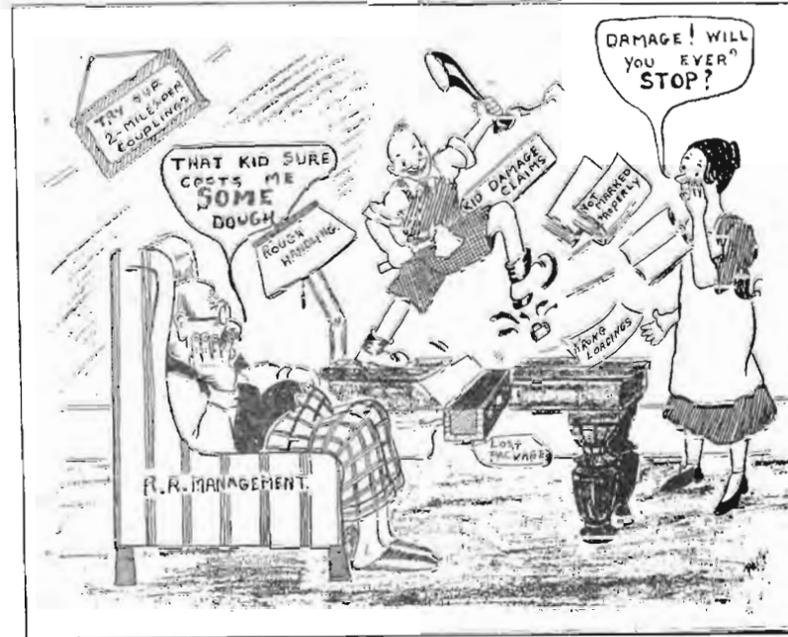
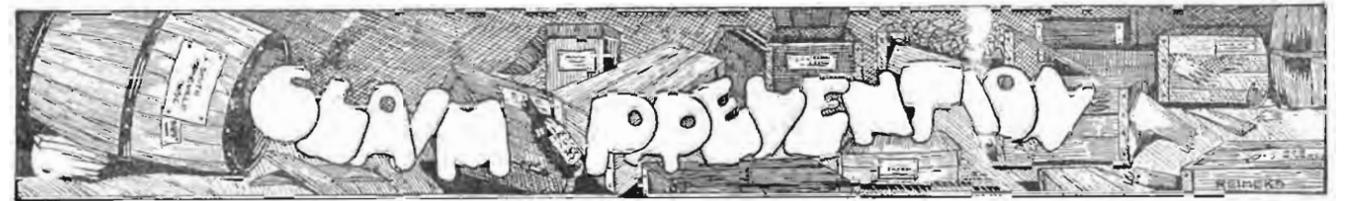
### The General Principles of Safety

The general principles of Safety, whether it be at the stations, in the yards, shops, or on the trains, should be thoroughly understood and practiced first by all supervising forces of each department, on account of their experience and their familiarity with the many conditions and combinations to which Safety First may be applied, and in their continual practice of Safety, they will give a lasting impression of their sincerity in this movement to the other employees.

In and around a warehouse, there is much that can be done to promote Safety, not only with the older employees, but more particularly the new ones, and great energy in the promotion of Safety is necessary on account of the labor turnover in larger warehouses.

From my view point, the Foreman, Assistant Foreman, and Gang Foreman should first of all introduce Safety First to their new men, by not only watching their work, but with instructions as to how our business and our equipment for handling our business should be operated. In my mind it is much easier to detect an unsafe practice by a fellow employee than it is to see our own faults, and with all employees watching their co-workers and preventing unsafe practices, we will overcome many injuries.

At our station we are continually on the look-out for unsafe conditions and more particularly unsafe practices, and last, but not least by any means, is the unsafe employee, who is more dangerous than the rest. If an employee is found that is not safe and will not attempt to be safe, then he is one that we should get rid of; so, let us use our human intelligence for profit until our fellow employees are safe employees, and our reward will be certain.



Courtesy  
 O. Phelps,  
 1138 Wrightwood Ave.  
 Chicago, Ill.

### Claim Prevention Results

The Chicago, Milwaukee & St. Paul Ry. Claim Prevention Bureau was organized in 1920, for the purpose of cutting down loss and damage claims by preventing the causes of claims.

To bring about the desired results, Claim Prevention Meetings are held on each division each month, also at our larger stations each month. District meetings also are held every two months which are attended principally by Superintendents, Trainmasters and their staffs. General policies to be followed are outlined in these District Meetings and then passed on to the Station and Division Meetings.

In addition to the meetings, the Bureau is following out each individual case of error, wrong loading, wrong billing, delays and numerous other causes which are brought to its attention. Each individual case usually resulted in a claim and the procedure at the present time is one of education primarily, to head off the claim before it has a chance to develop, thus giving better satisfaction to our patrons.

The results accomplished have been very satisfactory and more than was anticipated when the Bureau was first started. For example:

In the year 1920, the Loss and Damage Claims on livestock amounted to \$3.43 per car. In 1925 this was brought down to \$1.18 per car.

In the year 1920, the loss on flour and mill products was \$4.35 per car shipped, against 51c per car in the year 1925.

In 1920, our loss on perishable freight, including fresh fruit and vegetables, meat, eggs, butter and dairy products,

amounted to \$12.48 per car. In 1925 our loss was \$2.11 per car.

It is interesting to take the individual figures; for instance, on fresh meats: approximately 26,000 earloads were handled in the year 1925 at a loss of but 19c per car. We handled 40,000 earloads of automobiles and trucks during the same period with a loss of only 67c per car.

These figures prove that we are handling freight shipments with a greater degree of safety and much less annoyance to our patrons since the Claim Prevention Bureau began its activities.—Today and Tomorrow.

### Concealed Damage

During the year 1925, we paid out in claims covering Concealed Damage, \$29,363.30.

This is one of the most annoying causes of claim payments, and we believe that everyone concerned in the handling of freight can appreciate just how hard it is to handle for correction along the lines of Claim Prevention.

Therefore, Agents and others having to do with the issuance of exception reports Form 1487, should be particular to answer all of the questions on the reports, and in addition if necessary, attach a letter giving further details so that we will be able to handle with the shippers and other parties interested, looking towards a correction.

The principal causes for this damage of course, are poor or unsuitable containers, failure to use sufficient nails or nails of the proper size in nailing boxes, crates, etc., failure to use sufficient excelsior or other packing, etc.

We find in our dealings with the shippers generally, that they are more

than anxious to receive suggestions or friendly criticism from the carriers as to the containers used by them, and if the party inspecting the shipment at destination, will give a complete picture showing just how, in his opinion, the damage occurred, it will be of great assistance in our handling along Claim Prevention lines.

### Livestock Suggestions

A car load of stock well loaded will shrink less and be in better shape when delivered to you commission firm than one improperly loaded.

Stock ships best when moved to the loading pens with care, avoiding excitement or over-exertion.

Stock should reach loading pens a sufficient length of time ahead of loading to make it possible for the animals to cool and rest before loading.

During hot weather hogs while in the loading pens should be given plenty of water.

Shipper should see that ears are well bedded; sand or similar material preferable for hogs during the hot weather.

For hog loading during hot weather, interior of car should be thoroughly wet.

Stock should not be loaded more than one hour before actual departure of train.

Stock should be loaded carefully, avoiding over-exertion and excitement.

All stock should be carefully counted into the car.

Stock should not be overloaded, over-loading causes excess shrink, depreciation in value and oftentimes death and injury.

During hot weather railroad company should drench hogs whenever necessary. Crippled stock or vicious animals should be separately penned in the car.

During hot weather heavy feeding before loading or in the car is a dangerous practice.

On hot days, if practicable, four to six bags of ice hung in a car with hogs is highly beneficial.

### A Few Claim Prevention Suggestions

Notify Police Department promptly in cases of apparent pilferage.

A perfect seal record is a real asset in combating a claim.

Rough Handling is responsible for 45% of Claim Payments.

Examine egg shipments thoroughly before accepting for shipment.

Insist on good partitions in mixed loads of stock.

Inspect cars thoroughly before permitting them to be loaded.

Proper showering of hogs will save claim payments.

Do not fail to reinspect all pad order packages.

Invoice or weight all pad order packages at the time of delivery or transfer.

Do not check freight by counting the number of pieces.

Check freight carefully when unloaded from cars, when delivered to dray-

board of Arbitration Now Completed  
Neutral Arbitrators Appointed; Hearings Will Begin Soon

The Railway Board of Mediation announced on October 9 that it had completed the personnel of the Board of Arbitration which will endeavor to adjust the disagreement between the Eastern carriers and their conductors and trainmen growing out of demands for increased wages. The two men appointed to act as the neutral arbitrators on the Board, that is, to represent the public, are William D. Baldwin of New York, Chairman, Otis Elevator Company, and Edgar E. Clark of Washington, attorney, formerly an interstate Commerce Commissioner.

The other members of the Board were appointed September 4. The entire Board now consists of:

#### For the Public

William D. Baldwin, Chairman, Otis Elevator Company.

Edgar E. Clark, of Clark & La Roe, Washington.

#### For the Employes

Daniel L. Cease, Editor, The Railroad Trainman (representing the trainmen).

E. P. Curtis, General Secretary, Order of Railway Conductors (representing the conductors).

#### For the Railroads

Robert V. Massey, General Manager, Eastern Region, Pennsylvania Railroad.

William A. Baldwin, Vice-President, Erie Railroad.

In its statement announcing the appointments of Mr. Clark and Mr. Baldwin, the Board of Mediation said in part:

"The two appointments today complete the personnel of the Board of Arbitration which will commence its hearings in New York within 15 days under the terms of the agreement to arbitrate negotiated by the Board of Mediation on August 25.

"The selection of the two neutral arbitrators by the Board of Mediation followed the failure of the four arbitrators named by the employe organizations and carriers to agree upon the neutral appointments during the 15-day period provided in the Railway Labor Act for selections by the parties. It is understood that Mr. Baldwin, named by the Board of Mediation today, was favorably considered by both employe and carrier representatives in the preliminary conferences.

#### Edgar E. Clark

"Both Messrs. Clark and Baldwin have been identified with large public enterprises and are widely known. Mr. Clark is a native of New York State. At the age of 17 he entered railroad service and spent 16 years as a railroad employe, advancing through various positions by promotion up to the grade of conductor.

"In 1889 he was elected Grand Senior Conductor of the Order of Railway Conductors and the succeeding year became Grand Chief Conductor, an office which he held until 1906. While Chief of the Order of Railway Conductors, Mr. Clark served as a member of the Commission appointed by President Roosevelt in 1902 to determine the issues involved in the strike of the anthracite coal miners.

"President Roosevelt appointed Mr. Clark to membership on the Interstate Commerce Commission on August 28, 1906, and he severed his connection with the Order of Railway Conductors to enter the public service. He served continuously on the Interstate Commerce Commission for 15 years, being Chairman of the Commission under the Wilson administration and throughout the war period.

"He resigned from the Interstate Commerce Commission on August 31, 1921, to undertake the practice of law in Washington.

#### William D. Baldwin

"Mr. Baldwin was born at Auburn, N. Y. in 1856. At the age of 15 he entered the employ of D. M. Osborne & Co., manufacturers

# Current Railroad Topics

of reapers, mowers and general harvesting machinery. At the age of 21, he was sent to Europe as the firm's agent, and remained there for five years as their representative.

"Upon his return to America in 1882 he became Treasurer of Otis Brothers & Co., as the result of his endeavors the present organization, known as the Otis Elevator Company, was formed in 1898; and he became its President. In 1918 Mr. Baldwin was elected Chairman of the Company, which office he still holds."

Under the Watson-Parker Act, which created the present machinery for the settlement of railway labor disputes, the arbitrators named to represent the railroads and the employes must be compensated by the parties naming them. The two neutral arbitrators selected by the Board of Mediation will receive a compensation to be fixed by the Board, together with all necessary expenses while serving.

Continued efficiency in the use of fuel by Class I carriers is shown by the records for the first six months of 1926. An average of 142 pounds of coal was required during this six months to carry 1,000 tons of freight and equipment, including locomotive and tender, a distance of one mile. The consumption during the first six months of 1925 was 144 pounds and in 1923, 170 pounds. Similar efficiency in the conservation of fuel was realized in the passenger service. The six months record shows that 16.3 pounds of coal were required to move each passenger train car a distance of one mile. During the same period in 1925 the consumption was 16.6 pounds; 1922, 17.2 pounds; 1920, 19.6 pounds. Class I roads, during the first six months of 1926 used for road locomotives a total of 49,935,063 net-tons of coal, and 990,537,707 gallons of fuel oil. These amounts are in excess of the consumption during the same period of 1925, due entirely to the increased traffic handled.

The number of persons employed by Class I railroads at the middle of June was 1,833,621, an increase of 51,925 over the corresponding period of last year. It was also the largest number employed at that period in any year since 1923. Wages paid in June this year aggregated \$249,055,495, against \$240,057,473 last year, an increase of \$8,998,022.

Of the 51,925 extra employes added this year almost 12,000 consist of additional train and engine crews, which is explained by the increased traffic of this year over last. A majority of the additional forces were employed in the maintenance of way department.

The importance of railway credit is well shown by a statistical table recently issued by the Bureau of Railway Economics, Washington, D. C., showing the amount of funded debt maturing annually during the next twenty-four years. It is not expected of course, that it will be possible to meet these maturities from earnings. They must be re-issued, much of the aggregate sum, no doubt, at a higher rate of interest. To re-issue them the roads must have substantial credit, based on adequate average earnings over a period of years. Moreover, there will be required annually during

this same period at least \$800,000,000 of new money for capital purposes, which must be obtained while the funded debt now outstanding is being taken care of.

Another advantage, which perhaps has not yet been generally recognized, of the improved transportation service which the country is now enjoying, arises from the fact that the present expeditious and dependable transportation enables dealers to buy and sell on the same market, that is, under the same market conditions. Delivery is now so prompt that in most instances no general market change can occur between the time a dealer purchases goods and the time when he sells them, while not so many years ago it was quite possible that a dealer might purchase on a rapidly rising market and have to sell on a rapidly falling market. The fact that this proposition might work the other way around—that is, buying on a falling and selling on a rising market—would be scant consolation to the man who had suffered serious losses. Quicker and dependable transportation has removed most of this risk of changing market conditions, has exerted a material stabilizing influence, and consequently, has been of great advantage to business in general.

The following letter to the editor recently appeared in the Chicago Tribune:

"It is indeed gratifying to read that the hotels in Chicago and also the theaters will not increase their rates during a time when they may well expect a large increase in the number of so-called guests. The organizations making the announcements are helping Chicago in the eyes of the remainder of the country.

"However, in a few days the much harassed railroads which are owned and operated by demagogues will announce low rate round trip fares and extra accommodations for people desiring to travel from their homes to see the Army-Navy game. The railroads have no thought of increase in their rates for an event of this kind, and due to regulation by many well meaning and helpful bodies, couldn't increase the fares if they desired. And yet the public spirited hotel and theater owners are hauled to the skies for not increasing their already remunerative rates, while the railroads are not given a word except in condemnation.

"A capacity crowd at either a hotel or theater involves no appreciable added expense, while for a transportation company an increase in patronage entails added equipment, expensive to say the least, added crews and track space taken away from much more lucrative business.

"No transportation agency increases the rates for the week-ends or holidays just because a larger volume of business is expected, by way of contrast to barber shops, beauty shops, and some others."

The point seems well taken: that the promise of certain lines of business not to increase charges because of some unusual attraction receives widespread praise; while the railways, far from increasing their charges or even maintaining normal fares, are expected as a matter of course to provide extra service at reduced prices.

### Summary of Activities of Local Chapters up to and including December 31, 1925

Chapter	Date Organized	Membership Dec. 31, 1925	Number of Sick and Other Calls Made	Cards and Letters of Sympathy, etc. sent	Total Receipts account Dances, Parties, etc.	Total of all Receipts	Total Spent on Benefit Work
Aberdeen, S. D.	Oct. 14, 1925	110	15		\$ 291.94	\$ 399.80	\$ 42.80
Austin, Minn.	Oct. 8, 1925	134			38.18	139.75	14.12
Beloit, Wis.	Feb. 8, 1925	119	4	19	133.57	394.05	73.15
Benseville, Ill.	Nov. 8, 1924	87	65		592.83	769.59	130.35
Channing, Mich.	Oct. 2, 1925	50			146.15	153.15	15.00
Chicago, Ill.	Oct. 18, 1924	493			919.10	1,914.72	386.73
Council Bl., Ia.	May 28, 1925	59		6	32.00	98.80	5.50
Deer Lodge, Mont.	May 12, 1925						
Des Moines, Ia.	Dec. 12, 1924	46			22.50	76.15	7.00
Dubuque, Ia.	Dec. 2, 1924	250	50	200	1,043.44	1,224.10	760.62
Green Bay, Wis.	Feb. 5, 1925	133	25	44	696.61	862.66	105.79
Janesville, Wis.	Feb. 8, 1925	128	26	36	132.57	303.53	36.47
Kansas City, Mo.	Feb. 21, 1925	171	32		142.90	326.48	82.00
La Crosse, Wis.	Oct. 15, 1925	47				28.10	1.50
Lewistown, Mont.	May 11, 1925	65	3	2	157.91	231.46	28.00
Madison, Wis.	Feb. 5, 1925	109	12	6	147.50	263.79	99.20
Marion, Ia.	Dec. 13, 1924	141	100		1,044.36	1,728.06	1,029.13
Marion, N. D.	Nov. 6, 1925	87				128.23	30.00
Marquette, Ia.	Dec. 1, 1925	51			194.21	61.55	18.00
Mason City, Ia.	Dec. 10, 1924	180	29	15	434.75	660.01	156.38
Milbank, S. D.	Dec. 15, 1925	53				53.00	1.00
Missoula, Mont.	May 10, 1925	143			553.35	142.85	
Milwaukee, Wis.	Oct. 25, 1924	402			752.15	1,482.09	119.40
Mitchell, S. D.	Apr. 25, 1925	121	5		5.85	275.62	25.00
Montevideo, Minn.	Oct. 15, 1925	104				106.16	10.00
Ottumwa, Ia.	Dec. 14, 1924	202	12	16	499.60	753.33	183.66
Perry, Ia.	Nov. 28, 1924	120				282.12	95.00
Portage, Wis.	Feb. 7, 1925	161	50		205.75	432.45	63.00
Rockford, Ill.	Nov. 21, 1925	21					
Saukborn, Ia.	Apr. 17, 1925	36	35			48.30	
Savanna, Ill.	Apr. 24, 1925	150	35	100	201.15	365.05	127.80
Seattle, Wn.	Feb. 14, 1925	184	7	15	202.08	574.15	27.50
Sioux City, Ia.	Dec. 11, 1924	112	24	2	418.74	562.96	241.84
Sioux Falls, S. D.	Apr. 15, 1925	55	8		245.11	398.15	273.20
Spokane, Wn.	May 21, 1925	80	25		78.00	301.70	143.70
Tacoma, Wn.	Feb. 10, 1925	225	40		204.64	652.68	70.53
Twin City	Dec. 5, 1924	300	60	14	891.81	1,481.55	60.25
Wausau, Wis.	Feb. 6, 1925	120	19	39	57.94	232.50	121.22
<b>TOTALS</b>		<b>5,049</b>	<b>681</b>	<b>514</b>	<b>\$11,068.72</b>	<b>\$17,908.64</b>	<b>\$4,544.74</b>

The above table gives only the actual money used in Relief Work and does not include the great quantity of clothing and food distributed; or the work of the members, individually and collectively, on Sunshine, Cheer and Benefit Committees; cards, letters, visits and personal services.

#### Three Forks Chapter One Hundred Percent

Three Forks, forty-fourth Chapter held a preliminary meeting on August 2nd with forty women present. Mrs. Carpenter Kendall, representing Mrs. H. E. Byram, President-General conducted the meeting, telling of the aims and object of the Women's Club and of its general physical makeup. Mrs. Kendall appointed a Temporary Chairman and Secretary, and left the permanent organization to be completed at a later date.

On September 24th, the Chapter was regularly organized, its officers being: Mrs. A. C. Kohlbase, President; Miss Cora Vitwig, 1st Vice President; Mrs. Char. Shadbach, 2nd Vice President; Mrs. L. E. Wilson, Treasurer; Mrs. A. F. Kinze, Recording Secretary; Miss Gladys Sickmiller, Corresponding Secretary and Mrs. L. A. Decco, Historian. The Chairmen of Committees are: Mrs. Frank Irvin, Constitution and By-Laws; Mrs. Pat O'Ragan, Ways and Means; Mrs. A. E. Barnes, Mutual Benefit; Mrs. D. A. Robinson, Membership; Mrs. Owen Gosnell, House and Purchasing; Mrs. Herman Lieb, Socials; Mrs. J. C. Langman, Program; Mrs. Frank Irvin, Auditing.

The regular monthly meetings are held on the second Tuesday of the month. The Chapter with eighty members, and is the first out of the forty-five Chapters in the Club to ONE HUNDRED PERCENT.

#### Portage Chapter

Portage Chapter held its first business meeting of this season, on Saturday afternoon, October 3rd. President, Mrs. O. H. Frick called upon each chairman to give a report after which plans were made for a Halloween Party, and reservations were made for the Get Together meeting in Chicago, November 6th.

It was decided by the members to have the clubroom opened one afternoon each week, for a social gathering.

A delightful luncheon was served by the Committee, of which Mrs. H. Parker is Chairman.

#### Janesville Chapter

A delightful meeting of the Janesville Chapter was held in the Eagle's Annex at Janesville, Tuesday evening, Oct. 5th, 1926 at 8 P.M. The bulletins that Mrs. Byram sent out regarding the welfare work of the various chapters, were read.

Details concerning the general get-together meeting to be held at Chicago, November 6th, 1926, were discussed and a goodly number signified their intention to attend.

After the regular business was handled, cards were played, prizes going to Miss Margaret Houghton, Mrs. H. P. Carey and Mrs. J. W. McCue. Light refreshments were served.

At the meeting it was decided that a farewell party be given Mrs. J. J. Callahan who is moving to Beloit, at the home of Mrs. J. W. McCue. Mrs. Callahan goes to Beloit with the sincere wishes of the Janesville Chapter.

#### Beloit Chapter

Mrs. Fred E. Miller, Historian

Beloit Chapter held its regular business meeting at the Passenger station Oct. 6th with a very large attendance.

The Secretary's minutes read and approved.

The Treasurer's report read and approved.

The Finance Committee gave a detailed report on a needy case in which they had acted.

The Club also voted on buying a book of tickets which were being sold for another family in need.

The Social Committee is planning a Halloween Party for Sat. the 23rd. We can well remember the screaming and squirming of ourselves last year when we were led down that famous ghost walk. Maybe we will have to meet the ghost himself this year.

Mrs. Marsh and Mrs. Miller of Shirland gave a dance at the Shirland Town Hall on Sept. 27th.

Members of Beloit Chapter chartered a big bus for the evening so there was room for all. Everyone reported a good time.

Our next regular business meeting will be held November 3rd.

### Chicago Chapter Fullerton Avenue Unit Nora A. Blodgett

The regular monthly meeting of the Chicago, Milwaukee and St. Paul Railway Women's Club was held Saturday, October 9th, 1926, in the Fullerton Avenue Club Rooms. Immediately after luncheon, the regular business meeting was held.

Mrs. Carpenter Kendall, our President, was unable to be with us at the first meeting of the fall season and we missed her.

The meeting was opened and conducted by Mrs. O. P. Barry, 1st Vice President of the Chicago Chapter and she did well.

Reports of several Chapters were read relating the good work that is being done all over the country and the reports of Marion and Dubuque Chapters were especially impressive.

It makes one feel proud to be a member of the Milwaukee Family. With united efforts we can accomplish much. Our Chapters are like gardens in which seeds of love and kindness are sown and we reap fruit for which we receive unbounded joy.

We then listened to reports of the Chairmen of various committees which were interesting.

On November 6th, 1926, the General Governing Board of Chicago will give a luncheon in the Palmer House at 2:00 P. M. for the purpose of becoming better acquainted with the members of different Chapters. An interesting programme has been prepared and all members are urged to attend. \$1.50 is the charge per cover.

The new members joining our Club now, need not pay dues again until January 1928. Miss Lindskog will be glad to furnish information regarding the Club.

Plans are being prepared to have a dance some time next February for the purpose of raising more money for our treasury.

Since our last meeting, Mrs. Dietrich, Chairman of Ways and Means Committee has resigned. Needless to say that we miss her, as she was a ray of sunshine in our Club and we hope that she will soon be with us again.

After the meeting adjourned, table and chairs were placed in order to play Bunco and Cards. A prize was awarded to the winner at each table and a very enjoyable afternoon was spent in the Club Rooms.

### Chicago Chapter Union Station Unit

Good morning, U. S. Unit

'Tis your birthday, we hear

Of course, you're just a baby yet

Been with us but a year;

But you have done so many things

In such a little while

To chase away our daily cares

And bring a laugh or smile;

We feel congratulations

Are certainly your due,

So many happy birthdays

Is what we wish for you.

Our regular monthly meetings have been resumed, the first one on September 14th. It was thought the interest in a business meeting following so closely on the heels of a holiday, might not be all that could be desired, and so the business meeting was postponed from the second Tuesday.

In addition to the regular course of business, a number of letters from headquarters, that had accumulated through the summer months, were read for the benefit of "to whom it may concern."

The suggestion that "since the rental of card tables is comparatively so expensive, why not have our own tables", with general approval, and thanks to our efficient committee who let no grass grow under their feet, we are now

the proud possessors of twelve brand new card tables and can have a card party most any time, on long or short notice. It was also suggested that at our next business meeting we try out our new tables, which suggestion also met with general approval.

So our next meeting on October 4th was a combination business and pleasure affair.

The outstanding feature of our October meeting was the announcement that a substantial allowance had been made us by the General Board for our library.

The meeting ended in a combination bunco-500-bridge party which we all enjoyed, the lucky ones being rewarded by dainty and useful prizes.

#### Sport News

Bowling session in full swing

Attendance—fine

Balls—heavy as the deuce

Alleys—in awful condition, so crooked the balls roll off to the sides every time—almost.

On Saturday, October 9th, the hikers, hearing the call of the autumn woods and the crisp October air (as we recall it, the air on that afternoon was about as crisp as an August afternoon in Washington, D. C., but sacrificing fact to fancy, we leave it "crisp") departed on the 1:20 train for Itasca where the hike began, continuing to Roselle where it ended just in time to catch the train for home.

A good time reported by all.

We are now looking forward to the annual luncheon of Chicago Chapter, on November 6th, and if it is half so enjoyable as the last one was (and why shouldn't it be) we'll all be glad we went.

### Bensenville Chapter No. 3

Marion R. Rands, Acting Historian

Bensenville Chapter called a special meeting Sat. Sept. 25th to welcome our Pres-General, Mrs. H. E. Byram, who accompanied by Mrs. O. P. Barry, chairman ways and means and Mrs. J. L. Franz Secretary of the Chicago Chapter were honored guests of our club.

An invitation had been sent out inviting every eligible member of railroad families to come and meet Mrs. Byram, who is starting on a tour, expecting to visit every one of the forty-three chapters now organized. In order, as she says, to get our ideas, and to find out in general how we have benefited ourselves the Railroad and the Community after two years of club work.

Her talk was most interesting and inspiring, she told of the efforts that are being made in every chapter and of the great membership drives that are being staged. Not only to get new members, but to keep the membership we have at present.

Urging all to be a part of this great Railroad Family and to ever keep in mind, "That for Which We Stand"—To promote Good Fellowship and to be of help to each other—To relieve sickness and suffering amongst all employees, and to do all in our power to promote harmony. For we are organized for benefit—and the kind and loving things we can do for one another.

Mrs. Byram congratulated us on our beautiful Club House (of which we are very proud), and on the progress this chapter has made; on our library, and the various ways the Ways and Means Committee are raising money for relief work. At present they have a Bazaar and supper held at the Club House Oct. 2nd and a C. M. & St. P. Cook Book—which will be ready for sale this fall.

Mrs. Barry gave a splendid report on the different ways the General Chapter in Chicago, have for raising money to keep us, to meet any emergency that we were unable to attend to locally and urged us to call on them for any help we are unable to give. For which offer we are most grateful.

Mrs. Franz also complimented us on the progress, our Club House and also on our large signs on either end of the Club House in view of every passing train—which proclaims to the world, we are members of the C. M. & St. P. Woman's Club and very proud of it.

Our local Secretary, Mrs. Capoot in behalf of every member of the club, thanked the visiting ladies and tried to express our gratitude and appreciation to the officials of the C. M. & St. P. Ry. for making our Club House possible, and for their generosity to us in many ways.

We were very happy to welcome four new members due to Mrs. Byram's friendly talk, and we feel that such loving encouragement is bound to make the Milwaukee Woman's Club the great success, that Mrs. Byram and each member hopes it will be.

### Twin City Chapter

Mrs. F. J. Ober

On Friday Sept. the 24th the members of the Board of Directors of the Twin City Chapter, C.M.&St.P. Ry. Women's Club met in the Club Room at the Milwaukee Station for its first fall business meeting.

A delicious luncheon was served at one o'clock, the hostesses being Mrs. P. H. Bornkamp, Mrs. J. A. Chandler, Mrs. R. A. Bryant, Mrs. C. S. Christoffer and Mrs. Oscar Anderson. At the close of the luncheon, our president, Mrs. L. T. Johnston, called the meeting to order, and the afternoon was spent in the discussion of plans for the ensuing year. It was voted among other things, to put the question of whether the Club should sponsor a theatre party or a dance, in the near future, before the General Meeting on Oct. 4th, and let their wishes decide the matter.

On Sept. the 30th, Mrs. H. A. Byram our President General, accompanied by several members of the governing board from Chicago, spent a few hours with the members of our own Board of Directors, while passing thru the city, and left with us a message of good cheer and of encouragement for further effort toward the growth and betterment of our organization. It was a cause of great regret to us that we could not have called a general club meeting while Mrs. Byram was in the city, but owing to the fact that our hall is contracted for use only upon the first Monday evening of each month, and because all arrangements had been made for this meeting, we found it impossible to make the change. We sincerely hope for better luck next time.

Our general meeting on Oct. 4th closed a three month's membership drive, which netted the club many renewals and some new members. In point of attendance and enthusiasm, it was a most unusual meeting, there being at least 150 members present, and each one contributed his or her bit toward the success of this, our first Membership Rally.

Mr. A. S. Bantley was with us and led the club singing, and by his magnetic influence spurred everyone on to huge vocal effort, with a not too bad result.

Our president, Mr. L. T. Johnston, then gave us a short talk, and put to vote the question of whether we should put on a theatre party or a dance. The dance won the day.

Then followed reports of our Secretary, Mrs. R. A. Bryant, and of our Treasurer, Mrs. C. S. Christoffer, after which we were entertained by an exceptionally fine program, arranged by our very able chairman of the Program Committee, Mrs. W. J. Leib.

The Harry Jones Male Quartette composed of Milwaukee shop employees opened the evenings entertainment with a group of songs, and were most enthusiastically received and deservedly so, for their selections were of a high order and exceptionally well rendered.

They were followed by Mr. John Seamen Barnes, head of the McPhail School of Ex-

pression and an artist in every sense of the word, who gave a group of readings, charming everyone present with his clever mastery of character portrayals.

A few more songs by the quartet, and then the social hour, with refreshments served by Mrs. W. M. Weidenhammer and her assistants, bringing to a close one more wonderfully successful "get-together."

### Sioux City Chapter Notes

Ruth Bershon

Tuesday evening, October 5th, the members of the Sioux City Chapter gave a hot supper, for the husbands, and sweethearts, in the MWofA Hall, at 6:00 o'clock. After the dinner, a business meeting was held, and at the conclusion of the meeting, the husbands were allowed to come in as contributive members. Followed dancing and community singing. It was planned that night to have a baked bean and brown bread dinner before the next business meeting.

A banquet in honor of Mrs. H. E. Byram, and other officers of the CM&STP Women's Club, who have been traveling over the system visiting the different chapters, was given by the Sioux City Chapter, at the Martin Hotel, Friday evening at 7:00 P. M.

The program opened with a song by Mrs. Joe Gordon, after which the Iowa Corn song was sung by all, and then Mrs. A. J. Elder, acting president of Sioux City Chapter made the welcoming address, and introduced Mrs. Byram, who gave a short talk before the banquet.

Mrs. Emil Ohlund spoke of the progress that the Club had made since its origin at Sioux City, and gave one of her original poems, "Reverie." Mrs. Stewart Gilman, wife of Sioux City's Mayor, and president of the Women's Club of Sioux City, who had just returned from the meet of the National Federation of Women's Clubs, at Atlantic City, spoke of the splendid work we had done, and heartily approved of the Milwaukee Women's Club allowing the men to come in as contributing members, stating that in that way were a step ahead of the Sioux City Women's Club, who were contemplating the same thing. Mrs. C. A. Bond, retiring president, of the Sioux City Women's Club, spoke briefly. Mrs. Milton Perry Smith, wife of the Commissioner of Parks and Public Property spoke on "The Traveling Public."

After the banquet, Mrs. Byram spoke at length of the different chapters, and the work they had been doing, citing several instances of wonderful things that had been brought out through the intercession of the Women's Club with prominent physicians, and the manners of taking care of the sick and needy. She also told of the ways and means taken by the different chapters for raising money with which to carry on, and stated that some chapters had started a scholarship fund to give Milwaukee railroad children a chance to go to school, and that others were endowing a room in hospitals, etc.

Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. Field spoke of the club work also. Members present were given an opportunity to purchase a club pin.

Mrs. Stewart Gilman, asked if she might become a contributing member of our Chapter, and was allowed to do so.

All members were invited to attend the general get-together, to be held at the new Palmer House, in Chicago, Saturday, November 6th, and Sioux City is planning to send a large delegation.

### Marion Chapter

Jennie Coakley, Historian

After our two months vacation, which was much enjoyed by all our loyal members, we again file with the ranks, refreshed and anxious to assume new duties and co-operate in making our

fall and winter club meetings most interesting, both financially and socially.

Our regular meeting was held September 15th, at the Memorial Hall. Much new business was discussed, letters were read from Mrs. Byram and other general officers regarding the recent activities of the General Government Board. Notice was given of the general meeting and luncheon to be held in Chicago, November 6th.

Mrs. Willis Jordan, Chairman of the Sunshine Committee, gave a very interesting report, which showed an increase in relief work. Eleven new cases are now under supervision. One case at Oakdale is receiving particular interest.

Much credit is due the Ladies of the club for their diligent work in helping make our Annual Iowa Employee's picnic August 2nd a grand success. Dinner was served for sixteen hundred the dining room being under the management of the C. M. & St. P. Women's Club. Mrs. Flannigan, General Chairman.

Miss Idelle Fullerton, Chair. of rec. com. Mrs. LeRoy, Chairman of dining-room com. Mrs. Welter, Chairman of kitchen committee.

These committees, assisted by the loyal support of the entire club, planned and worked to make every detail a success. When we work as one big family, we really appreciate our club and realize what it means to us.

During the social period, refreshments served by following Committee:

Mrs. Grote, Mrs. Kindler, Mrs. Beadle, Mrs. Burrows, Mrs. Holsley, Mrs. Kerns, Mrs. Kennedy, Mrs. Keith, Mrs. Early.

### Vacation Time Review of Kansas City Chapter

Martha Kellogg, Historian

The Kansas City Chapter did not hold regular monthly meetings during the months of July and August. However the activities of the club went on. A picnic was held at Fairland Park on June 30th. The program of the day consisted of games and other field events with last but not least "good eats."

The first scholarship meeting of the chapter was held Sept. 23rd, at this meeting \$125 was received, and the election of officers took place, the following were elected:

Mrs. A. R. Kellogg, Pres.  
Mrs. J. W. Anderson, Vice Pres.  
Mrs. William Jackson, Sec.  
Mrs. William Fessler, Treas.

### Kansas City Chapter

Johnnie F. Stipp, Corresponding Secretary

The Kansas City Chapter decided to give a series of Bridge Parties this coming season at the home of our various members. In order to increase our budget, it was agreed that each member playing be assessed fifty cents.

The first party was held at the home of our President, Mrs. L. P. Gibson, on the evening of October Second. There were enough present to make five tables of bridge. Twelve dollars being realized, altho four members paid but did not play. The first prize, a beautiful hand painted oil cloth pillow was won by Miss Margaret Stipp, which was made and donated by Mrs. Gertrude Jackson Scoop—one of our talented young matrons. The second prize—a very pretty and dainty luncheon cloth was won by Mrs. Scoop. Everyone had a very enjoyable evening and departed wishing their score had warranted one of the two pretty prizes—or at least I did. Thanks, to Mr. Gibson for taking some of us home—we unfortunate ones without cars or "Lizzies."

The second bridge party of the series was held Saturday evening October Ninth at the home of Mrs. Donaho. First prize—a most adorable

hand painted oil cloth bridge cover, painted in Mrs. Scoop's most charming manner, was won by Mrs. Harry McKinley. The second prize, a sterling silver meat fork was awarded Mrs. James Lord. Am wondering just how many are trying to improve on their game—I am. Everyone reported a good time.

The regular monthly business meeting was held in the Music Room of the Hotel Muehlebach, Saturday afternoon, October Ninth at Two PM. We are looking forward, with much pleasure, to the annual "Get Together Meeting" in Chicago November Sixth. So far, thirty members have made reservations and we expect a still better representation. After the usual transaction of business, Mrs. M. H. DeVault, gave a very interesting talk on current events which was followed by a review of Dorothy Canfield's latest novel, "Her Son's Wife" and was enjoyed by everyone present.

The next social occasion will be a Masquerade Halloween Dance which will be held at Unity Inn, Ninth and Tracy, on the evening of October Thirtieth. An admission of fifty cents apiece will be charged and five prizes will be awarded for the best costumes. We hope to have a large attendance as we have arranged for the old square dances as well as others.

Mr. W. H. Fessler, Local Freight Agent, has been in the hospital for the past month, suffering with Typhoid Fever, but at the present time is recuperating slowly at home. We hope for his complete recovery soon.

Mr. Gus Kellogg, Switchman, had a very severe attack of appendicitis, but is able to be back to work again.

Mrs. J. H. Lord, gave a stork shower at her home for Mrs. J. C. Boyle, wife of Storkeeper Boyle, who are the proud parents of a fine baby girl. There was a very fine attendance and the baby received many pretty little gifts. The hostess served ice cream and cake and everyone had a most pleasant afternoon.

### Mobridge Chapter

Grace M. Hourigan, Historian

Special meeting of the Mobridge Chapter of CM&STP Women's Club was called September 27th.

Meeting was called to order by President, followed by singing of the Club Songs. Correspondence from General Office was then read. Also had the reading, discussing and accepting of Articles of By Laws before the Club. Motion was made and carried to have a luncheon for the General Officers from Chicago October 6th. Club songs were again used and motion made for adjournment.

Regular meeting of the Mobridge Chapter of CM&STP Women's Club was held October 4th. After meeting had been called to order, several new members were introduced and the Club song Welcome to New Members sung. Circulars from the General Office were read and a revised list of Committees given out. The meeting adjourned after again using the Club songs, in order that the New Members could become familiar with them. About 35 members attended this meeting and all took interested part in the general discussion of issues presented.

On October 6th, this Chapter was hostess to Mesdames H. E. Byram, President-General; Carpenter Kendall, Treasurer-General; Etta Lindskog, Recording Secretary-General and H. H. Field, General Chairman of the Constitution and By-Laws Committee. The meeting was held at the United Congregational Church, where the luncheon was served. Mrs. Byram gave a very interesting talk on the organization, growth and success of the Club; and told us of the work being done by its five thousand members in the forty-four Chapters. Mrs. Kendall, Miss Lindskog and Mrs. Field also spoke on Club matters and interests. An interesting program followed, consisting of a trio,—by Miss Bertha Tucker, piano; Charlie Tucker and Clay-

ton McGrath with saxophone and violin. Vocal solos by Mrs. William Rose and Mrs. H. G. Rinderneck, accompanied by Mrs. Harville. A reading by Mrs. G. A. Robison.

The officers of Mobridge Chapter are: President, Mrs. John Rothman; 1st Vice President, Mrs. E. Sandals; 2nd Vice President, Mrs. Wm. Catey; Secretary, Miss Glady's McFarlane; Treasurer, Mrs. W. P. Moran; Historian, Mrs. L. A. Hourigan.

### Montivedio Chapter

Maudie Hamlin, Historian

We had a special meeting on Sept. 30th, to meet Mrs. H. E. Byram and party, which included Mrs. Carpenter Kendall, Mrs. H. H. Field and Miss Etta Lindskog. The meeting was a great success, both as to attendance and business transacted.

Mrs. R. E. Sizer, president of our Chapter and Mrs. P. H. Nee, first vice, met the guests and entertained them during the afternoon touring around our pretty Minnesota and Chippewa River Valley. Weather was rather foggy and unpleasant, but the ladies report a delightful ride.

Mrs. P. H. Nee was hostess to the Chicago party, and also to the officers of the Montivedio Chapter at a six o'clock dinner at her home on 6th St. There were eleven guests and such a splendid dinner will not be forgotten soon. The table was beautifully arranged, color scheme being rose and lavender, with center piece of pink roses, and dinner tapers to match. Mrs. Byram complimented Mrs. Nee on the excellent cuisine and we are safe in saying the compliment was a real personal one, as Mrs. Nee is an artist in that line, and left nothing undone to make her party a success.

The party then repaired to the Library Club Rooms, where we usually hold our meetings. A committee had been there before us—indeed I think they must have worked all afternoon, as the room was transformed into a real cozy, pretty living room, with beautiful cut flowers and varied colored table and floor lamps etc. If we could only have our own club room, I am sure we could fix it up quite as pretty, as we would have this added interest of it being our own.

Mrs. Sizer conducted the meeting and introduced the visitors, who each in turn gave us an interesting talk. Mrs. Byram discussed the various clubs and their activities, and gave us a few ideas for our ways and means committee. Mrs. Field gave us a somewhat different talk, which we all enjoyed very much, her dry wit and humor making us all feel as tho we knew her very well. Mrs. Kendall talked about the Magazine, of which she is justly proud, and told us a few things about her work in Libertyville. Miss Lindskog spoke of the activities of the Chicago Club at Fullerton Ave., and described their work and club room to us. We certainly enjoyed listening to our guests' talks, and hope they will all visit us again soon. Five new members joined our ranks at this meeting, making our membership total 103.

We had a very fine musical program in charge of Mrs. E. J. Ruehmer. It consisted of selections by the Orchestra from Our Saviour's church, a couple of piano solos by Mildred Lofdah, two vocal solos by Mr. Chas. Reynolds and singing by the members of the club.

There were five members from Olivia present, but the members from Milbank and Ortonville were planning on their own meeting the next day, so did not attend our meeting.

A delicious lunch was served by a special committee, and then we just stayed and visited until time for No. 3, when our distinguished visitors went their way, to visit Chapters farther west.

### Green Bay Chapter

Mrs. H. C. Mallard, Historian

Herewith report of activities of the Superior Division CM&StP Ry. Women's Club Green Bay, Wis. month of September-1926.

The regular meeting was held Thursday Oct. 8th at 8:00 PM at the Legion Building; meeting called to order by the President and opened by singing "Our Club" with Mrs. Ed. Redline at the piano.

A report was received from the Chairmen of the various committees. Mrs. A. L. Jeffers, Chairman of the Sunshine Committee reported having sent flowers to the sick.

On October 1st a very pretty and unique card party was given in the Passenger Station and it certainly was a great success. The committee responsible for the affair being such a success was Mrs. Chas. Heymann, Chairman; Mrs. A. Gotto, Mrs. Henry Bennett, Mrs. Herman Braatz, Mrs. Jas. Hanahan, Mrs. Leo Burns, Mrs. William Bartlett, Mrs. Ray Clarke, Mrs. William Coppens, Mrs. W. H. Hart, Mrs. A. C. Maloney, Mrs. Thos. McLean, Mrs. Paul Wilson and Mrs. G. G. Gunn.

Our depot is an attractive little building with artistic parked surroundings and the committee put forth every effort to make it beautiful. The interior was decorated with flowers, and yellow candles. In each window stood baskets of gaily colored flowers and the mantle was banked with them. The fire place with its dancing flames issued a warm welcome to all attending. Bridge and 500 were played at thirty tables and fifty prizes awarded to those holding the high scores. Dainty refreshments were served and everybody is remarking of the wonderful time and how beautiful our CM&StP depot looked. We wish to mention that the success of the party was also largely due to the wonderful help to the Committee by Mr. Gotto our genial Day Ticket Clerk—Mr. J. Noel Baggageman and certainly to Ben. Hunt—Chef of Business Car 5809 for the excellent coffee prepared and served by him.

On Oct. 15th and 16th the Club will hold a rummage sale with Mrs. Jas. M. Hanahan as General Chairman.

Mrs. W. H. Hart, Chairman of the Ways and Means Committee, will sponsor a Halloween party at the Legion Building Tuesday, Oct. 19th and is to consist of games—general hilarity and dancing.

The meeting to be held in Chicago on Nov. 6th was mentioned Mrs. John Dunn will be present for the meeting of the governing board in the AM and wishes each and every member would consider the trip.

Our regular meeting was brought to a close and a very delightful programme prepared by Mrs. James Kocha, Chairman of Programme Committee was enjoyably rendered as follows:—

Piano Solo, Harriet Whitney  
Dances, Virginia Indra and Patricia Bartelt.  
Refreshments were then served by the Hostess Committee, Mrs. H. J. Culbertson, Chairman—table decorations in Halloween style, yellow candles and attractive center pieces. Everybody enjoyed themselves.

### Miles City Chapter

Helen Kirwan, Corresponding Secretary

Our club has started off this fall with a bang!!! I think that's a good expression to use in the hunting season. Yes, its open season too on new members—see that each one gets her limit.

What more could we ask for to give us a good boost and sort of start us off right than to have Mrs. Byram, Mrs. Kendall, Mrs. Fields and Miss Lindskog come along and give us added inspiration for the coming year's work. Any one of them would have been a big treat—but to have all four at one time—well, a whole regiment with flying colors and a drum corps

couldn't have pipped us up any more than they did. Mrs. Byram told of the work of the different clubs, what real work they have been doing in a charitable way, what more she thought they were capable of doing and how we can go about doing it. Every word she said went home—and she has a way of going straight to your heart, making you really want to do things and seeing what kind, neighborly spirit can be employed in the doing.

Mrs. Kendall—if she only knew it—has only to stand up and smile at us to make us believe anything she has to say. She compared the work of our organization with others doing similar work and the strides made by our club since its organization was indeed a surprise to all of us.

Miss Lindskog—our charming corresponding secretary general, gave us a very fine talk—she told us things about the girls in Chicago's Club—about their library, their social affairs, and their charitable work. This is the first time we have had the pleasure of meeting Miss Lindskog and we sincerely hope she will come again.

I'm leaving Mrs. Field to the last—for you know, she insisted on having the last word every time she talked. Mrs. Field spoke with authority—yes, right in her hand, in the shape of a Parliamentary law book. We enjoyed her clever wit. She told us some good stories and gave us some good pointers on "Why We Need Law." Mrs. Field, do come again.

Our President, Mrs. Murray, thanked the ladies for the inspiration they had brought us and said she felt sure we had imbibed enough of it that we would be able to do great things in our club this winter. Mrs. Murray told of the Junior Girls Club we were organizing and introduced one of the girls, Miss Christie Farr, who presented the visitors with a beautiful bouquet of asters on behalf of the Miles City Chapter.

The compliments paid our clubhouse and our showing in welfare work for the past year made us feel that our efforts have not been in vain—if there's anything a person enjoys more than helping a charitable cause along, its the appreciation one receives for the effort put forth and our visitors certainly warmed the cockles of our hearts when they voiced their appreciation of our co-operation with the good cause in such a hearty manner.

General officers, do come and visit us again. We feel that the organization is indeed fortunate in having you, who are putting your whole hearts and souls into its work, and if we can just do one iota as much as you are doing, it will keep us busy I am certain.

During the social hour which followed our meeting with the general officers, our visitors had an opportunity of meeting every member present and a strong bond of fellowship was established. Our refreshment committee served tea and cookies.

### Marmarth Chapter

Mrs. Wm. Mikkelson, Historian

On Oct. 2nd, 1925, Marmarth, N. D. was visited by Mrs. Byram, Kendall, Williams and Scott of the Gen. board of the C. M. & St. P. R. Club. On that day we organized a Chapter there with about 90 members. Mrs. H. V. Wyman was elected as Pres. of the Marmarth Chapter at this meeting.

On Oct. 5th, 1926, just one year and 3 days after we organized, our Chapter again had the pleasure of being visited by Gen. Pres. Byram, and Gen. Treas. Carpenter Kendall, Gen. Sec. Miss Lindskog and Mrs. Field, Gen. Chairman of Constitution and By-laws.

These ladies all gave some very interesting talks. Mrs. Byram asked for a report from our Chapter and the following is the report of our first years work.

success of this dance to some of the Club members of the Miles City Chapter, who so generously gave our little town so much of their talent and company at this dance.

In Feb. we helped a family where the husband and father was ill with typhoid and we had a shower for the mother and new baby.

During the summer we weren't very active, as we were fortunate in not having much illness, and we discontinued our Gen. Meetings till we could have them at our own Club House. But in the summer we were instrumental in sending a little boy to the Hospital, where we are very sorry to report, he had his left leg amputated but, glad now to report he is getting along real well.

This fall we helped a family of children where the mother was in the Hospital with typhoid. And then we sent flowers to Engineer Fremore and Fireman McCusker's funerals who were killed when No. 15 passenger train was derailed.

In Sept. we had our first meeting in our Clubhouse. The Railroad Co. so generously gave us a section house and remodeled it for us, so we have one large room and a nice kitchen. Mr. DeWold, R. R. electrician, (whose wife is a member of the Club) of Marion, Iowa did the wiring for us.

We bought cretonne draperies, and a good many of the members have donated chairs and dishes and Mrs. Wm. Morris donated a davenport, so our Club House is pretty well furnished already. Mrs. Wyman is to be highly complimented on the work she has done this last year with so few conveniences to do with, and to impose still more on her she was also elected to go to the Gen Board Meeting in Chicago in November.

### Wausau Chapter

Edna C. Larsen, Historian

The Chicago Milwaukee & St. Paul Railway Women's club resumed meetings after a summer recess with a gathering September twenty-first at the Business and Professional Women's club. The afternoon was spent in card playing at the close of which refreshments were served by Mrs. F. W. Bunker, Mrs. Chas. Conklin, Jr., Mrs. W. R. Billington, Mrs. Dora Wells and Miss Mildred Conklin. In five hundred Mrs. R. P. Rawson of this city and Mrs. Frank Mattson of Merrill were awarded prizes, and in auction Mrs. Chas. Conklin, Jr. and Mrs. Byron Thiel were awarded honors.

Mrs. Joe Beaupreant and Mrs. Frank Mattson of Merrill were out-of-town members present.

At the business meeting a letter from the general governing board was read, announcing the date of the annual get-together for officers and members which will be held at the Palmer House, Chicago, on November sixth.

The next meeting will be held Tuesday afternoon, October nineteenth and will be observed as guest day. The entertainers will be Mesdames J. E. Dexter, M. E. Donovan, F. L. Daxador, D. O. Daniels, C. H. Conklin, John Brown, Charles Huxbough, Ed. Callahan, Amos Griffith and Miss Ella Goddard.

### Mitchell, So. D. Chapter

Mrs. Theo. Reize, Historian

The members of the Mitchell Chapter were greatly pleased to again receive a visit from the members of the Governing Board from Chicago, Ill., on October 7th. Mrs. H. E. Byram, Mrs. Kendall, Miss Etta Lindskog and Mrs. H. C. Fields arrived on the noon train from Aberdeen and were met by Mrs. S. M. Granland, president of the local chapter accompanied by the members of the Executive Board.

The visitors were entertained during the afternoon by taking them for a drive about the

city. Through the courtesy of Dean E. K. Hillbrand they were shown through the buildings of Dakota Wesleyan University and by invitation of Mr. O. Reiersen they inspected the Reiersen Bakery and ice cream factory. The itinerary also included the hospitals, the city parks and the country club. After the drive an informal reception, complimentary to the visitors and members of the local executive board was held at the home of Mrs. H. L. Wiltrout in the King Apartments.

In the evening the club held a business meeting at the K. of C. Hall. After the routine business had been transacted the visiting officers addressed the club, bringing greetings from chapters they had just inspected and conveying words of encouragement for the progress made. All the officers of the local chapter made a complete report of their work for the past year and all were highly complimented for the able and efficient manner in which they had performed their various duties. Mrs. C. H. Bradbury was especially commended for the splendid report of the Sunshine Committee.

Our secretary Mrs. Jack Entwistle was elected as delegate to the big meeting in Chicago next month while various other members are also planning on making the trip.

A short musical program was enjoyed which included a group of songs by Mrs. Paul Smock accompanied on the piano by Mrs. John Crow and a delightful violin solo by Edward Sebastian, accompanied by his sister, Miss Marie Sebastian. Refreshments were served during a social hour.

### Dubuque Chapter

After a two months vacation Dubuque Chapter resumed regular meetings on September 19th, with an attendance of about one hundred members, all interested in hearing of the work done during the summer and of the plans for fall and winter activities.

The meeting was opened with the singing of Dubuque Chapter songs and C. M. & St. P. Ry. Woman's Club song, followed by reports of the various committees.

Mrs. T. P. Jones of the Ways and Means Committee gave a report on the work planned for the immediate future, which included a Bakery Sale at two stands on the Public Market instead of having stands in stores as has been done previously. This sale was scheduled for October 3rd. The Rummage Sale, with Mrs. Walter Keck in charge, to open October 11th and run throughout the week if sufficient rummage is brought in. Plans are also under way for a dance to be given the latter part of October or early in November.

And while all this is going on, the singing and dancing members of Dubuque Chapter are practicing and working up a ladies minstrel show that promises to be "the best ever." They will not tell anything about it excepting that everything will be new—songs, dances, jokes and costumes, they even have several new members in the personnel of "the troupe." The Minstrel Show will be given in the auditorium of the Jefferson High School the evenings of October 23rd and 24th. Dubuque Chapter hopes to make a big financial success of this show to secure funds with which to increase their relief work during the winter when the demand is always greatest.

Each member of Dubuque Chapter is attempting to EARN a dollar for the Chapter and at this meeting some ways and means of doing so were suggested—such as baking, sewing, selling articles or chances on some article, soliciting magazine subscriptions, giving card parties, etc. This dollar is to be earned prior to December when the Chapter will have a party and hear how each one earned her dollar.

Mrs. E. H. Johnson, Chairman of the Sunshine Committee, reported twenty-nine sick calls made during August at hospitals and residences and fourteen cards sent out in cases of sickness and bereavements. Eighty-five dollars were spent in relief work in August. This included Fifty Dollars given to a man to make it possible for him to undergo an operation by which it is hoped he will be enabled to regain his health. The other items of relief included cash donations of Twenty Dollars, insurance paid Eleven Dollars and milk for an invalid Three Dollars. The reports of the Sunshine Committee show what the Chapter really is doing in relief work and that the work is carried on regularly and as extensively as finances permit.

Mrs. F. A. Shoutly reported twenty new members—all of whom were greeted and welcomed by the past year.

Mrs. Leo Kolbe, Chairman of the Social Committee, spoke of the meeting in Chicago on Nov. 6th and urged the members to make plans to attend.

We were pleased to have as our guests at this meeting Mrs. W. M. Thurber, President of Savanna Chapter, and Mrs. H. B. Christison of Sioux City Iowa. Mrs. Thurber spoke of the work of the Savanna Chapter and extended an invitation to Dubuque Chapter to attend the show which that Chapter is putting on the latter part of October. Mrs. Christison told briefly of the work of the Sioux City Chapter.

Mrs. Walter Keck had provided another splendid program, one of the things which members of Dubuque Chapter look forward to. Mr. Louis Schwartz, accompanied by Mrs. Schwartz at the piano, sang two solos, Miss Esther Howe gave two very good readings, little Mary Alice McCough entertained with songs and dances, accompanied by Mrs. McCough at the piano. Mr. John Manders sang two delightful selections. He was accompanied by Miss Georgina Rafferty at the piano.

The evening was brought to a close with the serving of light refreshments.

In the meantime committees are having special meetings and everyone is working to make this a most interesting and successful year for Dubuque Chapter—successful socially and in the good the Chapter may be able to render.

Regular meetings are held the third Friday of each month in Eagles Hall, and all members of the C. M. & St. P. Ry. Women's Club visiting in the city are cordially invited to attend.

### Tacoma Chapter

Mrs. J. W. Stevens, Historian

Tacoma Chapter met Sept. 10th at their hall in Oddfellow Temple for the first meeting after the summer vacation. There was a good turnout of members and considerable business was transacted.

It was decided to retain our hall at the Oddfellow's Temple as meeting place for the coming year. After considerable discussion it was voted to change the date of our meetings from the second and fourth Friday of the month to the first and third Friday to avoid conflicting with other railroad organizations to which many of our members belong. Mrs. Keen was appointed recording secretary to fill the vacancy left by the removal of Mrs. Swanson to Aberdeen.

The board of control met Monday evening Oct. 4th at the office of Supt. Rositer to make arrangements and appoint committees to take charge of the annual dance which will be held on the evening of Oct. 29th in the ballroom at Oddfellow's Temple.

Following the business meeting on the evening of Oct. 15th a card party will be held, to which all Milwaukee employees and their families are invited.

# AT HOME

HAZEL M. MERRILL, Editor



Marion and Edwin, Children of W. B. Alleman; and Grandchildren of Agent F. J. Alleman, Tacoma



Norman Thiber, Grandson of Engineer H. L. Conant, Tomahawk, Wis.



Veteran John Norris and little Grandson John Stewart

## Fashiongrams

One of the most important changes in fashion design this season is the revival of the large collars of fichu and cape types for street wear and party wear. This transfers the attention from the récligné to the shoulder. These Bertha Collars (we all remember that old name) are of fine lace, chiffon, and crepe; they are cut high at the neck in back and in a modest "V" in front, suggesting a Mistress Washington or Dolly Madison, and white neck trimmings are again in fashion.

There is a tendency to drop the neck opening a little lower in front. If the collar does not follow the lowered line, the binding does, or a rippling jabot. The surplice effect is very prominent, also the long rever, and with these we have the return of the ornamental vest. Even Peter Pan collars are a little lower in front.

For several seasons, designers have been trying to raise the waistlines to normal, but the line between skirt and blouse still lingers in the region of the hips, usually accented by drapery, intricate cutting, or sashes tied at the side; the jumper has its pockets there; quite frequently frocks blouse without a girdle of any kind.

Paris is quite enthusiastic at present over a wide African Border; splashy sleeve motifs; frocks with slender bodice, fichu collar, and gathered skirts, with the fulness evenly distributed all around or gathered to the front.

Pleats are still very good, surplice effects, tunics, blouses, and boleros.

If your winter overcoat is long, it must be shortened. Coats this winter will be of soft, pliable woollens and velveteens with fur collars and cuffs, with an absence of fur at the hemline. Some coats have the straight fur collar, but many have the fur extending the full length of the surplice. Many of the new coats are caped and bloused.

The desired effect of the silhouette is jaunty carelessness.

Hats of fine felt have a careless air, crushed and pulled.

There are many patterns for embroidery of smart design which give the final seal of distinctive dressing.

Juvenile modes are gay and are a perfect imitation of mother's garments. Topcoats are short and skirts are "quite" short. The little tots too have scarf collars, yokes, and apron tunics, also patch pockets. Little boy's trousers button to short blouses. Their clothes must be bright and resemble a flower garden as much as possible; nasturtium, chinese blue, lacquer red, green, in apple jade, and myrtle; napoleon blue. For little tots, there is a sensible sort of romper dress which is really two garments in one, a dress and separate romper. Long trousers remain popular for manly little fellows, and in this respect, they are imitating their daddys.

If Dame Fashion could only get in "cahoots" with the Weather Man, all would be well in selecting the materials for the coming seasons. As it is, she has to take a chance and provide both heavy and light-weight fabrics, and so there are patterns for gay, sunshiny days and those for gray, cold days. Among the lighter fabrics, there are crepes, poplins, metal cloths, and moire; for the cold days, coatings, kasha, velvet, printed velveteens, wool crepe, etc. In these materials, there is a wide variety of coloring: mauve, light blue, French blue, browns, and the beautiful wine tints.

There are all sorts of tricks in jumper frocks this fall. One pleasing model has rounded yoke with a very feminine sailor collar of flesh-colored crepe; slightly bloused side and back waistline, and a deep band of velvet that lies under the edge of the jumper top, making almost a tunic two-piece out of the frock, and the underlay part of the inverted box pleat which gives the stepping room the lower mid-front of the skirt is also of velvet.

High-hatting is the fashion in chapeaux, and hat crowns may be said to have truly reached the height of fashion. Brims are so tiny as to be almost negligible.

Two dominating factors of fall mode are surplice or crossover closings and coat frocks, and one charming model in shaggy black-and-white worsted combines both features in one. The front of the blouse laps over like an old-fashioned waistcoat. A black patent leather belt should be worn with it. This is a very appropriate and pleasing dress for rough and ready wear.

Fur for trimming this fall is very good. Cloth coats are elaborately fur-trimmed, and there are coats with whole capes of fur. One beautiful model of soft green material has elbow-deep cuffs and scarf collar some eighteen inches wide of nutria; collar may be thrown over one shoulder like a fur-piece.

Shawls remain popular for evening. Gold plays a very important role in novelties, gloves, purses, collars, cuffs, and shoes.

After all the talk we have had about reviving the elegance in dress so to speak, sports clothes remain the favorite. The difference between sports and other frocks is mostly a matter of material.

For ordinary shopping, matineeing, and lurching, the semi-sports costume is correct, but for teas, luncheon, and bridge parties, one should be attired more formally. The sleeveless afternoon frock is positively d'mode. A frock for any daytime occasion this winter must have sleeves to be smart, even the big dolman effects are new and fashionable.

## Household Suggestions

For cleaning all stained kitchen utensils, sand mixed with soap is excellent. A kitchen table, drain boards, etc., which appear hopelessly dirty, may be restored to pristine state by the application of sand and soap, not water.

To remove stains on the hands, dissolve some oddments of soap in boiling water to which about a handful of sand has been added. Cut flowers will remain fresh much longer if set in moist sand instead of water. Before you make your last trip to the beach or seashore, bring home a little box of sand which will save money and time in the purchase of cleaning fluids and powders.

## The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1926-1927 BOOK OF FASHIONS.

5604. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 3/4 yards of 54 inch material. The width of the dress at the lower edge is 2 yards. Price 12c.

5635. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2 3/4 yards of 54 inch material with 3/8 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 1 1/2 yard. Price 12c.

5609. Ladies' Coat—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3 1/4 yards of 54 inch material with 3/8 yard of contrasting material. Price 12c.

5615. A Popular Model—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 2 1/2 yards of 54 inch material. The width at the lower edge is 1 1/4 yard. Price 12c.

5634. Ladies' Morning Frock—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust

measure. A 38 inch size requires 3 1/2 yards of 36 inch material with 3/4 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 1 3/4 yard. Price 12c.

5647. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/4 yards of 40 inch material with 3/8 yard of contrasting material for facings on collar, cuffs and belt. Price 12c.

5623. Child's Coat—Cut in 5 Sizes: 2, 4, 6, 8 and 10 years. A 6 year size requires 1 1/2 yard of 54 inch material. Price 12c.

5620. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires if made as illustrated 1 1/2 yard of 54 inch material for the Blouse and 1 1/4 yard for skirt, and facings on collar and cuffs. Price 12c.

5617. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 2 3/4 yards of 40 inch material with 1/4 yard of contrasting material. If made without peasant sleeve portions the dress will require 2 1/4 yards of one material and 1/4 yard of contrasting material. Price 12c.

5642. Envelope Chemise—Cut in 4 Sizes: Small 34-36; Medium, 38-40; Large 42-44; Extra Large 46-48 inches bust measure. A Medium size requires 1 1/8 yard of material,

together with 3/8 yard of contrasting material 36 inches wide. Price 12c.

5358. Two Dainty Aprons—Cut in one size: Medium. No. 1 will require 3/4 yard of 36 inch material, and No. 2 will require 1 1/4 yard. Price 12c.

4578. "Bunny Rabbit" and his New Rompers—Cut in 3 Sizes: Small, 12 inches; Medium, 16 inches and Large 20 inches in length. To make the doll for a Medium size requires 3/8 yard of material, for the Rompers 3/8 yard is required, 36 inches wide. For collar of contrasting material 1/8 yard is required. Price 12c.

## Good Things To Eat

**Creole Corn.** Peel and quarter four good sized potatoes; put these into a sauce pan with twelve okra washed and cut in thin slices. Cover with water and stew slowly twenty minutes; add one can corn, a level teaspoon of salt, one sweet pepper chopped fine and a dash of white or black pepper. Cook over hot water fifteen minutes, and add either four tablespoons of cream or two tablespoons of butter, and serve at once.

**Stuffed Onions.** Use large onions or medium sized Spanish onions. Boil until nearly tender and scoop out center, leaving two or three layers for a shell. Chop the centers with an equal part of cooked and seasoned veal. Fill the shells with the mixture and place in oven for half an hour. Serve with white sauce, made as follows: Two tablespoons of butter, two tablespoons of flour; one cup of milk, one quarter teaspoon each salt and pepper. Melt the butter and when it sizzles, stir in the flour until smooth, then add milk and seasoning and cook until thick.

**Old Virginia Creamed Tomatoes.** Select firm and smooth tomatoes; remove the core at stem end and place together in a saucepan in which has been melted about half an ounce of butter. Set on stove and keep at a heat just below the frying point. In the center of each tomato press a spoonful of butter. Continue to cook very slowly until the tomatoes show signs of breaking, then pour in, for a half dozen tomatoes, one fourth of a pint of cream and begin immediately to remove the tomatoes with a large spoon, to a hot vegetable dish. By the time all are taken up the cream will have simmered a little and become a golden color. Add salt and pepper and pour this over the tomatoes. A little grated onion may be added to the stuffing if desired.

**Quick Apple Desert.** Butter thin strips of bread and place in a buttered mould, arranging around the sides as well. Let the pieces come close together. Fill center with apple sauce, seasoned with butter and sugar and bake in a hot oven half an hour. Turn on a flat dish and serve with hard or liquid sauce.

**Deep Apple Pie.** Pare and quarter half dozen or more medium sized apples and place in a saucepan with one cup of sugar, a little lemon juice and water enough to cover the fruit. Cover the pan closely and steam until tender. Line the sides of a deep baking dish with rich pie-crust and fill the center with the cooked apples. Dot with peach or orange marmalade. Cut narrow strips of pie crust and place over the top, crossing them in squares or diamond shape. Bake in a quick oven. Serve with whipped cream.

**Apples and Celery.** Pare and cut apples into cubes and have as much crisp celery as fruit. Sprinkle with salt and mix together with a little mayonnaise, and spread it thickly over the top. Garnish with the white leaves of the celery and pecan meats. Serve on lettuce leaf.

**Grape Marmalade.** Pick over, wash, and remove stems from grapes. Separate pulp from skins. Drain thoroughly and cook slowly until seeds separate from pulp; then rub through a hair sieve. Return to kettle with the skins; add an equal amount of sugar and cook slowly thirty minutes, stirring occasionally to prevent burning.

## Lost His Noodle

"Say!" yelled the policeman, "what do you mean by speeding along like a madman? You'll kill somebody. Why in the blazes don't you use your noodle?"

"Noodle!" gasped the man, "where in the heck is the noodle? I pushed and pulled and jiggered every darn thing on the dashboard, and I couldn't stop her."

—Exchange.



## SPECIAL COMMENDATION

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

Superior Division engineer, Wm. Kern discovered a broken rail, while pulling No. 3 from Crivity, October 6th.

While Extra 8105, East, stock train was passing through Bass Lake, Minn. Yard, October 5th, Yardmaster Wolf observed broken brake rigging on car of stock and notified the train crew who stopped the train, undoubtedly averting a serious accident. Superior Division engineer, discovered and reported a broken rail two and one quarter miles west of Forest Junction on October 11th. His alertness to protect the interests of the company and avoid accidents is much appreciated.

Superior Division conductor Wm. Heitke reported a broken rail two miles west of Cormier. Section men were called and the damage repaired without further damage.

While H. & D. Division train No. 72 was passing Cologne Sept. 6th, rear brakeman W. L.ewis discovered a fire in box near signal maintainer's building. Train was stopped and fire extinguished with water from the locomotive, which no doubt saved considerable loss to company's property. Superior Division conductor J. Smith Extra 8053 on Oct. 4th, going East from Iron Mountain was flagged by one Wm. Rowley who said that two boys had informed him that there was a broken rail just east of Breen Avenue. This act undoubtedly prevented a derailment and in appreciation of their thoughtfulness, Superintendent Devlin wrote Mr. Rowley and the two boys, Joseph and Telfore Devine the following letters:

Green Bay, Wis.  
October 5, 1926

Mr. William Rowley  
Mail Carrier  
Route No. 2, Box 1905  
East Kingsford,  
Iron Mountain, Mich.

Dear Mr. Rowley:

It has been called to my attention that through the efforts of Joseph and Telfore Lavine and you a broken rail was discovered just East of Breen Ave. and that you promptly flagged an extra train that was coming along.

I am writing you this letter so that you will know that the Railroad Company appreciates what you did. It is indeed very commendable that you were so interested in the welfare of the Railroad Company so as to flag the train.

I am sending a copy of this letter to the Railroad Employees Magazine to have the commendable act reported with acts of similar cases of our employees.

Yours very truly  
(Signed) F. E. Devlin

Superintendent  
Green Bay, Wis.  
October 5th, 1926

Mr. Telfore Lavine  
109 S. Spear St.,  
East Breitung,  
Iron Mountain, Mich.

Dear Mr. Lavine:

It has been called to my attention that you discovered a broken rail just East of Breen Ave. and that you immediately reported the same to William Rowley, Mail Carrier who flagged the train that was coming along.

I am writing you this letter so that you will know that the Railroad Company appreciates what you did. It is indeed very commendable that you were so interested

and so observing in finding and promptly reporting the broken rail.

I am sending a copy of this letter to the Railroad Employees Magazine to have the commendable act reported with acts of similar cases of our Employees.

Yours very truly  
(Signed) F. E. Devlin  
Superintendent

Green Bay, Wis.

October 5th, 1926

Mr. Joseph Lavine  
109 Spear St.  
East Breitung,  
Iron Mountain, Mich.  
Dear Mr. Lavine:

It has been called to my attention that you discovered a broken rail just East of Breen Ave. and that you immediately reported the same to William Rowley, Mail Carrier, who flagged the train that was coming along.

I am writing you this letter so that you will know that the Railroad Company appreciates what you did. It is indeed very commendable that you were so interested and so observing in finding and promptly reporting the broken rail.

I am sending a copy of this letter to the Railroad Employees Magazine to have the commendable act reported with acts of similar cases of our Employees.

Yours very truly  
(Signed) F. E. Devlin  
Superintendent

Transfer Foreman J. Kelly, Galewood on October 9th, while in charge of crew enroute from Division Street to Galewood, noticed fire at Reitz Lumber Company and immediately cut off the engine and went in on their track to pull out three cars, thereby avoiding loss of this property by fire.

### Meant Just What They Wrote

The following copies of correspondence indicate that at least one business house knows what it wants and means to have it; also that The Milwaukee has staunch supporters:

The first is,—

Dubuque, Sept. 16th, 1926  
The Van Camp Products Company  
Indianapolis, Ind.

Gentlemen:

Kindly instruct your traffic department that cars routed other than we route them in the future will be rejected by us.

Yours truly,

Signed

Schroeder-Kleine Grocery Co.

To this the Schroeder Company evidently received a reply which drew out the next following:

Dubuque, Sept. 23rd, 1926.

Van Camps,  
Indianapolis, Ind.

Gentlemen:

In reply to yours of 22nd, we meant just what we wrote on the 16th. We have repeatedly requested Mr. Kellaney when placing the order to route shipment CM&St. P., which he has done, as copies left us bear this out.

We are on the CM&St. P tracks, the CM&St. P have their shops here, the Burlington stubs in her efrom East Dubuque, so you can readily see the CM&St. P are entitled to the business and the Burlington gets all.

Trusting our position as outlined is now clear we remain,

Yours truly,  
Schroeder-Kleine Grocery Company

### All "For The Old Milwaukee."

The following letter is interesting and speaks for itself.

Spokane, U. S. A., July 14, 1926

Mr. Geo. B. Haynes,  
Passenger Traffic Manager,  
Chicago, Ill.  
Dear Sir:

I left Chicago last Sunday night on your "Olympian," arriving here this morning. I had lower 7 car 53.

My work requires that I travel from coast to coast and have experienced the pleasures of most of the crack trains of the country, but I feel it is only fair to your company that I give you this testimonial:— I never have had a more comfortable trip had better service or observed a more courteous bunch of train employees, from train conductors down to and including the sleeper porter, than was my pleasure on this trip.

The thing that hit me the hardest was—I talked to most of the train men on the trip and to the last man they were all for the "Old Milwaukee." I did not hear one unkind remark made against the Company by any employe during the trip. Usually those who criticize the railroad companies the hardest are their own employes. This always sounds and tastes bad.

With the best of wishes, I am

Your very truly,  
(Signed) Chas. E. Bour

### Well Known Railroad Man Writes of Milwaukee Service

General Passenger Agent Dixon passes on the following letter written to him from a Pennsylvania Railroad official and it will surely be of interest to those whose courteous attentions helped to make the trip enjoyable.

Also the cheering observations about Gallatin Gateway make us all glad.

Moline Implement Co.  
Moline, Ill.  
September 25, 1926

My dear Mr. Dixon:

Mrs. Owen and myself have now returned from probably what was one of the most wonderful trips that both of us have ever had. One of the contributing causes to this was the ride over your railroad from Chicago to Seattle and return and, being a railroad man, I cannot help but make comment on my observations while enroute.

I rode the "Pioneer," "Columbian" and "Olympian" and one of the outstanding features was the good spirit of cooperation among the trainmen as they seemed to actually go out of their way to please the passengers, answering civilly all questions and I was very thoroughly impressed.

A few words in reference to the Gallatin Gateway: I do not believe that, with the possible exception of the automobile ride through the Park between Canon Hotel and Mammoth that anything can in any way equal the most gorgeous ride through the Gallatin Canon and, from my conversations with others, they feel inclined to agree with this opinion. I feel convinced that your road has an advertising feature in the Gallatin Gateway and entrance that few of the other roads entering Yellowstone National Park have.

I met your Mr. Miles at Three Forks and also Mr. Kennedy. The calibre of men like this would undoubtedly make a success and I found them very capable gentlemen and I want to take this opportunity to thank you for the courtesy which you had shown to Mr. Owen and myself.

Yours very truly,  
A. E. Owen

### Madison Chapter

Mrs. J. W. Pratt

Madison Chapter of the Womans club opened the season with a luncheon at the Belmont Hotel Oct. 29 followed by a business meeting.

A feature of the luncheon was a brief talk by Mrs. E. B. Steenland on the Community

Drive. Later, at the business meeting it was decided that the organization would make a substantial contribution to the Community Drive.

Mrs. J. A. MacDonald, president of the club, reviewed the welfare work of the past year that the club has engaged in and plans are being made to increase this type of work.

Mrs. Grace Sawalski read a report of the committee, headed by Mrs. W. C. Kenney, in charge of investigating to find rooms suitable for club use. No decision was made but further investigations were ordered and will be made and reported on at the next meeting.

Mrs. Russell Thompson, chairman of the entertainment committee advanced plans for a card party to be held October 30. The next regular business meeting will be held preceding the card party.

Several new members were taken in at this opening meeting. The club has enjoyed a rapid growth since its founding about a year ago.

Announcement was made of a luncheon to be held at the Palmer House, Chicago, on November 6 for all Women's clubs of the C. M. & St. Paul. Representatives from all over the system will be present.

### Savanna Chapter

Minnie Staberg, Historian

The first meeting of Savanna Chapter was held in R. N. Hall, Sept. 15th, after a vacation of two months. The meeting opened with the Club Song followed by the usual routine.

The condition of a badly crippled child belonging to an Italian family in Savanna was taken up by the members of the Club and it was decided to try and help the little one by sending it to Chicago for treatment.

A letter was read from our President-General urging us to make a big membership drive and work hard for it. Several new members were added to the Club at the last meeting. The Chairman of the Ways and Means reported \$42.44 cleared from the depot dance; and \$13.96 from our fish pond at Labor Day Picnic. The Cheerful Committee reported having made twenty calls and sent out seventeen cards. A number of checks for ten dollars were sent to persons in need.

Savanna Chapter expects to send a large delegation to the meeting in Chicago on November 6th.

The following program was enjoyed by all present: A reading by Mrs. Etta Stiles: an interesting letter from our former President, Mrs. C. F. Urbutt, who now lives in South America was read to the Club, and greatly enjoyed by all. Mr. Olaf Hansen entertained us with a song and with several selections on the accordion. We all enjoy having Mr. Hansen come to our meetings. He is a staunch Milwaukee man and a friend who is never found wanting. We also enjoyed talks from several of our brother members. The occasion was Family Night and we all enjoyed a bounteous picnic supper served at six o'clock. A social hour was spent before the business was taken up, and all went home feeling it had been a most delightful evening.

A Minstrel Show is to be given by the members of the Club on October 20-21 and we wish that everyone might be able to attend, as it will be one of the best entertainments ever given in Savanna.

### Ottumwa Chapter Milwaukee Women's Club

G. M. Gohmann, Historian

A meeting of the Board of the Ottumwa Chapter was held at 4:00 P. M. on Tuesday, September 14th, at the Club House. Reports of various Committees were read, important questions discussed, and Mrs. M. Reynolds, Chairman of the Mutual Benefit Committee,

brought our attention to several new cases of destitute families, and gave an outline of the work that had been accomplished by her Committee during the Summer months.

Friday, September 17th, the Club resumed its regular monthly meetings, having dispensed with them during the Summer months. The good attendance at this Meeting was most encouraging.

Immediately following the adjournment of the business meeting the Social Committee, Mrs. Robert Yates, Chairman, took charge. The following is the program given:

Reading Mrs. Grace Peck  
Piano Solo Mrs. Elmer Pierce  
Reading Mrs. Carolyn Peppers

The other members who served on this Committee were Mesdames Geo. Bartlett; F. Barnoske; Wm. Neary; Andy Cupp; C. C. Dickerson; C. Barber; Jno. Pierce; C. Dornisfe; Wm. Grant; D. S. Morrow.

A number of the members are giving Private Card Parties for the purpose of earning money on a small scale.

The first of these parties, for the Fall Season, was given on Thursday, Sept. 23rd, Mrs. H. Cogswell and Mrs. T. Kemp acting as hostesses. There were ten tables of '500', and 43 members and friends present. Mrs. Ed. Sutton won the prize for having the highest score in '500'. Also had a Draw Prize which was won by Mrs. Geo. Parish.

Mrs. Vern Lawson and Mrs. M. Reynolds gave a Bridge and '500' Party on Friday, October 1st. Mrs. Abe Jackson was awarded the prize for scoring highest in '500', and Mrs. Elizabeth Wilford the Bridge prize.

Monday, October 4th, Mrs. Chas. Liddle and Mrs. M. H. Hand were hostesses at a '500' Party. Mrs. Wm. Tyler winning the first prize and Mrs. M. Reynolds the second.

These Private Parties are all being given at the Club House and so far we have realized a total of \$26.75.

Mrs. A. Jackson, Chairman of the Ways and Means Committee, with the assistance of other members, held a Baking Sale on Saturday, October 2nd. About \$25.00 was cleared at this Sale.

The regular October Social Meeting was held on Friday, the 8th. A very pleasing program was given, which consisted of the following: Vocal Solo, Mrs. Pearl Davis; Reading, Mrs. C. W. Martin; Vocal Solo, Mrs. Jno. LaBelle, who played her own accompaniment on the guitar. Refreshments of nut cakes and coffee were served.

Mrs. Jno. LaBelle acted as chairman of the October Social Committee. Her workers were Mesdames J. W. Marble; Jno. Monney; Merle Freeman; Ralph Replogle; A. C. Daacke; Jas. Quick; Burt Hart; Wm. Davis and Edw. Peters. The attendance at this meeting was about thirty members.

### Aberdeen Chapter

Mrs. A. H. Adams

The Aberdeen Chapter of C. M. & St. Paul Women's Club closed a successful year in June with a dance at the Roof Garden, and a picnic at Wybi Park. A fine attendance was had at both—and a delightful time was reported by all.

On Oct. 6th a meeting was held in our Club Rooms, and after a short business meeting, Mrs. Hills our president had the pleasure of introducing to us Mrs. Byram, our president-general, Mrs. Carpenter Kendall, Mrs. Field, Miss Lindley, Recording Sec. General. We all enjoyed the talks on the aims of the club, charities and work of other chapters given by these officers.

At the close several new members were taken into the organization.

After the excellent luncheon was served, we adjourned, feeling stronger for the organization and anxious to make it one hundred percent.



## Made of STEEL

Stanley vacuum bottles are made of steel, and are guaranteed not to break. Day in, day out, they give satisfaction. Jolts and jars won't damage them. The inner steel shell is finished with a dark blue enamel lining, just as sanitary as glass, but unbreakable.

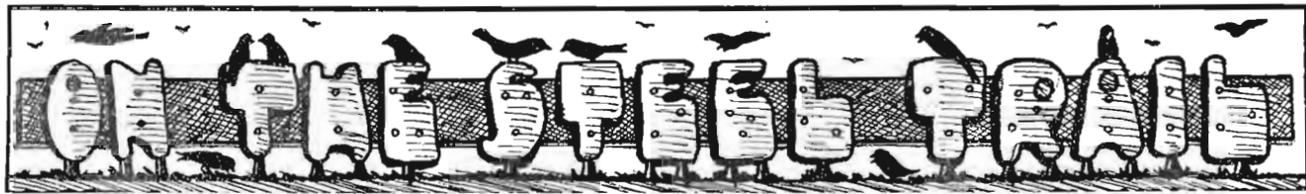
Carry your noonday coffee the safe way, in a sturdy steel vacuum bottle—guaranteed to keep contents hot or cold, guaranteed not to leak or break. Stanley bottles do away with expensive and annoying filler breakage. The first cost of a Stanley is the only cost.



Stanley lunch kit, equipped with pint Stanley Super vacuum bottle—guaranteed not to break. Finished in dark blue—built for service, \$5.50.

For sale at the better drug, hardware, sporting goods and department stores.

Stanley Insulating Co.  
Great Barrington, Mass.



### Des Moines Division Items

*Frenchy*

We regret to announce the death on October 9th, 1926, of Mr. James Jackson Moody, father of Train Baggage W. C. Moody, which occurred at his home in Albia, Iowa. Mr. Moody was 78 years of age, a veteran of the Civil war and is survived by his widow, and one daughter, Mrs. Myrtle Sexton and one son, W. C. Moody. Mr. Moody has the sympathy of all friends on the division in his bereavement. Mrs. W. H. Ferguson spent Sunday in Nemaha.

The little son of Dispatcher M. C. Corbett has been quite ill but is some better now.

Mrs. Harry Berman's sister and husband from Spencer visited in Des Moines recently.

Foreman B. F. Weems who was injured recently was in Des Moines over the week end and is improving so he says.

Mr. and Mrs. W. C. Lorence spent their vacation visiting in Alexandria, Minn.

Foreman D. F. Reigle is spending his vacation at Superior, Montana.

There is a certain young lady connected with the Superintendent's office who is much more contented now, cause—her "sweetie" has again located in Des Moines.

Dispatcher R. P. Edson is spending a week of his vacation at his home in Des Moines.

The first fall meeting of the Des Moines Chapter of the Chicago, Milwaukee and St. Paul Women's Club was held at the home of Mrs. M. C. Corbett on September 24th. After the business meeting a game of cards was enjoyed, followed by dainty refreshments. The next meeting will be held at the home of Mrs. W. H. Ferguson on 46th St.

### Motoring on the Milwaukee Up Hill and Down Hill on the Rocky Mountain Division

*Nora B. Decco*

I heard some one remark once some months ago that there wasn't any room in the Milwaukee magazine any more for the correspondence because there was so much about the Milwaukee Women's Club and that is the excuse I will have this time to offer, that there isn't any news this time because there was too much Women's Club and there hasn't anything happened the last few weeks that wasn't in some way or other connected with it so what ever I don't tell about you probably know any way and will forgive me this once more.

We regret to write of the sudden death of the infant son of John W. Jenkins the last of September. The little boy was only about four months of age and had been ill only a few days. We offer our sympathy to the family in the loss of this little one.

Inez Rider daughter of Capt. of Police N. H. Rider of Deer Lodge has gone to Spokane to attend business college there this winter.

Miss Alice Hopkins daughter of Machinist Hopkins of Deer Lodge has also gone to college, attending the Bozeman state college for the coming term. Sam Kirkis, son of Baggage Wagon Kirkis is also a student there, as are Burton Rivers and Langdon Rivers, sons of Chief Carpenter Rivers.

Now that I have the children all off to school lets see what's next. What to have for them to eat when they get home I expect.

We regret to say that operator Shepard second

trick at Lombard was again taken suddenly ill and has been on the sick list for the past week. At this writing he is improving, operator Matson from Butte is working there while Mr. Shepard is off.

Mrs. John Rogers wife of Condr. Rogers has returned to her home in California for the winter. She had the misfortune to break her arm as soon as she arrived home. Moral: stay in Montana, no one we know of has broken their arms for a long while around here we have such a wonderful climate herabouts, especially during the fall and winter seasons.

Mr. and Mrs. Louie Sauer cousins of Mrs. Chester Bales were guests at the Bales home the last of September. Fireman Bales is on the Nor Mont division for a few weeks hauling wheat to market.

Miss Mina DeLong sister of Sub station operator Bruce DeLong of Loweth died in White Sulphur Springs the evening of Monday Oct. 11th. The remains were taken to her home in Indiana accompanied by Mr. DeLong and wife. She leaves behind also a sister and another brother who reside in Indiana. We offer our deepest sympathy to this family.

Engr. W. H. Thompson was called to his old home in Chicago the latter part of September by the illness and death of his father there. Mr. Thompson has our sympathy in his loss.

Operator Kemberling and wife have returned to Three Forks from a trip around the world on all they could make of it in a months time. Mr. Byrne who was relieving him while he had his vacation has gone to Manhattan as agent and Mr. Butin who has been there some time has gone to the Missoula division to work again.

### Rail Rumblings from St. Paul

*Allen*

Our Denny Sullivan was the big attraction at the Dakota County Fair this year.

Hazel McMillan has resigned her position on the bill desk and is now a resident of Des Moines, Iowa.

The writer had the pleasure of seeing Mr. Wm. F. Powers at Omaha, Neb. Mr. Powers was at one time Chief Bill Clerk at St. Paul and is now Commercial Agent at that city.

We were also pleased to learn that Mr. Fahy who was recently promoted to agent at Twin City Transfer served as a bill clerk at one time. We could name many who have billed freight into the late night and who are no longer doing so, so cheer up ye bill clerks there is still hope.

Miss Ruth Shicles formerly of Minnesota Transfer has accepted a position on the expense desk.

We fear Chas. Martineau is going the wrong way, he went down into a mine at Butte, Montana last month.

Ed. Hanson should be able to cut his running time down between St. Paul and Le Sueur, Minn. as a new stretch of pavement has been made leading from Belle Plaine, Joe Parke's old home town.

During our vacation we met Mr. Wahl at Aberdeen, formerly perishable freight inspector at St. Paul.

They tell me Lee of the commercial office is some hunter. He shot at what he thought was a wild duck, it fell in the middle of a big pond and Mr. Lee of course didn't want to lose what he brought down so into the pond he wades clothes and all and brings forth an old scrub

mud hen.

Mr. McGeen was sending a lot of them to jail for two weeks, he was on the jury.

With a new coat of paint on both the inside and outside and a new pavement alongside, our freight house makes a very fine appearance.

### LaCrosse Division News

*J. H. P.*

Harry Koss, Chief Clerk of the Sparta freight house, was married on Tuesday, September 7th. We wish to extend our congratulations and wish him and his bride all the success and happiness possible.

Engineer Freemore who died of injuries received at McLaughlin, So. Dak. was buried at Tomah on September 10th. We wish to extend the sympathy of his many friends on the La Crosse division to his parents and relatives.

Conductor W. B. Clemmons claims that we not only have the best division on the system but that we also have the tallest engine wiper, the smallest engineer and the largest conductor on the system, located at Sparta, Wisconsin, on the Viroqua line.

There will no doubt be lots of sadness among the fair sex in the numerous towns of the LaCrosse Div. as Conductor George Kirwin went and got married. Good luck "Bud".

Brakeman Ed Chigton laid off from his duties on the railroad to take charge of a friends campaign at Lyndon. Ed's candidate lost and Ed is back on the road and he is very careful to keep away from Lyndon.

The latest returns in the recent election at Portage gave Engineer Henry Zamrow fourteen (14) votes for coroner. Have courage Hank, you will do better next time.

Brakeman Bowen of Tomah has finished gathering his crop of cranberries and reports about 800 bushels—some cranberries I'll say.

If you had been in the vicinity of Packwaukee Lake on Sept. 15th you would have heard a noise similar to that of the second battle of the Marne, but it was only Conductors W. B. and G. W. Clemmons trying to shoot some ducks.

We were all very sorry to hear of the death of Conductor M. P. Wadsworth which occurred at I. A. M. on September 15th at his home in Portage and we wish to extend our deepest sympathy to his bereaved wife and relatives.

Yardmaster and Mrs. Tom Bloomfield of Portage have returned from an auto trip through Canada where Tom first started his railroad career, as a section hand. They report a wonderful trip and say that the Studebaker performed wonderfully.

The LaCrosse division is again mourning the loss of one of its older employees. Brakeman Wm. Smith died at his home in Portage on September 20th after a brief illness, and we wish at this time to extend our deepest sympathy to his bereaved wife and family.

Brakeman and Mrs. John Maloney are enjoying a trip through the East. They attended the World Series while at New York and John's voice has not returned to normal yet.

Brakeman Cyril Velsler has returned to his railroad duties being absent for several months while he was helping the "city fathers" run West Allis in the proper manner.

The ranks of the LaCrosse Division have again been broken by the death of Brakeman August Stoltz of Sparta who died on September 25th from injuries received while switching at Viroqua.

### Where the West Begins

*G. J. H.*

We have just received news that Irvin Schuler, Machinist, has taken the mighty step. We have very little information at this time other than the color of her hair (red) and that they were married at Miles City. There will be more on this subject when the boys at the roundhouse celebrate the event.

Mr. J. T. Gillick and party passed over the division on train No. 17, Sept. 22nd.

I. C. Brewer, rodman at Moberge for the past year has been transferred to Lewistown as Instrument man at that point. Have they some nice school teachers there Ike?

L. J. Benson and R. C. Hayward were at Moberge and McIntosh this month, investigating the derailment of No. 15 at Tatanka.

Mrs. R. H. Smith, daughter Shirley and son Stewart, family of Division Engineer, arrived in Moberge during September. Mrs. Smith and her son will spend the winter here. Miss Smith has returned to Seattle where she is attending the University of Washington.

I suppose everyone has had an opportunity to view the new fur coat that made its initial appearance this month. Ask Elsie about this coat, it has acquired quite a history.

Fritz Magera, carman, returned from Miles City where he has been under the care of Dr. Pfunder. Fritz has been troubled somewhat with his hearing of late, but reports that he is getting along in great shape now. That trouble with his hearing did not stop him from making that famous 33 on the golf course.

Carl Nelson has been appointed Assistant Division Engineer at Moberge.

Mrs. Bert Doud of Marmarth has been visiting friends in Moberge.

Mr. and Mrs. Frank Waples left September 26th for Chicago where Mr. Waples will be connected with the Milwaukee Land Company. Mr. Waples' position at Moberge has been taken by G. C. Pijgreen.

Martin Walsh, night roundhouse foreman left for some point on the coast. There was no reason given and the boys are up the stump guessing. What is her name, Martin, or is it Mrs. Walsh at this time.

Hurley Witford made a hurried trip to Minneapolis and while there attended the Notre Dame-Minnesota football game.

Harold Fuller has a terrible cold. It can't be that he caught this on his week end trip to Trail City.

Dora Anderson is leaving Friday of this week for her vacation. While away she will spend a great deal of her time in Minnesota.

In closing will name the final two who will be away for the next two weeks. That is Harold Jennings and myself. Harold will spend his time at the "C" of South Dakota where he will attend the Homecoming.

### To the Mitchell Roundhouse Men

*F. E. P.*

Here's to the boys of the R. H. Force  
The best of all the masses  
Here's to the each and every one  
Of it's loyal lads and their lassies.  
The first of our worthy members,  
Our Foreman C.H.B.  
His duties are performed right well  
He's as fine as you'll see.  
Here's Ed and Tom, two society guys,  
They have a pretty good time  
If work interferes with their fishing  
Then work is out of their line.  
There's Ross, Peter and Cecil  
You never see them apart  
They're all sufficient in themselves,  
They live with just one heart.  
Next, there's Carlson and Woodman,  
They both have a trait in common,

They're shy of the girls with the pretty curls  
But of nothing here in the diamond.  
Here's Lindquist, Sundquist and Maguire  
All around the three hundred mark  
If the thoughts of each one are as weighty,  
Then each must be some shark.  
Lyle and Jim, are opposite types,  
But they are chums nevertheless,  
They go and come to work together,  
And they're seldom late, I must confess.  
Frank Murphy's a demure young fellow,  
At the Plums he is often found  
He's not as quiet as he'd have you believe  
Now really he is quite some clown.  
As we wander through the stalls,  
One sight we often see  
Is Val J and Axel P,  
As busy as can be.

The new men of our mess  
Are bright as bright can be  
There's Perry, Chester and Archie  
All jolly and full of glee.  
Bob Paullin and Ray Schlitz when not in sight  
Do certainly make up a pair  
Their harmonious voices when out in the night  
Would certainly stand up your hair.  
Laddie Erskine is a blue eyed boy,  
He's the shiek of the place to be sure,  
He knows all the girls in Mitchell  
But in Tripp he knows a few more.  
Now there's Joe H., Wm. Wood, Wm. Dean and  
Wm. R.

We are glad to mention each name,  
And we wish we had space to lengthen the  
grace

Of all in the Milwaukee's fame.  
Here are Fred S. and George S.  
Two very industrious lads,  
They neither one are so very good  
But are really not so bad.

Now James McGraw grew a little mustache  
It surely was a beauty  
It grew so long it tickled him  
To tell it is my duty.

There's Adam H., James O and Mike Lange,  
They're smart there is no doubt  
The reason is—we plainly see  
At night they don't run about.

And then there's Johnny B. and Emil Helander  
Two lads often found on the bench,  
One, a machinist in the makin'  
The other—surely strong on attempts.  
We have Frank Moulton and Teddy Reiss  
Right on the spot

When there's a great deal of work to be done,  
They've helped us to do—and started things  
new,

So this little verse is well won.  
Now there's old Benj. Holt.  
Who has made a record all his own,  
And we hope in future years  
He'll reap as he has sown.  
Here's Howard B and Albert U  
They are never sad or blue

They're capable of doing any work,  
They paddle their own canoe.  
Now here's Dad Z, John Maier and  
Elias Holmerson too,  
They're always on the job when  
There's any work to do.

There's Wm. H. Earl, Horn and Lew S,  
Who keep things mighty warm  
They are always as still as mice  
And never need much advice.  
Now Farmer Gilbert came to town  
Upon his little white pony  
He bought a lot of wiesnerwunt  
And two rings of bologas.

Now we also have John Lindahl and Marion  
Gorton

As happy as can be,  
And Loyd Bolls and Lawrence E—are here too  
We can't leave them out you see.

At last I've finished this little rhyme  
And though its effects are not pleasing

Now that I'm all through—I'll promise you  
To lay off this noise and teasing.  
Now if some poor idiotic soul  
Should have some injured feelings  
Let him think of the many weary hours,  
Spent in dulling up these dealings.  
Here's to the Whistle Force for fear some one  
Will be sore because he's left out.

### Notes from the Traffic Department, Local Office and Docks, Tacoma

Mr. Ralph Bement, the energetic Assistant Agent at the Local Office, is an inveterate smoker and never feels so happy as when he can push back his hat and inhale a few deep drafts of smoke from his faithful old pipe. However this same faithful old pipe has in the course of untold years accumulated so much nicotine in its system that it eventually became too rank—we mean, too fragrant, for the other occupants of the Local Office. One fine day the pipe disappeared! Diligent search failing to reveal it, Mr. Bement grew desperate, jammed his hat down finally, put on his raincoat and found a pipehop. At a high price he bought one, the exact counterpart of the original, except the aroma. Proudly he bore it back to the Office—and lo! there was his old pipe on the desk. Nobody could give any information as to where it had been in the meanwhile, except that some suggested that it must have been strong enough to walk away by itself. So now Ralph is busily engaged breaking in the new pipe.

Emmett Maloney, Chief Oriental Bill Clerk and General Foreign Expert, and Billy Woodward, his sidekicker, have again been moved from the Local Office to the billing office at Dock Two, as it proved inconvenient in the long run to have the bill clerks located away from the Dock. Dock Two is looking more like itself with these two handsome gentlemen living there, and we wish them a long and prosperous sojourn at the waterside.

Emmett Maloney, to whom we just referred, brought along a pocketful of transportation to New York City, going out by the New York Central and returning by the Baltimore & Ohio. This would be nothing strange, for people take vacation trips every now and then, but the curious thing is that these passes are all made out to "Emmett Maloney and wife." It is quite likely from these indications that an outstanding social event will occur in the Milwaukee family at Tacoma in the very near future—Emmett has laid very careful plans for slipping away without attracting attention, but every avenue of escape is already being watched and the dice and other ammunition is ready.

At the famous Western Washington Fair held at our neighboring City of Puyallup one of the features is the great Better Baby Show. This year no less than 542 babies were entered in competition. We mention this because among these 542 the fourth or fifth from the top, missing a perfect score by only a small fraction of a percent, was a certain David Arthur Woodard, the nine-months old son of Billy Woodard, our Oriental Clerk. No wonder Billy strutted around with a proud and haughty expression, as one who would say: "Is it any wonder when you look at his dad?" Congratulations.

We understand from our Detective Bureau that the dark looking Italian gentleman (said by some to be a hoodleg) has been given the gate by Miss Witta Lindsey, Assistant Bill Clerk at the Local Office, and that the Scotch proprietor of the Big Butte is again calling regularly every evening. We are watching developments very closely.

Ed Lindley, who has been stenographer at the Local Office for quite a while, has transferred to the Yard Office, on the 3 to 11 shift, to escape the confining office duties and get out in the great open spaces where even the

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men and yard clerks are yard clerks. He had the pleasant duty of instructing the new stenographer, a very charming young lady, in her duties.

Prent Bement had to go back as messenger for a few days, having been bumped by Ed Lindsay, but is again working extra at the yard, while Carl Miller is messenger for the time being.

Bob Shipley, Chief Yard Clerk on the second track, and Mrs. Shipley had the pleasure of a two-weeks' visit from Willard Shipley, a brother of Bob, and his friend Myron Gotham, both being brakemen from the old Prairie du Chien Division, where Bob learned railroading from his father, the veteran Agent at Cross Plains. Both visitors are handsome chaps, regular sheiks, although a little bashful, but Bob says they were not a bit bashful at mealtimes; when they came out they looked as though their piebooks had run out some time past, and when they left they were beginning to resemble Bob—you know what that means.

Miss Esther Hovey is the new stenographer at the Local Office and is reported to be quite as efficient and industrious as she is good looking. We wish her a very successful railroad career.

Henry Carter, of the B. & B. Department at Madison, Wis., an old friend of Chief Carpenter F. J. Welch of the Coast Division, is visiting relatives here and at Seattle and recently called at Dock Two, where he inspected the Alabama Maru, then loading for the Orient. The big liner was of great interest to him; they don't have them that large on the Four Lakes at Madison.

Speaking of steamers: the Africa Maru of the Osaka Shosen Kaisha, which sailed for Japan September 24th, had on board, among much other cargo, a consignment of about forty thousand dollars worth of pedigree cattle going to one of the Imperial Japanese Government

Experiment Farms, not to mention a large number of blooded chickens and ducks. The cattle came from various noted stock farms at Oconomowoc and North Prairie, Wisconsin, Elora, Ontario and Minneapolis. Our docks have handled a considerable number of similar shipments of recent years and the cattle always attract a great deal of attention.

William (Billy) Woodard, Oriental Clerk at Dock Two, on Friday, October 8th, had the misfortune to be run down by an automobile while crossing East Eleventh Street, near the Docks, on his way home. He was taken to St. Joseph's Hospital of this city suffering from a badly wrenched shoulder and numerous cuts and bruises. Fortunately his injuries are not serious, though painful, and we hope that he will soon be out and around again; in the meanwhile we all feel very sorry at his misfortune and wish him an early recovery and a fat indemnity.

Miss Stone, Stenographer at the City Office, went on a vacation trip in September, going to Portland and San Francisco.

Miss Marcella Stevenson, daughter of Division Freight and Passenger Agent Stevenson, recently returned from a vacation trip to Minneapolis.

Roy Kidd, Chief Clerk at the City Office, boasts a new gold filling in his front teeth, which makes his smile even more captivating and resistant than formerly. We look for a large increase in traffic on account of his added attraction.

We regret our inability to report anything about Joe Baughn, the genial Rate Clerk at the City Office, beyond the fact that for a month past he has gone to bed at nine o'clock every evening. "Early to bed and early to rise"—at this rate Joe will soon be as rich as he is wise.

Pooling on the score of the World's Series

at the City Office ran very high, Miss Stone and Mrs. Nelson winning alternately, but Mr. Valentine, City Passenger Agent, is reputed to be considerably ahead financially because of his shrewdness in picking the winners.

The Tacoma Lodge of the Brotherhood of Railroad Clerks is going to do itself proud at its Tenth Annual Ball which is to be given Dec. 4th at the Scottish Rite Cathedral, Tacoma. Sutter's famous orchestra will furnish the music. The Milwaukee family is well represented on the committees, which guarantees a very successful outcome. On the Arrangement Committee we have the following Milwaukee men: Curtice, Goldsborough, Long, Maloney, Morton (of the T. C. F. B. whom we consider the next thing to a Milwaukee man). Charlie Morton is Chairman of the Publicity Committee; he will see that everybody hears about this ball, or know the reason why. Emmett Maloney, the athletic Assistant Accountant at Dock Two, is chairman of the Reception Committee and will be there with the glad smile and firm handclasp. Al Goldsborough, our famous Revising Clerk, is Chairman of the Floor Committee and ex-officio Bouncer; naturally there will be nobody to bounce. There is an individual ticket selling contest with valuable prizes to the highest sellers; Charlie Morton is the man who will pass out the prizes. Decorations will be in the highest style of railroad art, with semaphores, fuses, switchstands, signal lamps and everything, while the dances will be run by a regular train despatching system, with time orders, meets, sections, extras, and everything else, while the girls will use manifold books for programmes, and regular pie-books will be honored for refreshments. All this for the moderate price of one dollar with special rates for unattached ladies. The committee urges all friends of the Order and of the Railroads to attend the ball in force and we have no doubt that it will be one of the largest and best of its kind.

### "M.C.B. Gossip"

"Lee"

Frank Skola laughed and laughed, and laughed some more at Francis Anzia when the latter sat down rather suddenly during one of the exciting noon hour games, which was being played on particularly wet ground. But he who laughs last, laughs longest, and Francis had his turn when Frank lost his balance while reaching for a high ball, and took a long, none too graceful dive into a puddle. A sweater and collar and tie made a very satisfactory substitute for a shirt, but Frank was much relieved when that particular article had been restored to a comfortable degree of dryness. Frank said he wouldn't play ball any more at noon, and he didn't, until the next time.

Work on the historical record desk is picking up fine. Catherine was almost buried one morning when a file case started to tip over on her. However, three handsome MCBites came to her rescue so that the only damage done was a broken chair.

The much talked of electrical billing machine has really made its appearance and Julia Wiens and Lucile Janzen are trying to master it. Julia worked so hard on it one morning that she broke a spring. At that rate we will have to get the Lubrication Engineer working on the machine to keep it cool. They aim to turn out 3000 billing repair cards in one day.

If you want to know how to cook pork chops, just ask Gene Kleiner. Friend Wife taught him very decisively how much onion is to be used.

A certain handsome chap was being very courteous and accommodating to a young lady applying for a position, when co-worker MCBite stepped up and said, "Say the boss wants you to get those cuspidors cleaned out, and not be all day about it either." Was he surprised, why he turned as pink as his hair.

Our new office boy is Howard Zuehl. It was on a rainy Saturday afternoon that Mr. Brock was seen seeking shelter at a certain theater on the South-west Corner of Third and Wells. He says it's very good entertainment for a dreary rainy evening. "Who'd of think it."

Noon hour baseball is still flourishing in spite of some wintry weather. Frank Anzia's team made a clean sweep of a series of seven games with Carl Jaeger's team. Carl's team had the final games won 14 to 7 up until the 9th inning, when with Fred Andrew's and Frank Skola's help, Anzia's team scored 9 runs, bringing the score up to 16 to 14.

Martin Biller has elected himself to Official Umpire of all games. Yes, it is nice to be a good friend of Martin's now because it helps to win games.

So far no one has been able to convince Frederick Andrews that Dempsey lost his fight with Gene Tunney.

There is a bit of news circulating that Marcella Claffey will become Mrs. Paul Glynn on November 13th. Best wishes Marcella.

Walter Stark has succumbed at last, and has joined the ranks of radio fans. First thing you know Walter you'll be staying up late nights.

Yes Harriette some day you will leave this town, although the time and cause is not clear at this time. \$2.00 please.

Julia Barrows is very anxious to learn what will rid a dog of fleas. Poor Buddie has given up the habit of running away, but he has acquired a furious set of fleas and has Julia very much upset about it.

### Sparks from the East End of the Electrification

Adolph C. Knudson

A certain wise man once said that two objects, moving in opposite directions, cannot occupy

the same space at the same time. Machinist A. J. Mooney tried this theory out on the Two dot road the night of August 15th, result two Fords that look like the wreck of the Hesperus; ten people (count 'em ten) coming through the mishap without a scratch.

Barnyard Golf is still going strong with two courts in use each noon hour and a set of mule shoes on hand to use when a third court is needed to handle the overflow. It takes "Sheck" to beat the "Circus" when it comes to tossing the shoes. That is when the "Circus" hasn't his crooked rule along, he carries it in his left shoe now.

Even the store department is mixing in this horse shoe stuff now with B. Murphy winning that department's sweepstakes. Watch out boys, Barney has the ringer-itis.

J. H. Fischer, agent at Shawmut for the past fifteen years is spending a ninety day furlough dishing out confections at Perry's Sweet Shoppe, on Harlow's main stem, having purchased the business the later part of August. Welcome to our city Jack. Relief agent, E. J. Clifford is on the Shawmut job meanwhile.

Two of the helpers in the Round house were passing out the cigars on August 11th, and 13th, cause, the arrival of sons at their respective homes. Machinist helper, Frank Eaton, and Electrician helper, Earl Bartlett are the "happy dads."

It seems that we have a great deal of eiger handing out to record this month. Car repairer, Pete Johnson, was handing them out on September 6th, celebrating the arrival of a baby girl at his home. Just when we thought we had all the births recorded Musselshell division Fireman, Earl Hogan, kicks in with a message from Miles City announcing the arrival of a baby girl at their home. The boys reports mothers and daughters doing nicely, thank you.

Musselshell engineer, George Eaton, is sporting a brand new Studebaker Big Six Duplex Roadster.

Business is rushing, and it is not rushing right by the door, it is stopping to knock and to get acquainted, and it wants to know if it can call again. It is reported that the wheat tonnage of the Northern Montana division, alone, will bring the "Milwaukee" a gross income of over \$2,000,000, add to that the oil, copper, livestock business; and the job of hauling in supplies for these folks and you will see why the N. M. is the most important line, Lines West.

The position of Chief inspector has been re-established in the local yards with former Car Department clerk, F. R. Lutz, holding down the job. It is said that he started firing them high and wide and side wise the first crack off the bat. Ernest Peterson, a brother of Round house clerk, Oscar Peterson, is the new Car Department clerk. Methinks that if we try long enough and hard enough we will finally get these Peterson Brothers straightened out after a while and be able to tell which is which, after getting them all mixed up in the September Magazine.

Sectional stock man, and Mrs. R. A. Good, left September 18th, for their old home at Marion, Iowa, Omaha, Nebr., Kansas City, Mo., and other South Western points where they are spending a well earned vacation.

Store helper, Y. E. Miyoshi and son Toru motored a Livingston, Montana, Sunday September 5th, spending the day with friends. Y. E. M. reports a great trip, having stopped at Hunter's Hot Springs for a bath in and a drink of their famous water, and that the Livingston girls are almost as good looking as Harlowton's are.

J. A. Mathews, of the Car Department, is again back on his job in the yards after an illness of about three months.



### Right off the Sheep's Back

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Wright's all wool brand of underwear is made from nature's best. Scientific manufacture with the finest material obtainable is insurance for comfort and long wear.

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Surely you want a fine 6-room house of your very own. I give this beautiful and comfortable house away, just to advertise my business. Surely you have longed for the day to come when you could stop paying rent and call your home your own. Just picture a handsome 6-room house, nice lawn, pretty shrubbery and flowers growing in well-arranged beds and you will have a picture of what I want to do for you. Rush name and address today.

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If you do not own a lot, I'll arrange to buy a lot for you. House can be built anywhere in the United States. Maine, California or anywhere. You run no risk. Costs nothing to investigate. This beautiful house may be yours if you send me your name and address promptly. A postal card will do. Just say, "I want one of your 6-room houses; please send free plans. I risk nothing."

**C. E. MOORE, Pres., Home Builders Club, Dept. MM, Batavia, Illinois**



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Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.

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OFFICES AND WORKS      BETTENDORF, IOWA

O. E. Blake's, B. and B. camp, got back to Harlow September 13th, having been out on the road since June 13th, after building a new depot all around those operators at Three Forks and making repairs to tunnel No. 8 which was made famous by the earth-quake of June 27th, 1925. They seem to have the cain raising germ still in their systems, the way they have gone after the stock yards, coal dock and depot platform is a caution, they actually have torn up the old planks next to the Lewistown tracks and replaced them with decomposed granite and marble slabs made out of concrete. Then, just to show that their hearts are in the right place, they sprayed the depot with a new coat of paint just so they could tack up some "hand painted" fresh paint signs.

Musselshell division Firemen, Earl Hogan and Adolph Olson, have moved their families to Miles City and are working out of that point temporarily. It seems as if they do need good men down on the middle and east subdivisions once in a while.

Engineer, Martin Eastwald, has transferred here from the middle sub-division and is running out of this point. The family is still at Melstone but, we understand, they will move to Harlow shortly. Martin we are glad to have you with us again.

The stock run through this point Tuesday and Wednesday September 28th, and 29th, will go down in history as the largest stock run through this terminal since the road was built in 1907. Some 240 cars of stock passing through the yards in a period of 12 hours. All of this business originating on the Northern Montana and Rocky Mountain divisions, add to this a stock pick up, started east out of here, and you will see why things were rushing for a while.

John Carroll, Janitor at the depot, and mother, Mrs. S. O. Carroll, and brother Kermit, left for Missoula, Montana September 14th, where John has entered the State University as a freshman, and Kermit the High School as a senior.

Mrs. Theodore Nissen, of Bellingham, Washington, spent several days at the home of her son, Car repairer, Elmer Nissen and family. She reports that "Ted" is doing nicely out on the coast. She was enroute to Iowa points.

The work of electrification of the local yards is progressing nicely, there being one pole gang and two wire stringing outfits going at it hammer and tongs from day light until dark seven days a week. The work being in charge of J. W. Beall and A. L. Loftstrand of Seattle. Yes, the electric goats will soon be making the cars around in our yards. We can just see those Musselshell Hoggers and Tallow Pots, in local switching service, coming to work wearing white collars and standup neck ties, after the "juice" is turned on. It's alright for you to do this boys, but it will be strictly out of order for the Snakes to be all dolled up, while on the job, as we would sure mistake them for officials.

Dr. S. K. Campbell, Company Surgeon, left September 24th, for Warrensburg, Mo., being called to the bedside of his father who is seriously ill at that point. We hope to be able to report next month that he found his father greatly improved upon his arrival.

H. & D. division, Train Master, and Mrs. L. K. Sorenson, were looking after business interests and visiting old friends here during the week of September; L. K. being Chief Carpenter for the Musselshell and Northern Montana divisions before his promotion to Train Master, making Harlowtown his headquarters for a number of years.

Mrs. H. L. Stamp, wife of our Storekeeper, returned the later part of September from Seattle and other coast points where she spent several weeks visiting relatives and friends.

## Wisconsin Valley Division Notes

*Lillian*  
Roadmaster B. Jim Deneen, visited with his sisters at Austin, Minn.

Mr. and Mrs. C. H. Conklin attended the Radio show at Milwaukee.

Assistant Division Accountant, Nile McGinley and Miss Julia Lemay visited at the home of Alcide Lemay at Austin, Minn. Nile also reports several important shopping trips, which looks rather significant.

Mr. and Mrs. M. M. Harrington have returned from a two weeks visit in the east. Took in all the historical sights at Mount Vernon, Niagara Falls, Buffalo and New York.

The next time Steve Schultz comes to work on the Knudson-Minoqua line we suggest that he wear some iron shoes. He tried to kick a porcupine off the track and he did not do so well with the shoes he had on.

Word was received here of the death of Mrs. H. L. Crandall of Macon, Georgia, which occurred recently. Mr. Crandall was formerly Chief Dispatcher for the W. V. Division, and his many Wausau friends extend sympathy to Mr. Crandall and sons.

Mr. and Mrs. F. L. Hudson have departed for an extended trip through the west. They will go to San Diego, California, where Mr. Hudson will attend the National Railway Ticket Agents' Convention, and from there will go to Los Angeles, San Francisco, Berkeley, where they will visit with their daughter.

Division Engineer, Walter Lakoski, is back on duty after being absent for several months on account of illness.

Mr. W. C. Milne is confined at the St. Mary's Hospital, his condition has been very serious, but is reported as being on the road to recovery at this writing.

Mr. F. J. O'Malley is still receiving treatments at St. Mary's Hospital on account of an injury to his foot.

C. H. Butler and family have moved to Dubuque, Iowa. Mr. Butler having been transferred to that city and has taken up his new duties as Traveling Engineer.

Mr. F. Shean, of Portage has been appointed night Roundhouse Foreman to fill the vacancy created by Mr. Butler.

Mrs. R. P. Rawson left this morning for a two weeks visit with her sister at Mobridge, South Dakota.

## Twin City Terminal Happenings

*N. A. Hiddleston*  
Mr. H. W. Wandberg is back again with us after spending two weeks in the Washington Blvd. Hospital at Chicago, and reports "Never Better."

We all extend to Mr. B. M. Benson our deepest sympathy in his recent bereavement, his brother having passed away after undergoing an operation.

After putting in a long summer, Traveling Engineer F. G. Hemsey, took 2 weeks vacation and sauntered out West and says he surely enjoyed himself and visited his brother John Hemsey on his return, who was transferred from Minneapolis to Miles City the early part of the summer.

Mr. Nathan R. Collins, Local Chairman for the Firemen passed away July 30th, 1926. We wish to extend to his family our deepest sympathy.

We regret very much to say that our Mr. A. Z. Cowles buried his late wife, having passed away after a serious operation. Our deepest sympathy is extended to Mr. Cowles.

A rousing good football game was witnessed by an audience of 65,000 at the Minnesota University Stadium between the Gophers and Notre Dame and even though Minnesota lost, they put up a game fight and Notre Dame worked hard for the honor.

## At the Cross Roads of the World on the Terre Haute Division

*Robertta Bair*  
The Mid-Continent Coal Corporation, which is the latest concern to begin operation, on our lines in the West Clinton field, is making wonderful progress with work east of West Clinton. This coal stripping mine is counted with the largest in the United States and Mr. Charles Baltzer, who is the General Superintendent of mines get in operation, will be from 60 to 100 cars per day. Tracks to this mine were put in September 13th.

The clerical members of the CM&StP. Women's Club at Terre Haute, entertained President Mrs. T. P. Horton with a 1 o'clock dinner at Root's Tea Room, Saturday October 16th. After the delightful repast, Mrs. Horton was presented with a beautiful bouquet of American Beauty Roses and later entertained with a Theatre party at the "Indiana." This was in the nature of a farewell to Mrs. Horton as she leaves us soon to make her future home in sunny California, where she takes with her, the love and best wishes of all.

Chief Carpenter V. E. Engman attended the 36th Annual Convention of the American Railway Bridge and Building Association, held at hotel Jefferson, Richmond, Virginia, October 12th-14th. Mr. Engman as chairman of committee, gave his report on Use of Motor Cars by Bridge and Building Gangs. After the business sessions of the convention were over, side trips were enjoyed to Norfolk, Newport News, Old Point Comfort, Washington, Alexandria and Mt. Vernon.

A Special made a trip over our division September 28th and 29th, bringing us a visit from General Manager O. N. Harstad, Assistant General Manager, C. H. Buford and General Roadmaster W. Shea.

Vacations are all over now in the Car Department with the exception of Mr. M. M. Dick, who with his family will take a trip over the Old Lines, then to San Francisco and Los Angeles, California.

Mr. Deppe, Asst. Master Car Builder, visited the Terre Haute Division two days recently.

A very delightful house-warming was given Mrs. Flossie Waggoner at her new home on College Avenue, by the office girls at Hulman Street. At six o'clock a delicious chicken dinner was served, after which Mrs. Waggoner was presented with a polychrome mirror, two wall pockets and a picture.

The Hulman Street girls have organized a sewing club which meets every Monday night. We wonder if they spend the entire evening sewing and if they enjoy the refreshments.

Mr. and Mrs. Clarence Schwartz announce the birth of a new daughter—Ruth Ann. Congratulations.

Anyone wishing to find bitter-sweet ask Catherine. She knows where to but finds everything but bitter-sweet.

Wake up, Catherine, you can go to California again next year, if not before.

Since Banty and Christine are taking gymnasium you can hardly hold them, as they are so full of pep, vim vigor and vitality.

What has happened to poor Freddy that he doesn't doll up anymore. Has she gone back on you Freddy—Cheer up, we all love you.

For full particulars and demonstration of the "BURNING KISS," see Eleanor Faris.

Columbus, Ohio, might as well be off the map as far as Howard Hollis is concerned.

Who'll take the place of Rudolph Valentino? ALBERT GOODMAN!!!

Oh Wirrah! Wirrah! Wirrah! (That's Irish for Hydrophobia) Look! Bejehers! who we have betwixt and betune us! Miss Edna Dugan! This Irish maiden has accepted a position of Clerk in Signal Maintainer's office. 'Cand

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Just mail coupon. Without delay or red tape, typewriter will be shipped you. Use it 10 days. See how easily and easily it runs—the perfect work it turns out. If not delighted, return at our expense. You'll want to keep it. You can, for \$3 down and \$5 monthly. Now is the time to buy. \$3 worth of extras free. Send coupon now before offer is withdrawn.

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Ship me the L. C. Smith, P. O. B. Chicago. On arrival I'll deposit \$3 with express agent. If I keep machine, I'll send you \$5 a month until the \$26.75 balance of \$30 is paid; the \$3 to remain with you until then. I am to have 10 days to try the typewriter. If I decide not to keep it, I will repack and return to express agent, who will return my \$3. You are to give your standard 5-year guarantee.

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Meatha Faultha 'Miss Dugan, or as we Dutchmen say, "The Top o' the mornin' to ye!" The Car Department's in the dumps. We're worried, sad and blue, We know you're wise and awful smart — That's why we've come to you. Catherine—she's dissatisfied— Terre Haute's too slow; And, if she had just half a chance, Away from here she'd go. Banty's got the blues so bad We don't know what's the matter, And every time her typing stops, You hear the teardrops splatter. Poor Flossie Mae's in sore distress, She tried for all she's worth. It seems she can't do anything, To bring them back to earth. We're looking for a remedy— And therefore—this request, For Heaven's sake, please answer quick; Just what do you suggest????

#### WEST CLINTON—

Just heard that our 'genial first trick operator has deserted his Illinois ranch—

Joe bought a flock of chickens, "Now, I'll have nice fresh eggs," he said.

Oh, gosh, but he was ignorant, The chickens crowded instead.

Since clerk signing 'D' is now held responsible for a lot of the major mistakes, we are contemplating using that letter. Agreeable, Herb?

Lewis again—"It is now compulsory to keep matches in a fireproof receptacle."

R. W. Males—"Then the best place I know of to keep them would be in the water bucket."

Ikey—"They say Rudolph Valentino had 150 pairs of shoes."

Slim—"I know a fella who got nine pairs out of one car."

King Kelly is expecting several pipe stems for Xmas presents. He can use a good many this winter.

Former clerk Harold Botner and family were down from Indianapolis during a recent vacation and called on the correspondent and we enjoyed ice cream and kraut together, also recalled old times—including the old gray horse, etc.

M.H.M.—"What's the matter, Fritz?"

Fritz—"Aw, I think I've lost the key to the car record book."

Maurice Torrey is the latest addition to the clerical force, coming here from Latta. Now if we can get 'old man' Tully up from Hulman Street, we will be O. K. for this winter's battle.

It is reported that fireman Harold Martin has just joined the married ranks. Congratulations, and many thanks for the cigars.

Next month we are going to tell you which operator likes to make out the 105 reports best.

Among the tobacco chewers, it has been officially decided that car inspector Paul San— has the championship. What brand is it Pauly?

What's the greatest day in the year? Yard Clerk—"Pay Day."

Fred Church has decided to work in the office this winter. He is a brother of the one and only, Ren, amiable book-keeper of the Ferguson Coal Company at Clinton, and Clarence, government employee at Dana, who, by the way, used to work here. We are more than glad to welcome Fred into the mysteries of the work here.

Why is Ralph Abbott called the "Fighting" electrician?

At this time the Hickory Grove strip mine is rapidly getting in shape to again mine coal. Mr. Curtis Grounds, head of this company, estimated the output of this mine at five hundred tons a day, by the first of November.

Want to mention that our good friend Fair-

fax Lentz, formerly of the Car Department, is now General Car Foreman on the A. C. & Y. railroad at Akron, Ohio. We are very glad to learn of "Sliver's" good fortune in securing such a good position, and although we shall miss him here, we wish him the best of success.

Those who buy new cars must wear old clothes. Have you noticed G. F. L.'s resemblance to William S. Hart when he wears that new hat?

Storekeeper W. C. Glass and brakeman Bert Bush attended one of the ball games at St. Louis.

We hear that night yard master E. B. Braden and car inspector Paul Sandusky are about to get on friendly terms again.

C. H. Dietz may go into the automobile painting business next spring, during the quiet months—colors done in black, green, yellow, brown, or what have you? But we do thank you for the buggy rides, C. H.

#### Milwaukee Shops

H. W. G.

Mr. C. R. Gilman was in New York week of Sept. 16th account death of his sister.

The Car Dept. Staff meeting was a most successful affair this year. Mr. Silcox read a paper on the roller bearing truck which was very interesting and complete. The banquet at the Astor was complete. "It ain't going to rain no more", don't seem to pan out around here.

Some more of the old veterans have passed away. Mr. Jno. Powers, cabinetmaker died Sept. 27th. Philip Lofy, carman died Sept. 8th, and Adolph Bucholz, carman died on Sept. 17th. These were all oldtimers with the Milwaukee Road, having been in service for many years.

The Oct. Magazine has an account of the death of Road Master Mr. F. H. Buffmire, another familiar oldtimer passed on.

Mr. Chas. B. Rintleman our fresco painter has returned from a pleasant trip to Los Angeles and other coast ports. Hollywood tried to hold on to him for the movies but he refused to be roped in.

My! but won't the force in Mr. Silcox's office miss "Jeanett."

Mr. Fred Austerman our Stock man and wife are on a two weeks trip to Los Angeles.

"999 steps" sounds about right as the other correspondent puts it, speaking of the viaduct stairs.

Mr. C. E. Hobbs, the veteran engineer of long ago, had a rather unpleasant time of it sometime ago with the neuralgia, but is around all right again.

Miss Mary Fox who, we all remember has returned from a trip in the east on a pleasant journey. Miss Fox it will be remembered is a daughter of the late John Fox our oldest employe at that time.

Veteran M. M. Vedder had one rather poorly spell this season but he is around again and way past 80.

The collections of the veteran's dues and routine business is now being taken care of by the sub chairmen appointed for the different departments of the shops who report to the Shop Chairman which happens to be ME. Membership cards for 1927 dues will be issued late in Dec.

The safety first meetings have started up in good force this season.

We have not seen Mr. J. J. Hennessey around lately, at last accounts he too was not feeling very well, but report has it that he is better.

J. J. Crowley and Geo. Callahan haven't got it settled yet. By-the-way we have seen but little of Callahan since he returned from Europe.

Mr. C. H. Bilty has returned from his annual vacation.

Are the shops going to have a Veteran's local banquet this winter? That is the calcu-

lation. The last one we had some years ago was the best in the city for its size.

Most worthy veteran Jno. M. Horan was in Seattle and other coast spots in Sept. and Oct. John and O'Neil expect to be in Butte in time for the sale of the road in Nov. O'Neil claims to be handling 5,000,000 (five million) more proxies than Horan.

The foundry office had their pictures taken recently, and Oh! such pictures.

Quite a string of old locomotives were scrapped during the last month and photographs taken as a memento and record.

The shop juice slipped a cog the 14th and dropped down to less than 120 but was soon revived again.

The Special Apprentice meetings at the shops Oct. 4th and 5th were very interesting and well attended, Mr. Sjogren as chairman was right up on the job.

We are all on deck, Jno M. Horan is feeling well, had lots of heavy dew lately, have to soon get a boat to cross from shop to shop.

The M. M. Staff meeting went off fine. The MCB staff meet comes off next week, with the grand banquet at the Astor (Milwaukee).

The Veteran's business is picking up, as is the pension business. Only we wish there were not quite so many deaths. A goodly number have passed on this season.

The magazines are slow reaching us this time, hope they will come earlier next time.

The Minneapolis Journal has a fine airplane view of the heart of the city, never mind, Milwaukee is going to have a big photo soon.

Special Apprentice meetings Oct. 4th and 5th at the Shops. Chief Clerks meetings Oct. 25, 26, 27, and 28th.

#### Kansas City Terminals

S. M. C.

August was our banner month so far as cars handled is concerned but in September we lacked only one car of reaching the August figures on oil handled through this terminal.

In September 1926 we handled 3799 cars of oil, this being 441 more cars than was handled in September a year ago.

#### Liberty Street

We are glad to report that Mr. Fesler is improving. October 4th he was able to be moved from the hospital to his home and at present writing, October 15th, he is able to sit up about half an hour each day.

Vacations at the local are a thing of the past for this year with the exception of Mr. Vail. So far he has not been able to get away and we think that the long planned fishing trip will have to be turned into a hunting trip.

For hard luck stories we believe this will take the blue ribbon. One of our fellow workers, while siphoning off his fall supply of "grape juice," hit the bottom of a glass jug too hard and let five gallons of the precious liquid go down the sewer.

#### Coburg

Our offices are all dressed-up in a new coat of paint, both inside and out. The orange and maroon almost dazzles the eyes.

The flower beds have all been spaded up getting ready for our next year garden and unless present plans miscarry, it will be a good one.

#### Car Department

Gene Reed is again back on duty after a long absence account of a carbuncle. Mighty glad to see you Gene.

#### Iowa Division (Middle and West)

Ruby Eckman

Engineer Charles Sinclair's wife had a peculiar experience in September. She bought a magic cleaner from a salesman and cleaned a couple silk dresses and some hose. She had

hung them out on the line when a rain came up so she took them to the basement of her home. Later she went to the basement for the clothes and found nothing but a pile of ashes. It is presumed the chemical action of the cleaner when confined in the house, caused spontaneous combustion.

Walter Kerlin, son of engineer Clayton Kerlin and Miss Susie Tellier were married in Perry September 5th. They will make their home in Perry, Walter being employed as a shoe salesman.

Frank Shaw, father of engineer Ralph Shaw of Perry, passed away at the family home in Des Moines September 20th. Burial was made in Des Moines.

Paul Griswold, former Milwaukee brakeman and nephew of Engine Foreman Dell Coltrin, died September 17th. He was working on the Union Pacific at Laramie and was thrown from a car and his back broken. Burial was made in Perry.

Effective September 15th J. P. Lutze who has been travelling engineer on the Iowa division, was made assistant master mechanic and S. Einerson of Dubuque appointed as travelling engineer in John's place. Mr. Einerson moved his family to Perry the first of October. The change is a promotion for both men and their friends congratulate them.

Conductor O. R. Taylor laid off in September and with Mrs. Taylor went to Colorado and Wyoming for a two weeks trip.

Harry Brulport second trick ticket and baggage clerk at the Perry depot broke his wrist while closing the express room door and was off duty for several weeks. R. Dawson a relief agent from the Des Moines division worked his job during his absence.

Engineer W. H. Ellis who is twice a veteran with seniority rights as an engineer on the C. & M. Division attended the G. A. R. Convention in Des Moines in September and then visited his brother-in-law Lon Morgan at Perry. Mr. Ellis worked for over fifty years for the Milwaukee before retiring from active duty.

Most of the extra men on the switchmen's list at Manilla have been working as brakemen and switchmen at Perry during the last couple months. One engine shift was taken off at Manilla some time ago so the men have not had much work at home.

Some extensive improvements have been made on the passenger station at Perry. The partition between the ladies and men's waiting rooms has been removed, making one big room. A new composition floor has been put in and the building painted inside and out. New seats have been ordered for the waiting room and will soon be installed.

Conductor Charles Craig's wife tripped and fell down the basement steps at her home and broke her left wrist September 15th. The injured member caused her a lot of pain.

Fireman Russell Johnson and wife are the parents of a son born the middle of September at their home in Manilla.

Edward J. Lavell father of conductor W. F. Lavell of Perry died at the family home October 12th. Mr. Lavell was for many years in the track department on the Milwaukee. A son Edward and three daughters live in California.

C. B. Whitney operator in the office of E. Duval, General Western Agent at Omaha has been critically ill for some time following a serious operation for bowel trouble. Operator Trunnell is relieving him.

Fireman Howard Mc Luen deserted the ranks of the bachelors on October 11th and was married in Chicago to Miss Della Heschel of New Germany, Minn. The young people will live in Perry.

Machinist Earl Groves and family who have

been living in Tacoma for some time were called home the fore part of October by the sickness of Mrs. Groves' father.

Conductor M. F. Burnham was off duty in October, account the death of an uncle at Galesburg, Ill.

Saturday October 9th the Perry Chapter of the Milwaukee Women's club had as their guests, Mrs. Byram, Mrs. Kendall, Mrs. Field and Miss Lindskog. A luncheon at one o'clock was followed by an interesting afternoon meeting and much interest was manifested in the club and its activities for the winter. Plans have been made for a dance and carnival on Hall-oween.

Edward Stewart of Clinton, Iowa, son of W. E. Stewart the section foreman at Woodward met an untimely death October 6th when he was shot as the result of an altercation.

Travelling auditor J. B. Wallis and wife were called to Mineral Point, Wisconsin the fore part of October by the serious sickness of Mr. Wallis' sister who underwent a serious operation.

C. A. Lee for thirty-four years an employe of the Milwaukee, most of the time in the capacity as agent at Dawson died at the family home October 8th. Mr. Lee had been in poor health a long time. He is a brother of Conductor H. W. Lee and Car Inspector Wm. Lee of Perry. Burial was made at Perry the services being in charge of the Masonic lodge.

Perry friends were grieved to learn of the death of Walter Kesting, third trick operator at Marion, which occurred the middle of October.

Mr. and Mrs. John Dettman of Dubuque, members of the Milwaukee family welcomed two grand children into their home in October. Their son Irvin and wife of Perry adopted a little girl fourteen months old and a son was born to Mr. and Mrs. Clarence Dettman who are living in California.

Engineer Seymour Brown who has been off duty close to two years on account of an injured knee resumed work the fore part of October as engineer on one of the switch engines in Perry yard. Most of the time Seymour was off duty he was in the Washington Boulevard hospital for treatment.

Effective October 6th the east bound freight engines were run from Council Bluffs to Savanna the same as the passenger engines. The move is an economical one for the company and seems to be working out very satisfactorily.

Seven ladies from Perry attended the State meeting of the G. I. A. at Marshalltown in October and announced upon their return that the 1927 convention would be held in Perry. This means that about three hundred delegates will be in attendance. The visitors at Marshalltown had the pleasure of listening to an address of welcome by a railroad engineer, Mr. Jenney who holds the position of Mayor of that city.

Chief Carpenter E. E. Clothier took his vacation in October and in company with Mrs. Clothier went to Richmond, Virginia to attend the annual convention of chief carpenters of the eastern and southern railroads. E. Collings looked after the B. and B. work during Mr. Clothier's absence.

Operator Robert Gilliland who with his wife went to Spanish Honduras several months ago to take a position as conductor did not like the work and the surroundings so returned to Iowa and resumed work as an operator.

#### Twin City Terminals

Mac

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Some changes in the Local Freight Office to

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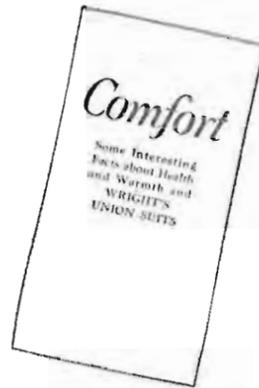
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## Wives! . . . Mothers! . . . your family's health lies in your hands

WINTER is the most dangerous time of the year. You know how hot men get working in the open. They stop and cool off. That's the time they'll take cold if they aren't wearing the proper kind of heavy underwear.

Ordinary winter underwear is warm of course. But it should be more than that. It should be highly absorbent in order to take up every bit of the body moisture. That is why Wright's Health Underwear prevents colds and sickness. It is snug. It keeps the warmth in and the cold out. *But it is also highly absorbent.* It is made of wool and knitted with a patented loop-stitch to increase the natural absorbency of the material. The body is always warm and dry in Wright's Health Underwear. And a

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**WRIGHT'S**  
HEALTH UNDERWEAR  
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FOR OVER FORTY YEARS, THE FINEST OF UNDERWEAR  
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announce—Elizabeth Hessburg appointed to the position of Cashier's Clerk, Alfred Wareham Window Cashier, Anton Thorsen, Storage Clerk; Pat Flaherty, Crip Clerk and Jennie Goss, Head Expense Clerk.

Florence Cass is relieving on the comptometer during the absence of Leda Mars who is ill.

Mr. E. R. Kinley, General Chairman of the Railroad Union was a visitor in the local freight office last month.

No news from the Legal Department for some time. Waiting for Pauline Leythe to give us some interesting news.

At this writing Mr. George Pasko, Engineering Department is on his vacation. Hope to get some interesting news on his return for next month's Magazine.

Mr. Carl Berg who spent one year in the assistant chief engineering office at Chicago has returned to the Minneapolis office. Every one in the building was glad to welcome him back to his old stand.

The Hollendale work has been completed and the men returned to their desks in the Engineering Department.

Miss Elizabeth Zumkoski Accounting Dept. at the present writing is on her vacation.

Miss Hazel Berg has accepted the position of Stenographer in the Accounting Dept. made vacant by Miss Gene Birnbaum, who has accepted the position of Stenographer at the Twin City Transfer.

Miss Rose Garber has accepted the position in the Accounting Dept. of comptometer operator. She was formerly employed in the Northern Pacific General Office, St. Paul. z

### C. & M. Div. Notes

J. M. C.

Another month has rolled by but the news items on the C&M division don't come in very fast, in fact they don't come in at all, only what news I gather myself and I cannot get all the news of the entire division without some help, so if any of the readers know anything of interest I would be very glad to hear from them.

I paid a visit to the Milwaukee hospital the first week in October to visit brakeman Adolph Moe and F. J. Tighe. Both of the boys are doing nicely. Mr. Moe underwent an operation on his neck, and Mr. Tighe had the misfortune of having his foot badly crushed some time ago. He will be confined at the hospital for some time as his wound is taking a long while to heal.

Operator Sturges of Sturtevant is back on the job wearing his usual smile. Guess we will have to nickname him Smiling Charlie for he has a smile that won't come off.

Conductor Hagelun is contemplating a trip to Alaska this coming winter. Paul thinks it is not cold enough here so he will spend his vacation days in the Arctic region. He figures on selling straw hats to the natives in his spare hours.

C&M Conductor Authur Cordes passed away at his home in Chicago in September. Mr. Cordes was an old employee of the C&M division and one of the oldest conductors. He will be sadly missed on the division by his many friends.

Understand Mary has a running mate in taking her daily dozen I saw the two of them going up the stairs the other day. Nothing like company is there Mary?

Passenger Brakeman Billy Meyers has resumed work after a long and forced vacation due to an injury he received early in spring. We are all glad to see you back on the job Bill. I suppose Bill King won't feel so lonesome now that you are back again. He has been acting like he lost his best pal while you were gone.

Second trick operator J. A. E. Ray of Sturte-

## Engineers!

## Firemen!

## Mechanics!

**BIG SALE**



**\$2.30**

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# ENGLISH GOGGLES

Have You Seen These Genuine Imported Clear Vision Goggles?

They are the very latest thing—strongly made of black enameled steel tubing, heavy wire screen at sides, fastened securely by an adjustable elastic band. Felt padding protects face and makes the goggles fit snug without binding.

**A REGULAR BARGAIN JUST IMPORTED FROM ENGLAND**

These goggles will sell as high as \$6.00 a pair in stores, and are the biggest bargain ever offered by your old friend

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**SATISFACTION GUARANTEED**

I am so confident you will like these goggles, that I will send them on approval, **YOU ARE TO BE THE JUDGE**, if you don't like them return them and I will refund your money.

### COUPON

I also carry a large stock of high grade jewelry, diamonds and watches. All goods sold under my strict Money Back Guarantee. **SPECIAL PRICES ON R. R. WATCHES**

Come in and compare my prices and quality. An ideal place to get your Christmas presents.

Authorized watch inspector for C. M. & St. P. Railway.

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Dear Sir:—

Please send by return mail the goggles you advertise. I am enclosing \$2.30 and you are to return my money if I am not satisfied in every way.

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PLEASE PRINT your name and address or use typewriter.

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The high standard of quality and workmanship established fifty years ago, is why

Goodrich Car Heat Steam Hose  
Goodrich Air Brake Hose  
Goodrich Tender Hose  
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is known to the employes of every road today.

vant has taken a vacation, Jake figures on being away for several months. Have a good time Jake, but don't forget to come back.

Conductors Mitchell and Sweeney are back on the job after their long vacations. Conductor Nourse still off.

Conductor Shellenberger has taken the Libertyville passenger job which ties up at Libertyville every night. Conductor Parent relieved him on the Madison runs.

Are you a member of the Milwaukee Employees Pension?

If not, why not?

That's all there is, there is no more.

### Sioux City & Dakota Division

H. B. Olsen

Our Veteran Passenger Conductor, Henry Conly together with Mrs. Conly are visiting Henry's old birth-place at Malone, N. Y. The much needed vacation and old familiar scenes of childhood days will be very beneficial for Mr. Conly.

Did you ever notice, the more you do

The more you are fit to try?

And the harder a fellow climbs a hill,

The easier he goes high?

On October 8th the Milwaukee Ry. Women's Club were hostesses to some very distinguished guests, Mrs. H. E. Byram, President General of the Club, Mrs. Carpenter Kendall, General Treasurer and also Editor of our Magazine, Mrs. H. H. Field, General Chairman, and Miss Etta N. Lindskog, General Corresponding Secretary. Ye scribe had the pleasure of meeting with the Club at their Special meeting in the Club house while at Sioux Falls and to learn of the good work being done over the system by the Women's Clubs is surely gratifying. With the excellent management which the Women's club have, they are going to grow and grow fast, as we learned by various reports.

Condr. Chas. Belknap is now displaying a "35" year Veterans button. Fine Charley, you are good for 35 more.

Section Foreman A. R. Sandall, during the World's Series, flashed a perfectly good five dollar bill for "bets" for either team but last reports we learn he was unable to get any one to "call him."

On Friday evening, September 17th, a disastrous flood swooped down on the town of Hawarden, Ia., with loss of life and hundreds of thousands of dollars damage to property and war bridges and track went with the flood tying up train service for six days. It was necessary to re-build several miles of track and two bridges. Surely all credit is due our local Division officials in their concerted efforts to remain at the scene of the flood until train service was resumed. The B. & B. crews surely did their part and the re-building of bridges and track is a record which cannot be equaled anywhere.

The Milwaukee Ry. at Sioux Falls are now boasting of its honest-to-goodness Bowling team made up entirely of Milwaukee employes with Engineer Al. Main, Captain, assisted by Engine Foreman Fred Brown, Clark Overcash, Car Foreman, Ralph Lemming and Sealer John Wilkert. They have lost but four games out of nine and are playing some of the best teams in the city. Go to it boys.

Conductor Murray Burrell while crossing the intersection at Sioux City was struck by an auto and considerably bruised up. At this time Murray is convalescing nicely but unable to work.

Conductor Earl Murphy has now joined the ranks of the "Vets" and is displaying a 25 year button. Earl is the youngest employe (in age) in the association on the entire system.

About a month ago while Engineer Herman Baumhjer and family were returning from their summer cottage, Lake Madison, and while pausing to repair a flat tire, their much prized terrier dog strayed from the party. All efforts to locate the canine were fruitless. However, just one month from the day they lost their pet, the little fellow arrived at their home in Sioux Falls, hungry, tired and dirty. Herman says he had a dream that the said dog would return as he did.

Engineer Harry Hopkinson and family have moved to Sioux Falls from Sioux City. Harry has joined the switching gang.

Mrs. Omar Wells, wife of machinists helper, Sioux Falls, has gone to Charles City, Ia., where she will visit a short time.

Yardmaster J. R. Bankson and Peter Fosberg Roundhouse Foreman at Sioux Falls are now displaying 25 year service buttons and automatically have joined the Vets Association.

Mrs. Bert Swift and daughter Sadie have gone to Los Angeles where they will spend the winter with Conductor Swift's mother. Bert says they have stored their household effects and he will batter snow balls while his family may enjoy living in the land of eternal "summer."

Clyde Dowling was back in Sioux City for a few days to see us. Looking fine Clyde, wish you might make your visits longer.

Mrs. Beacie Jacobs, our comptometer operator, has been in the hospital for a month, and from reports she will probably have to remain there for some time as yet. Alice Hacker, a former worker in the Supt's. office is filling the vacancy.

Trainmaster W. G. Bowen who was on a forced vacation for some time, has resumed his duties and feels one hundred percent better, gaining in weight and looks fine.

Gertrude Mahaney is on a weeks vacation. Some doubt as to whether or not she will return single or married.

Dispatcher Harry Hoskin, accompanied the Legion Special from Sioux City to Chicago. Mr. Hoskin is a member of the famous Legion

Monahan Post band and which again drew the blue ribbon at Philadelphia this season.

Train Baggage-man, Zane Jenkins accompanied the Legion special Sioux City to Chicago.

Mr. Osthoff has some new shell rimmed glasses, and resembles Harold Lloyd—at least he appears years and years younger.

Former Chief Clerk, Glenn H. Rowley visited in Sioux City. We feel that your visits are too few and far between Glenn.

Conductor Tom Crellin has purchased a home in Highland Sioux City and is now occupying his new home. From the way Tom talks, he will eventually go into the poultry business on quite a large scale.

Kenneth Small, son of Condr. Bert Small, has returned to Chicago to resume his studies at the Chicago "U". He will be greatly missed around the baggage-room in Sioux City.

A very popular cast end Conductor, "A. R. Marooncy" by name has and is a great admirer of "Jack Dempsey." "Mac" would bet his shoes that "Jack" would win the battle in the great fight, and took the defeat hard. To prove that "Mac" believed in Jack winning the fight, the inscription "Dempsey's Private Wagon" was written on the outside of his caboose 01390 yet on the other hand, upon entering the "Private Wagon" it was found he was displaying Tunney's picture on the desk. Now "Mac" come clean, have you given up entirely and will Tunney's photo adorn your desk from now on?

E. M. Isaacson, Opr. at Mapleton, Ia. was called to Burbank, S. D. account illness of his mother.

Section Foreman Geo. Kostis, Mapleton, Ia. has moved into his new location next door to Agent Chas. Simpa. No reason why they should not get along just fine.

Switchman Jack Tillman, Sioux Falls is still driving to and from work in his "Fierce Sparrow". From the age of the machine one would imagine it would stand without "hitching" but Jack says its necessary to drop the weight every time he stops.

Boys, if you are figuring on hunting Pheasants you better go while going is good for Switchman Charley Cranmer is figuring on going out with his cannon and there won't be a feather left for you.

Owing to the flood at Hawarden last month, the Safety First Meeting was postponed at Sioux City until the 18th of October. Now that being the case, we are sure there will be a double attendance.

Miss Vivian Murphy, bill desk at Sioux Falls was on a forced vacation with an attack of the mumps. She was relieved by Mrs. Arthur Culen a former employe of this office.

We are glad to see our old time Conductor "Billy" Green back on the job. "Billy" has been ill for several weeks but is on the mend now and is as good natured as ever.

### S. M. East

R. G. E.

Superintendent Van Dyke, Chief Clerk Wunderlich and Chief Dispatcher Valentine attended a Claim Prevention Meeting in Minneapolis on September 20th. Understand they had a real time the night before the meeting.

Trainmaster Holmes has returned to his duties on the S. M. Division after a two weeks vacation which he spent East.

On September 28th, at about nine P. M. there was a great stir about the Division Headquarters at Austin. H. A. W. discovered a fire on the roof near the chimney. The city fire department came to the rescue, but arrived after the fire had been put out by some employes who happened to be near at the time the fire broke out. The girls were sorry that this happened at night, as they were awaiting a chance to use the new fire escape.

You should take a glance at our Freight Of-

fice Building and the Yard Office at Austin, since Paint Foreman Johnson and crew have been around. One would hardly recognize these buildings with their new coat of Pumpkin Yellow and Maroon. The interior of the freight office also received a good coat of paint and really appears quite cheerful.

Sympathy is extended to Chief Clerk Hoff, account of the death of his mother on September 15th.

Mrs. C. M. Aughey suffered a broken arm on September 28th when she fell from the porch at her home. Reports are to the effect that she is getting along very nicely.

On October 4th, Division Account Piper was granted a three month's leave of absence. His position is being filled by R. G. Evenson; Miss Eleanor Moran is handling the Assistant Accountant's position; H. B. Williams has taken the Engine Timekeeper's position; Harold Flannigan is doing the duties on the OS&D Clerk's job and Le Roy Severson has been appointed Yard Clerk.

Chester Munson, formerly clerk at Rushford, has been appointed to the position of Assistant Baggage-man at Austin.

Leonard Flannery has returned to work after a week's vacation at the home of his father in Faith, S. Dak. Len says he had a real vacation.

Kernit Meyer has returned from his vacation and leave of absence. It was Kernit's intention to visit Hollywood, but due to auto trouble, etc. Kernit only got as far as Seattle, Wash., packed up his troubles in his old kit bag and hurried back to Austin.

Ticket Clerk John Schultz took a few days off to see some of the World's Series games at St. Louis. John says he enjoyed the games very much and has been busy telling us all about them since he returned.

Cashier Williams is taking a few days off for the purpose of duck hunting, and is incidentally on the 15th and 16th to gather in a few pheasants.

### I. & D. Items

Marie

On the morning of Sept. 26th, 1926, Engineer Irvin ran over a broken rail West of Emery, S. D. He stopped his train and located the broken rail, for which he should be commended, as it might have caused a serious accident, had this action not been taken.

During the month of September the precipitation was so great that it caused a number of washouts on the I&D Division. This slowed up trains for a few days.

Honorable mention was awarded Mason City Car Dept. at the 1926 Staff Meeting in Chicago, for the very successful operation of the terminal.

Michael Berry, Oilhouseman, broke his leg recently and it was necessary for him to go to Minneapolis for repairs (wooden leg).

Leonard Anderson of the Store Dept. in company with outside friends attended the Notre Dame—Minnesota Football Game in Minneapolis, Oct. 9th.

The new machine shop at Mason City is at last under way and the excavating in progress. Mr. Hodges and Mr. Smoot are diligently supervising its construction.

One of the lady clerks in the office of the I&D Division Supt. was called upon to do some work for the American Legion Drum Corps of Clausen-Warden Post No. 101, at Mason City, Iowa, in which she was very successful and upon completion of this work, told the Secretary of the Drum Corps, as well as the Commander of the Legion of this Post, that all she asked for her work, was that when they started to make arrangements to attend the National Convention in Philadelphia his year that they call on the CM&STP Ry. for rates. The result was that a special car of Legion men

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BEDFORD BUILDING CHICAGO, ILLINOIS

left Mason City via the old Milwaukee on the night of October 9th, 1926, for Chicago and then on to Philadelphia.

October 14th, 15th and 16th, 1926, were open dates for pheasant hunting, Mason City and vicinity. A large number of hunting parties were composed and from the anticipations of these hunters, every Milwaukee employee should have had at least one "stubble-duck."

George Igou, has accepted the position of Rate Clerk at Mason City Frt. House.

F. J. MacDonald, Train Dispatcher, wife and daughter Kathleen, spent several days in Dubuque, in the early part of October.

Mr. and Mrs. G. P. Hodges, daughter Naldrea and Claud Faber, spent several days in the Black Hills recently and report a very enjoyable trip.

Several carloads of fish have passed thru Mason City via our line recently for Clear Lake, Iowa to replenish the supply for next year's anglers.

R. K. Ferris, Engineer, I&D Division, recently underwent an operation at Iowa City for goitre and has returned to Mason City greatly improved. Everyone is glad to see him back and hope to see him in the service soon.

Mrs. Eliz. Herbener, Mother of Adam Herbener of Mitchell Roundhouse, also Gerald Herbener of Mason City Roundhouse, passed away at her home in Mason City Sunday evening, October 10th, 1926. The family has the sympathy of the entire division.

Mrs. Lou Hendrickson, wife of Condr. Hendrickson, spent sometime in a Mason City Hospital and has now gone to Chicago to consult Dr. Lounsbury.

Daryl Smith, son of Condr. Geo. Smith, had the misfortune to suffer a skull fracture as the result of a fall in a boxing bout in the Mason City High School Gymnasium and was in a state of insomnia for several weeks, but is now at his home and recovering nicely, altho' it may be some time before he is able to resume his school activities.

Ed. Smith, Pass. Engr. on the Black Hills Line, and wife, spent several days in Mason City recently after visiting in Chicago, Minneapolis and stopped in Sioux Falls on their way back for a few days.

Mr. and Mrs. Ray McCormick, Yard Condr. Mason City Yards, recently had their daughter in Chicago, to consult Dr. Lounsbury.

H. J. McLaughlin, Claim Adjuster, with headquarters at Mason City, has purchased a Chrysler Sedan.

S. Otto Secory, Ass't Divn. Accountant, Mason City, has returned from a vacation spent with his parents in Michigan. By the way, Otto made the trip all alone.

Ben King, Local Storekeeper, Mason City, vacationed in Brahman and Fairmont, Minnesota. H. E. Rice, Division Storekeeper, was temporarily promoted to Local Storekeeper during Ben's absence.

C. A. Montgomery, Roadmaster, who has been on leave of absence account poor health, has resumed his duties again and we are all glad to see him back.

H. G. Crow, Ass't. Division Engineer, has purchased and moved into a new home at 313—9th St. N. W., Mason City. We understand his only difficulty is the aerial for his radio and we are sure that F. E. Smoot or Joe BerGemeyer can solve this problem for him.

The Women's Club sponsored a farewell party in honor of Mr. and Mrs. R. H. Janes in the Club Rooms at Mason City on Saturday evening, October 16th. Mr. and Mrs. Janes will make their future home in Chicago, Mr. Janes having been promoted from Trainmaster of the I&D Division to Assistant to C. H. Buford, with offices in the Union Station Bldg., Chicago.

The Clerks, a Unit of the CM&STP. Women's Club entertained all paid-up members and con-

tributing members at a Hallowe'en Party in the Club Rooms, Thursday Evening, October 28th. A one act play and a pantomime were the main features of the evening, much to the amusement of all, after which a Hallowe'en Luncheon was served.

Sylvester German, is recently smoking a pipe. Now, is this Mrs. German's conservative idea, or did Sylvester receive his inspiration from a Civil Engr's Magazine that comes to Mr. Crow's office?

Lost—A Feather Duster—Finder please return to H. E. Rice.

It is said that all of Mason City occupied the Mezzanine Floor of the Hotel Andrews, Minneapolis, over the week end of the Notre Dame—Minnesota Football game. At 3 A. M. Sunday morning the strains of "My Wild Irish Rose" could be heard from this floor.

The following note was found on the Golden Stairs: Dear Clifford—Thanks for the Buggy Ride—Sgd. Ruth.

Leo Montgomery, Timekeeper, Don Woodhouse, Ass't Timekeeper and Clifford Smith, Travelling Car Secretary, attended the Notre Dame—Minnesota Football Game in Minneapolis, October 9th and were well pleased with the outcome. We understand they were shopping the earlier part of the day.

Ben Hopkins and Lucille Elson have entered the holy bonds of Matrimony. Congratulations from all of us.

The Father of L. D. Jones, Agent at Sanborn, Iowa, passed away recently. The I&D Employees wish to extend their sympathy.

Julius Wiele, has been employed as steno and clerk to O. A. Beerman, Trainmaster, at Mason City.

Ralph Joynt, Interchange Clerk, at Mason City Yard Office is fond of flowers. Violets are his favorites.

The I&D Divn. employees do not have to scratch their heads to think of a Boost for their line; all they need to say is "Have you ever ridden on Mr. Ingraham's Fliers, No. 11 and 22, between Soo Falls and Chicago, the fastest trains and the best equipped, West of Chicago?" The result is a new and satisfied customer.

Doc Lawrence is learning to sing "Mother Pin A Rose On Me."

Ed Dougherty, Night Roundhouse Foreman, Mason City, attended the Football game in Minneapolis, October 9th.

Mr. and Mrs. Edward Bray, Joint Agent at Mason City Jct., are the proud parents of a baby girl.

Mrs. C. B. Higgins, wife of Train Dispatcher, Mason City, had the misfortune to break her arm recently.

Clifford Smith has shaved his mustache off. He should have left it on until after Christmas as we had a nice moustache cup for him. If you know of anyone who is trying to raise a moustache, let us know and we will be glad to forward the cup to them.

When Mr. Ingraham first came to the I & D Division everyone was at loss to understand how one person could know and remember so many people, in all walks of life. It is a very simple problem to solve after a short acquaintance with him, as he is a friend to every man he meets. It is not only a benefit and pleasure to each individual friend but an asset to the entire railroad, which he represents.

On September 30th, at Mason City, another very successful Fuel Conservation Meeting was held and all are now satisfied that the I & D will be able to effect a nice savings in this expense from the many helpful suggestions that were offered by the employees and the intense interest shown.

Why is CEM driving his perfectly good Buick to work?

More Novelties of 1926  
LRM's Million Dollar Smile

CEM'S Gentle Disposition  
GPH'S "Sweet" Briar  
CER'S Spittoon (?)  
SOS'S Pink Shirt

It has been said that the roots of our hair reach down to the brain and if they find grey matter the result is grey hair. If no grey matter is found the hair falls out. We are not insinuating but—

## Aromas From the Cereal City

By Ray

Cedar Rapids Yard long outgrown its present facilities, will be enlarged to the extent of three new tracks which are now being laid along the banks of Cedar Lake and a new transfer track with the Cedar Rapids & Iowa City Railway will be added on the West Side. Yard Foreman Lee Winfrey is in charge of the track work.

Operator George Crabb and wife left last week for a trip thru California. Mr. Crabb will attend the Convention of Ticket Agents at San Diego. In his absence M. J. Kelly is acting first trick operator.

C. L. Evans, our farmer-switchman, recently made a trip to South Dakota to purchase livestock for his farm.

Wanted—A rubber stamp placed in a convenient place near the engineer's register at the Round House for the use of switch engineers reading "8 hours and 10 minutes." The most frequent users would be John Newman and Elmer Vothburgh.

Chief Clerk Otto Lambertsen, who has been confined to his home for several weeks with sickness, is able to be around again but has not recovered sufficiently to resume his duties. During his absence Richard Jara is acting Chief Clerk.

The loud shriek of the traffic cop's whistle, the crowded streets together with its attractive dance palaces and many other forms of entertainment has lured our Stenographer, Miss Mayne Ryan, who has resigned her position and will reside with her sister in Chicago. Several farewell parties have been given in her honor.

Mr. and Mrs. Van H. Barnes entertained the members of the "Milwaukee Bridge Club" last Saturday evening. High honors for the evening were carried away by Rate Clerk Verdine Rawson.

Interchange Clerk Tracy Paullin has become infested with the "Canada Bug." Don't be surprised if you hear that he has packed his snow shoes and his Eskimo suit and migrated to the northern territory.

Chas. Walsh, formerly a clerk in the Yard Office, was a visitor in Cedar Rapids recently. Mr. Walsh is now located with the S. P. & S. Ry. at Seattle.

J. N. Hogan visited friends in Cedar Rapids last week. Mr. Hogan was formerly switchman here and is now located in Chicago.

Business is increasing around here and several additional switch crews have been added to keep things moving. Note—No additional switchmen needed.

## H. & D. Division

"Bab"

Roadmaster Ronning decided to take a couple of days vacation, and is probably fishing to his heart's content at this writing. We expect to have a couple of nice ones sent up when OPR gets back.

Chief Carpenter Hansen and M. A. Bost, Ass't Engr. are out finishing up bridge inspection this week. Work was somewhat delayed on account of rainy weather.

We are sorry to hear that E. C. Cunningham, conductor living in Minneapolis, suffered a paralytic stroke and is confined to his home for some time.

Mr. and Mrs. C. A. Leroy of Marion, Iowa looked in on their many friends at Montevideo

the 12th and said hello to the office force before leaving for home.

Engr. Thos. King has been quite seriously ill for the past few weeks, and will not continue on his regular run for a while at least. B. W. Rush is now pulling trains No. 1 and No. 4 while Mr. King is off duty.

Anton Ore, fireman on H & D divn. lately of Minneapolis, is now shoveling coal on the East H & D, after an absence of three or four years. They all come back.

Roy Klopffleisch, passenger brakeman on East H & D, has taken unto himself a partner for life. Didn't learn the lady's name, but know that Roy has good taste, so here's wishing them a happy married life.

Local Storekeeper Arthur Lowe was in Minneapolis last week attending a meeting of local storekeepers. Another meeting is scheduled for the 9th, 10th, and 11th of Nov. in Milwaukee.

Yard Switchman S. B. Daniels has the sympathy of his many friends in the loss of his mother, who died last week.

James McHugh, Clarence Tyron and Brooks Turner, all veteran switchmen here at Montevideo have gone to Milwaukee to try "setting them out" in the yards there.

Conductor John Hughes, East H & D, lost his wife very suddenly about a week ago. Our sympathy to him in his bereavement.

Time inspector Ray McGovern sent out cards to his friends announcing the arrival in his home of a baby girl on the 4th of October. The family are now located in Los Angeles, California. Congratulations, Mac.

John Hodge, of the Van Noy Interstate, also announces a baby girl at his home. Fine, Johnny, but don't let her keep you up nights—you've got to be on time in the morning you know.

Chris Bennett, oldest Engr. on the H & D Divn. has a 90 day leave of absence from his duties on the Sisseton Line and will make a trip west and south for several weeks.

Mrs. H. E. Byram, Mrs. H. H. Field, Mrs. Carpenter Kendall and Miss Etta Lindskog, all of Chicago, arrived in the car "Minnesota" for a meeting with the Milwaukee Women's Club at Montevideo. They were met by Mrs. R. E. Siers, Pres. of the Women's Club and Mrs. P. H. Nee, First Vice and altho the weather was somewhat inclement, they enjoyed a tour of the Chippewa Valley and roundabout. In the evening they were the guests of Supt. and Mrs. P. H. Nee at a six o'clock dinner and later attended the business and social meeting of the Women's Club in their club rooms. The party left on No. 3 for Milbank, S. Dak. and points west.

Quite a lot of excitement reigned during the various games of baseball, and they say Carl Gulbrandsen wore out a pair of perfectly good shoes racing from the roundhouse to the dispatcher's office, getting the dope on the game, besides attending to his regular business. Mr. D. R. Davis, roundhouse foreman, better known as "Alibi Dave", was a heavy better, and while he came out ahead of the game, we understand that Cappy Ricks fared worse. But he didn't seem to mind losing a few dollars, as long as it stayed in his own department.

Miss Winifred Rubustus, steno in the Store Dept. was absent about a week, reason being she had her tonsils removed and couldn't quite get used to going without them.

F. E. Falkingham, chief clerk to Dmn, threw a dandy party to the different members of the clerical force, and their wives and husbands. Cards were the order of the evening and a delicious lunch was served by a couple of the lady members of the gang. Everyone reports a fine time—do it again some time Frank.

Myrtle Brown, chief timekeeper, has her mother with her for the winter season. Mrs. Brown arrived last Sunday on No. 16.

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Yours truly is also enjoying a visit from her mother, Mrs. W. F. DuSelle, of Tacoma, Wash. Theodore Lanning, son of John Lanning, our genial janitor, is improving every day from an operation he underwent in a hospital in St. Paul a month or two ago.

Herbert Pugh has gone and got married too. Herb is an East End brakeman.

Rudy Lundquist, clerk to trainmaster, had an operation on his nose last Thursday and is not on the job as usual. Make is snappy, Rudy and don't lost any more time than necessary.

Arnold Moe, former clerk at yard office, is back to work again after being layed off for some time.

Arthur Johnson, machinist, lately of Chicago, is on the payroll at Montevideo roundhouse now.

H. Johnson, section foreman at Sacred Heart, Minn. was quite badly injured in a motor car accident some time ago and is recuperating at the Montevideo hospital. Theodore Bogas is acting foreman on section 24 during Mr. Johnson's absence.

Lester Thorne, former steno at store dept. looked in on us for a few minutes last Friday. Lester is working for Henry Ford at Detroit now.

Geo. Crampton and family spent a week at Menominee, Wis. making the trip via automobile.

**Bad Land Echoes**  
"Bill Mike"

I have not travelled oft in a varnished car and when I've travelled it's not been far. Yet, I've noticed things that seemed strange to me and oft I've wondered of things I'd see. I've seen the car crowded, no empty seat, with some folks standing and I was beat to find folks with passes just sitting there with a 'I was here first' sort of air, while folks who had paid cash for their fare were as naught and left standing there. I have noticed sometimes and so have you, in fact we often have found it true that two on a pass have a double seat and often another is filled complete with coat and bundle of every sort, while kind persuasion could not exhort them to move their goods or sit side by side that others might with more comfort ride. I've seen men seated, let women stand, losing no whit of their self command, I have seen people all crippled and maimed left standing and I was quite ashamed to find able bodied folks keep their seats, and some of them built like young athletes. I have seen old women and old men too, and folks with children, 'tis sad but true, stand hour after hour and mile upon mile or walk up and down the narrow aisle while some healthy man or robust youth kept his seat. (Sad, but still it's the truth). I've seen folks on passes expect more things in lines of service than even

kings did in olden times when they held full sway.—I consider we're fortunate indeed to have a pass, so when there's need we can come and go whenever we please and not spend one cent as mileage fees. No doubt we feel that we've earned the pass but that is no sign we should have the brass to expect more service than others do who are paying their fare the whole way through. I have found folks who get things for naught are often the ones who give no thought to the welfare of others but they'll take the whole of a thing for their own sake. Give them a little and they'll want it all, everyone at their beck and call, the choicest seat and the easiest berth as if they're the only folks on earth. It appears to me if we'd use good sense we'd practice a bit of deference for the Company's sake toward those who must pay in cold cash the revenue ere they may travel in a varnished car and help boost its stocks to sell at par. Let us bear in mind that all those who pay for their fares should have the right of way, let us make their trips pleasant if we can and aid the Company in its plan to increase the customers of its line and let folks know our service is fine.

**Iowa (East) Division and Calmar Line**  
J. F. Raymond

Walter H. Kesting third trick operator at Marion was taken ill Monday Oct 4th with a serious case of tonsillitis which developed into articular rheumatism causing his death Friday Oct. 8th. This was a great shock to many friends on account of his age being only thirty three and his apparent physical vigor. The funeral services were held Sunday Oct. 10th at 2:30 PM at his residence, Dr. Earle A. Baker of the First Methodist Church in charge. The many beautiful flowers attesting the esteem in which he was held. The remains were taken to Milwaukee Monday on No. 8 for interment there where his parents and other relatives reside. Mr. Kesting has been in the employ of the Company for 15 years, coming to Marion from Manila relieving Roy Kindig deceased. He was a member of the M. E. Church, Trojan Lodge No. 548 a Royal Arch Chapter No. 10 and of the O. R. T.

Mr. Kesting was a loyal industrious employe who will be missed from the ranks. He is survived by his wife and two small children. We extend deepest sympathy to the family in their great loss.

The boys at Oxford Jet. are feeling pretty "chesty" over the fact that the station building there has been given two coats of paint. The usual colors, yellow trimmed in maroon, also a new block signal No. 7.

On Sept. 22nd Condr. and Mrs. F. S. Craig and two children left Marion for a two weeks visit with her sister in Chicago and also visited

Mr. Craig's father at Cincinnati, Ohio.

Agent C. A. King of Miles was away on a couple weeks vacation. T. J. Allen relieving.

Agent F. G. Zeiser of Browns was away ten days, going to Iowa City for a minor operation and has returned to work greatly improved. Agent Hutchins of Spragueville acted as relief and Mrs. Hutchins kept the "home fires burning at Spragueville."

Op. John Mc Guire of Browns was off several days account of illness. A. W. Harrington of Delmar relieved him during his absence.

Leverman F. W. Bowers of Sabula Bridge was called to Blairstown owing to the illness and death of his sister. Frank has the sympathy of us all in his bereavement.

George Crabb, first trick Cedar Rapids was absent on a three weeks vacation during October while away he attended the National Ticket Agents convention at Los Angeles. M. F. Kelly relieved him.

Condr. Harry L. Mellish of Marion was laid up for several days with a sprained ankle the fore part of October.

Engr. W. R. Barber who has been representing the Pension Association returned to Marion from the Coast Line Oct. 9th. "Billy" has been very successful in getting new additions to the Pension Ag'n. and disseminating reliable information in regard to the affairs of the organization. He speaks very highly of the cordial reception extended to him by the officers and employes and was especially happy to meet so many former Iowa Divn. and K. C. Divn. men that are now located on lines west of the river, nearly all of who are boosting for the Pension Association.

Section Foreman William D. Kindig on Louisa section passed away after a very brief illness Sept. 18th at the home of his son Harry at Louisa at the age of 66 years. He had been in the employ of the Company for 37 years. Besides his wife he is survived by four children. He has been residing in Cedar Rapids the past eleven years where the funeral services were held. Mr. Kindig was a loyal, conscientious man, faithful to the end, and had many friends among his fellow workers who deeply regret his passing away. On their behalf we extend sympathy to the bereaved family in the great loss they have sustained.

Mrs. Florence Agnes Green Eckhart, wife of Condr. R. B. Eckhart, passed away following a lingering illness at the family residence at Marion, Oct. 13th. She was married to Mr. Eckhart Dec. 9, 1903. Four children were born to them. The funeral services were held in the Baptist Church Friday Oct. 15th, burial at Marion. Mr. Eckhart and surviving members of the family have the heartfelt sympathy of many friends on the division in their sad bereavement.

Mrs. Catherine Hayes and Carl D. Olney were married Sept. 21st at Liberty, Mo. Mr. Olney is a switchman at Atkins Yard. The Employes Magazine extends congratulations and best wishes.

Louie Peterson of Sabula was injured when his gas car jumped the track at Spona. He did not expect to be incapacitated very long on this account.

Earl E. Edward of Marion attended the annual meeting of the Royal Arch Masons at Dubuque Oct. 14th. Earl is High Priest of the local chapter.

Train Baggage man G. A. Larkin and wife are taking an extensive trip through the east incidently taking in the Legion Convention at Philadelphia. R. J. Kendall relieving in baggage car No. 7 and 20.

W. E. Wilbur is running baggage on Nos. 3 and 4 between Marion and Omaha in place of R. J. Kendall who is on No. 7 and 20 in place of G. A. Larkin.

Condr. Thos. Freeman has been off duty several trips account death in family. Condr. F. S. Craig relieving on Nos. 7 and 20 between Marion and Omaha.

Condr. W. L. Hyde is laying off a couple weeks. Condr. J. T. Rengall relieving on Nos. 38 and 39 between Davenport and Milwaukee

Condr. J. G. Standish has been off duty several days account sickness.

Extra Passenger Conductor Thos. Costello has doted off the old fish rod and gun and is spending a couple weeks in the wilds some place.

Passenger Brakeman Joe C. Miller has taken a six months leave of absence from his duties on No. 7 and 20 between Marion and Omaha and is again trying out his hand at the meat block. Joe is an experienced man at this game and from all reports is doing a very nice business. His many friends wish him success in his new venture.

The above is a snap shot of Telegrapher J. C. Freyloge at Matquette Yard, commonly known as "W. Y. Joe", a man that noise does not bother. With the switch engine battling 900 up and down the lead in front of the telegraph office, bill clerks asking for disposition on cars, train crews on three divisions hollering for orders, the Gen. Yard Master from the other end of the office asking what time the time freights will get in, the Dubuque buzzer on the wall, O. A. R. filling up his desk with "19's", the Mason City Dispatcher on the phone, and the Madison dispatcher trying to find out when 68 will get out and some gink asking him over the city phone if the country's going wet or dry at the next election. This is the grind for eight consecutive hours, but it don't bother Joe in the least, and everyone gets a civil answer. There isn't a duplicate for Joe on the system. The only thing omitted in the photo is his body guard "Bogus" who protects him going in and returning from work.

**Aberdeen Division Notes**  
N. M. R.

The Company is installing water treating plants at three places between Moberly and Minneapolis. These special plants will be installed at Bird Island Minn. and Bowdle, S. D. and Summit, S. D. The plants will treat the water with chemicals in such a way that it is softened before reaching the tanks. The new devices were made from plans prepared by C. H. Koyl, expert in charge of wells and water supply. The plants to be erected at the three places in this territory will be constructed by F. J. Nelson and Sons of Chicago.

Mr. R. C. Bonehower for years Local Freight Agent has been promoted to Ass't. Agent at Minneapolis, Minn. We all wish you the best of success in your new field R.C.D. Mrs. Bonehower and daughter will remain in Aberdeen for some time.

Mr. A. F. Weisbecker Agent at Edgeley, N. D. will come to Aberdeen as Local Agent and his many friends are pleased to learn of his advancement.

Louie is trying his luck at something different, maybe he needs the exercise, he is working at the stock yards.

Bill Tracy won the money on the fight, seeing he was a Dempsey man he should have joined the rest of the losers, but he won betting on rounds.

Louis Sebald took a trip to Minneapolis recently. He has found a new attraction, something different again.

J. P. Gove has been working in the Supt's office on the Annual Inventory.

Mrs. Emma Quinn Stenographer in Supt's office is taking a few days vacation.

W. O. H. spent a few days in Minneapolis last month.



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**COLD FLANGING**

Miss Mathilda Cully is spending her vacation in Milwaukee and other points east.

The boys leading the Milwaukee Golf Club are Joe Kaba and Harold Murphy. Kauppi, Johann, Hoefs, Owens, Geer and Seiler are all good players. Understand some of the boys are going in for the city's semi-finals. The Store Dept. are thinking of stocking golf balls.

J. V. Anderson was a recent caller at Aberdeen.

The local chapter of the Chicago Milwaukee and St. Paul Ry. Women's Club met at the club rooms Wed. night Oct. 6th, after a short meeting the members were addressed by the Ladies of the Grand Chapter. Those of the Grand Chapter present and who addressed the club were, Mrs. H. E. Byram, who gave an address on the aims and objectives of the organization. Mrs. Carpenter Kendall, editor of the CM&St.P Employees magazine spoke on the contributions to the magazine. Miss Lindskog, recording secretary of the Grand Chapter, reviewed the experiences in visiting the different chapters. These were very interesting to those who were fortunate to be present. Mrs. Field, the last speaker, pointed out to the local chapter, the benefits.

After the addresses, refreshments were served, and the ladies retired expressing themselves as having spent both a profitable and enjoyable evening.

L. F. S. is staying home nights, got pretty well trimmed on the Worlds series. There were quite a few others.

Plans are under way for the building of a lunch room at the stock yards. This will be a great accommodation to buyers and shippers of stock.

Leo Lutgen is sporting a new Oakland Six. Some car. Wonder if he is having any trouble with his feet since he got his car.

Many employes at Aberdeen are pulling for the Minnesota Foot Ball Team to cop the Bunting of the Western Conference Teams. A former employe at Aberdeen, Andy Geer, is playing with Minnesota and doing fine for his first year. He is a brother to Wells Geer of our baggage room. Good luck Andy.

Ray Hoefs of the Supt's. office is building a new home on south Lincoln. We will help you open it up Ray when it is completed.

The 15th of the month will see a lot of our hunters out after pheasants, the limit is seven birds a day, and there are plenty of birds. Many hunters from other states come to South Dakota during hunting season for the sport of hunting pheasants.

### Dubuque Shops Jingles "Ooie"

Our "Jingles" this month run to BOWLING That's all that you hear 'round the Plant— Its "My average now is three hundred" Or "Hit those babies I just simply can't." The LEAGUE, of course, is the berries— The Olympians are holding first place But the Columbians and old Narrow Gaugers Are going a quite merry pace.

The Pioneers, Pacifics and Overlands Are making a run for the goal, But the Southwests and also the Arrows Are going right down in the hole. The Southwests are strong for the gutters They're cross-eyed when aiming the ball And needless to say the games that they win Are nothing to speak of at all.

But now Pete has a baseball for practice And the Southwests may do something yet But they tackled the scrubbier team of them all And came out of it all ringing wet. The team that I mention as bunny— The Arrows—they're not hard to beat— But their Champion, Count Baronosky By accident gave them a treat. But its Sully that makes the big showing

When he plays the game's gone to smash— His right arm needs some lubrication, He throws like he's dishing out hash. Now the TIME and the WAY Freight's aren't Leaguers,

They're independents, as sure as you live And reading their scores is the same as Pouring water right down thru a sieve. The TIME freight's need TIME for their rolling

(In a hundred years we'll be O. K.) The WAY freight's are so named because from

The TIME Freight's they take games away. But the WAY FREIGHT'S are built like L. power

And the TIME FREIGHT'S like H, J's or I's So they need a little more switching Before they can cop off the prize.

Dija see the CM&STP Women's Club Minstrel Show this year? Bigger'n better'n ever.

Dija see Count Baronosky's moostatch? (Loos Schwartz is private life.)

Dija know that the SOUTHWEST'S is Jim Smith's famous team?

Dija hear Ed Wagner say that if the "Cards" hadn't won, the "Yanks" would of sure as shootin'.

Dija know that "Hen" Kite is responsible for the Arrows team—(it's quite pointed how they are playing.)

Dija know that a certain would-be bowleress is taking a correspondence course in that art?

### Tacoma Shop Notes Andy

'Twas on a Monday morning, September 27th, to be exact, upon the arrival at the office, our attention was attracted to our desk upon which two very choice pieces of rope reposed, evidently smuggled in from the region of Cuba, as mute evidence of a terrible happening. Our first thought naturally, who's the new and generous papa, boy or girl, and all that sort of thing that actuate people to loosen up and pass out cigars. We ceased to conjecture and lit up the only evidence available and put the case in the hands of our famous detective who knows all, sees all and does nothing. He had gone no further than Mr. Pentecost's office where he obtained the sad news that our notorious Special Apprentice Mathew Joshua Cline had entered the haven of connubial bliss and had sacrificed his freedom forever and a day. This news however, is not altogether surprising for Matt's actions have caused us to be suspicious for some time, and now that the show is all over, he will no doubt come back to earth slowly, but always surely. His responsibilities will increase from now on. If we had the space, we would like to elaborate more on this great event, but will conclude with best wishes to Mrs. Cline, and the advise to order a heavy rolling pin as early as possible and use it frequently, and to Mathew, we offer our sincere congratulations.

We have just found out what has caused things around here to seem quiet and dull, and sort of lonesome like, this has been due to the absence of our popular Material Router, Mr. G. W. Taylor, who, accompanied by Mrs. Taylor, has just completed an extensive tour of the east, particularly in the state of Michigan. Mr. Taylor has returned now and is on the job with his radiating personality, and all the pep and enthusiasm he had before, added to what he collected in the east, so everything is again back to normalcy.

Another one of our handsome and popular young men has fallen victim to cupid's fatal darts, who is none other than Glen Zellar. We all thought he was impervious to matters, or rather, sentiments of this nature, but nevertheless from about October 6th, on which day he

accepted the ball and chain system, he will be under supervision, that is to say he will have to follow the dictates of the boss. It is the silent opinion of the majority however, that a boss is just what he needs, or in other words, a governor to regulate his behavior. Congratulations Glen, and may your matrimonial cup be filled to the brim with happiness, as well as good luck and prosperity.

George Healey, who is one of our first class electricians, has been sent to Bay Point, California, to supervise the loading of some motors and air compressors. Let George do it if you want it done well.

Mr. R. A. Nofke, who was Chief Electrician at Tacoma has been promoted to General Foreman at Deer Lodge.

Mr. W. E. Brautigam, who was Roundhouse Foreman at Deer Lodge, has been appointed Chief Electrician at Tacoma-Gimme, Gimme.

Special Apprentices Cline and Sperry are attending the Special Apprentice convention at Milwaukee, at least that is what they went back there for.

George Girard, Electrician, is now the proud owner of a Chrysler "70" roadster, sport model, equipped with all the modern inconveniences, including a rumble seat, which I suppose is for the chaperone.

William F. Coors, Electrical Instructor, has left for Harlowton, where he expects to spend some time enlightening the Engineers and Firemen on the mysteries of Electric locomotive operation.

Mr. Harvey L. Snyder, (the Mr. is added on, in case this item is read by Art Beinert, so he will recognize who the item is about) our handsome Chief Clerk, is packing his trunk preparatory to leaving for the Chief Clerk's Convention. Harvey expects to pick up E. H. Foster at Deer Lodge. Now there's a pair that is hard to beat. We hope that EHF will keep his eye on HLS so his behavior does not get beyond his control, and that he gets back here all together.

The radio fans around this neck 'o timber are reporting great distance reception. J. A. Wright picks up Honolulu regularly. Harvey Snyder and Elmer Heath report picking up Chicago, St. Paul and Texas. Wiggs Shipleit, with his one lung has also got in direct communication with Chicago, St. Paul and other eastern stations.

Carl Snyder, of the Accounting Department, has gone to the mountains to hunt deer, and maybe some bear, who knows.

### Coast Division C. C. C.

Sorry to disappoint the readers of the Coast Division items last month, but in the rush of moving the Accounting and Time forces from the Superintendent's office to the new building on the Tide Flats, and the necessary settling, the items were overlooked.

A. F. Manley, Roadmaster at Moberidge, and formerly located at Ellensburg, Wash., paid us a visit the early part of October. This is Mr. Manley's first visit to the Coast since moving to Moberidge over a year ago. He seemed to enjoy his visit as much as his many friends did to see him.

Friends of Miss Rose Lindquist are extending sincerest sympathy to her and her family in the death of her Mother, which occurred October 3rd at Tacoma. Burial was at Deer Lodge, Mont., the former home of the Lindquist family.



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PHILADELPHIA

Miss Josephine Carpenter, of Mr. Hayden's office, has returned to work after a week's sickness caused by having a tonsil operation.

Charles Wende, son of General Trolley Fore- "Dick Wende", has returned from his second voyage to the Orient on the S. S. President Grant, and has enrolled in the University of Washington, majoring in electrical engineering.

Orville Cardle, Chief Baggage Clerk, Tacoma, joined Mrs. Cardle and the young daughter of the family, in St. Paul the latter part of October, and after a two weeks visit at different points returned to Tacoma.

Roy Anderson of the Baggage Room force spent his vacation in and around Los Angeles. While there he had the pleasure of an enjoyable visit with Miss Margaret Olson, formerly of the Superintendent's office. Miss Olson has a very enviable position in Los Angeles and is thoroughly enjoying life in the Southern City.

Mr. George Loomis, Chief Clerk to Division Engineer Pinson, is enjoying a visit with his parents and other relatives in Nebraska.

Mrs. J. W. Dean and Daughter Alice, of the Van Noys Lunch Room, have returned from their annual vacation visit with relatives in Spokane. Mr. Dean who has been in Kansas, for the past several months attending to his wheat farm, returned home the latter part of October.

The young daughter of Roadmaster Davis of Ellensburg who recently underwent an operation for appendicitis has recovered sufficiently to be moved to her home.

We are sorry to report the serious illness of Mrs. E. L. Rehbock, wife of General Yardmaster Rehbock. Mrs. Rehbock is at the present time in Tacoma General Hospital recovering from a mastoid operation.

### R & SW Division

Lillian L.

Understand Operator Ginaire took off his coat last September during working hours, for the first time in thirty years. He got the wrong dope some place—weather man said it would be 42, but did not say which way. Eddie thought he meant 42 below, so put on the red flannels. The cool breezes he was looking for failed to put in an appearance and the mercury soared to about 90 above in the shade, so off came the coat. Eddie has lost faith in the weather predictions as a consequence.

They say Conductor McIntyre knows even a "shorter" cut to Clear Lake than Agent Telfer.

Walter Everton, employed as Janitor at Beloit for about four years, passed away on Sept. 23rd, after having been ill but a few days with pneumonia.

Wanted by Ticket Agent at Beloit: One pair of B. V. Ds. For further particulars inquire Master Mechanic's Office.

The Women's Club plan on holding a Halloween party in the passenger depot at Beloit October 23rd.

Its pretty tough when you are best man for a fellow at his wedding and said fellow comes in to call on you and you fail to recognize him.

An OS&D Meeting was held at Beloit Sept. 24th and a Safety First Meeting Sept. 30th. General Superintendent Thiele was present at the Safety Meeting and gave a very interesting talk.

Mr. E. F. Sherman, employed as switchman on the joint tracks at Beloit, was married October 16th to Miss Florence Cuddeback, at Freeport. They motored to Chicago for their honeymoon. Mr. and Mrs. Sherman will reside on Park Ave., Beloit.

Marvin Brick seems to be losing out these days, two of his lady loves having given him the go bye and married the other fellow. Perhaps Marvin thinks there is no great loss without some small gain.

Roscoe Askey, Ticket Clerk at Freeport, left for San Diego, Cal. on October 9th, where he is attending the annual convention of the Association of Ticket Agents which is being held at that point.

The paint gang is on the job at Freeport and is making a great improvement in the depot. With new paint and new lights they feel they have made a step in keeping with the Southwest Limited.

Graveling is progressing in Freeport Yards, with Condr. Gibbons an occasional caller and Condr. Lewis around on work train most of the time. Extra gang, with Tom McLarnon Foreman, left for Beloit Oct. 14th and Extra gang, with Rose Foreman, took their place at Freeport.

Engineer H. P. Roe, who has been on the Southwest Limited for some months past, has returned to his old love—the Elkhorn Branch.

The boys on No. 366 and 365 now have a bankers job. Formerly they doubled the road every night, now they go down one night and back the next.

Some of the boys are considering passing the hat and donating the proceeds to Merrill Burkett, in order that he may give his "Florida Leaping Lena" a new coat of Duco.

Condr. Uri Packard says he soon will be able to carry on a conversation with Mussolini without an interpreter.

Mr. George Messer, Round House Foreman, has moved his family from Ladd to Beloit and is residing on Liberty Street.

## Fullerton Avenue Building

J. T. Griffin

Mr. E. A. Reynolds, former Freight Auditor, visited in Chicago with his wife and son during September on their way up from Philadelphia where they took in the Centennial Celebration and Washington, D. C. Mr. Reynolds being very busy, did not get to see all his friends but wishes to be remembered to all.

In the wake of the big argument at Philly, there has arisen in our midst, a championship's possibility, in the (big) person of Stanley Pufund, who thru his manager, Lou Rothmann, openly challenges the present title holder, Gene Tunney, to a battle to the finish, which if it takes place, should be the scrap of centuries.

Stanley has already gone into training, and it may interest the fans and his many friends, that his diet will consist mainly of near beer and cream puffs. This combination, says Stanley, builds up the fighting system, and provides the necessary strength and endurance to step thru fifteen or eighteen gruelling rounds, if the contest should last that long (can't tell how long Gene will last).

Mr. Lou Rothman was chosen as the contender's manager on account of his ability to speak Polish fluently.

Bids were made by W. F. Hammel and H. Weinstein for the peanut concession.

The ladies of the Interline Forwarding Balance Bureau will act as usherettes, at the championship battle.

The first one has no chance. If you can beat these let us hear from you. Getting Philadelphia the night of the fight to get results of the Dempsey-Tunney match, I heard the following:

The closing of the doors as the fighters left their dressing rooms.

The rubbing of the resin on the fighters shoes.

The squeaking of the ropes as the fighters bore against them.

The pattering of the rain as it beat upon the canvas.

If you didn't hear this, "get a new Radio."

In order to economize, Bill Ganger is riding to work on an Oil Truck since the Yankee lost the Worlds title, it's lucky for Lee Lynch and Woelfer that they live within walking distance.

Art Montgomery, of the Auditor of Expenditure's office, who has rejected single blessedness for the life of a Benedict, was the guest of honor at a bachelor dinner accorded him by a group of his Milwaukee friends on Wednesday evening, October 4th. "Monty" was the recipient of a gift expressing the best wishes of those present and in addition was given much good advice. The former he took home with him but in the case of the latter, we are not so sure. Congratulations "Mont."

On October 9th, Miss Bessie Welch and Arl Montgomery were married—5 o'clock a wedding supper was given at the home of the bride. For advice in escaping wedding guests and time required to reach the Union Station from the bride's home, please be referred to the bride and groom.

Shower was given by the girls of the office September 29th, and a lovely gift from the B. & B. Bureau.

Miss Barbara Hochrein, Ticket Auditor's office, was married on Sept. 13th, to Mr. Leo Walsh, office of A. of I. & J. F. A. Her associates presented her with a silver service. Congratulations and best wishes.

Josephine Meek is wearing a diamond on the third finger.

Rose Ewald a former employee of the Car Accountant's office was married at St. Josephs Church on Saturday, October 9th. Several of her friends visited the church and said she made the most beautiful bride they had seen in a long time. We all extend our Best Wishes to both bride and groom. Her co-workers presented her with a beautiful lamp.

Ruthy Swaback resigned from her duties in the Car Accountant's office to be married October 23rd. Good luck to both the bride and groom. Her co-workers presented her with glassware.

A certain girl in the K. Bureau, Car Account's office, is always buying a great deal of stationery and we are wondering which direction these letters go.

If any employee in the Car Accountant's office hears that old song "School Days" from "C" Bureau don't be alarmed. The fever of education broke out first in spots, but is now rapidly spreading. The ravings of "he said" has died down to "French Seams" or the "pleasures of Comptometers" with murmurs of "P, B, T, D" accompanied by "Do, Re, Mi." But even in such an epidemic we still have a few survivors telling of evenings spent humped over Canton Tea Garden tables or of thrills from walking home.

Congratulations to Mr. and Mrs. Joseph Crowley, Car Accountant's office on the birth of a son.

Miss E. M. Ogden was married to Mr. James Shortall on October 5, 1926. A forty piece table silver set was given her by the Real Estate Department employees. A honeymoon was spent traveling thru the State of Wisconsin.

Miss I. Walder was married to Mr. Zack on August 18, 1926. The honeymoon was spent traveling thru the East. A beautiful hand painted floor lamp was presented to her by the employees.

The gay Lotharios of the Ticket Auditor's office received the shock of their young lives, when Miss Dorothy Lavigne, one of the most

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popular of our young ladies, came down with a ring—on the finger. Mr. Sven Eno is the extremely lucky young man. Our congratulations and best wishes Dorothy.

At the Church of Atonment on October 3rd, Miss Esther Whitney of the Ticket Auditor's office was married to Mr. M. A. Boom. The wedding was followed by a dinner and reception at the Edgewater Beach Hotel. Her co-workers presented her with a silver service.

The officers and employees extend sympathy to:

Anna Anderson	death of Father
B. G. Miles	" " Mother
Laura Therene	" " Father
Florence Kuhn	" " Father
Florence Loretta Casey	" " Sister

#### Illinois Division M. J. S.

Thru the medium of the Magazine, Ill. Divn. Engr. A. C. Johnson wishes to extend thanks and special commendation to General Baggage Agent K. C. Hannun of Spokane, Wash., for his honesty and kindness in the return of a lost pocketbook containing a sum of money, to Engineer Johnson, while on his recent vacation trip to the west coast with his daughter Myrtle. This act of courtesy on the part of Mr. Hannun is greatly appreciated by Engineer Johnson.

Sympathy is extended to Conductors Tom and James Freeman of Bensenville, account the recent death of their mother, Mrs. Louise Freeman of Sabula, Iowa.

Condr. King Brown who was taken seriously ill recently is reported as improving at this writing, a fact his friends on the division are pleased to learn.

Chief Carpenter C. C. Gradt with Mrs. Gradt and son Walter went to Richmond, Virginia to attend the Railroad Bridge and Builders Convention in session at that place as well as take in the sights. A delightful trip is anticipated.

Mrs. Chas. Wright, wife of Engr. Wright, has gone to Los Angeles, Calif. for an extended visit with her sister Mrs. Jennie Dodge and family.

"Tinkle, tinkle—believe we hear wedding bells out in the Chief Carpenter's office." More later.

Misses Clara and Delia Cush and Mrs. Anna Bahne of the Supt's Office recently visited with Mrs. Irvin Tyler who is a patient at St. Mary's Hospital at Minneapolis. Mr. Irvin Tyler, former Asst. Accountant at Savanna entered the Edward Hines Hospital at Maywood, Chicago. Both Mr. and Mrs. Tyler are improving.

Joe Skelton, son of Engr. Joe Skelton is the new instrument man in Divn. Engr. office at Savanna. Mr and Mrs. Skelton are making their residence at Savanna.

When "Happy" (Asst. Accountant) goes A-nutting: comes back all bruised up. The theory was to throw the stick up to make the nuts come down; instead, the nuts stayed up and the stick came down—right in Charley's face!

Chief Clerk Jim Tigerman Savanna and brother Wilbur of Kansas City, returned from recent vacation thru the east. We were disappointed to not get full personal report of the Tunney-Dempsey fight as was anticipated by the Savanna bunch.

The beauty specialist should visit Savanna Supt's. Office with "Walnut stain lotion"; good business with so many black-hands?

Profounded sympathy is extended to Miss Teresa Powers Chicago, (former stenographer Supt's. Office) and immediate family account the death of her mother Mrs. Mary Powers which occurred at Chicago Sept. 30th, due to pernicious anemia. The funeral was held at Savanna Oct. 2nd with interment at Savanna cemetery. Mr. Powers, former Cr. Repairer at Savanna

preceded his wife to the grave about eight years ago.

#### Savanna Yard News

Miss Jewel McGrail spent her two weeks vacation at Aberdeen (not Scotland). Miss McGrail was very undecided which route to take to that fair city, but she finally decided to take the one with the least onion fields.

Switchtender Earl Kurth objected very strenuously Sunday Oct. 10th when the Stock Yard Foreman unloaded six dead hogs in front of his shanty. Kurth had six meals Sunday—3 going down and 3 coming up. He says he never did like pork.

Stenographer C. Jensen spent Wednesday Oct. 13th in Chicago. He returned with the roof of his mouth sunburned—and took in the opening of the Clark Street Bridge.

Miss Mary Kennedy, record clerk, at Savanna, has another new shiek. Understand he is a traveling salesman for the Herpicade Hair Tonic Company.

The President of the Illinois University was much surprised recently when our esteemed Chief Caller Lawrence Smith entered that institution this year. We are sure Mr. Smith will put the college on the map—Lawrence is going to study law, and it is our earnest hope that he will be one of our country's leading barristers within a few years.

Mr. Chas. Wilson, bill clerk, recently settled his estate at Cascade, Iowa. We do not know how much money he realized on it, but he is sporting a new English Norfolk suit and Florsheim shoes.

Engine Foreman Bert Felleit is going in for Art—he says it is no trouble at all for him to draw flies.

Asst. Yardmaster Harry Bahne was taken suddenly ill Saturday night Oct. 9th. He was off duty several days.

Switchman Otto Radke is contemplating going to New York to ascertain the reason for the Yankees losing the World's Series. Otto has a lot of faith in Babe Ruth but he should have had more in Alexander. Moral: Respect old age.

Operator (Whassa Matter) Welch and Steno. C. Jensen have their daily debates on who was the greatest citizen that ever walked the streets of Sabula—Speck says, August Warneke and Chris says, John Maloney. They are both right.

When it comes to making unnecessary moves, one should think of our Asst. Yardmaster Ray Kentner. He motored to Mt. Carroll one night last week on business. When he started to return he found that the keys to his car were "in the other pocket at home." He had to hire a taxi to bring him to Savanna for the keys—then back to Mt. Carroll, so as to get his car home. He had a lot of final terminal delay.

Business is sure good at Savanna yards. We handled a total of 97872 cars during September and it looks like another banner month for October. Lets hope the good work keeps up.

Switchman Tom Brennan and Jask Waterman have a new recipe to keep wild grapes from spoiling. They make fine jelly and jams.

We understand that Iowa Divn. Condr. W. Roche was at the old Vets convention at Milwaukee. Walter says Milwaukee is a good town but he prefers Forrester on Sauer Kraut Day. He returned from Milwaukee in his usual shape 100%.

#### Savanna Freight Office

The vacation season is now in full swing. Nelle is spending her vacation in Chicago and points in Wisconsin. No doubt, we'll hear some "good ones" when she returns.

Duffy is enjoying a trip to Denver.

Schmidel prefers to spend his in Savanna. Perhaps he has a reason to. We're still wait-

ing for the announcement of the big event, Gus.

Wonder what's become of Cassie's old tune, "Don't Wake Me Up, Let Me Dream." He must have lost it in California. Perhaps someone can furnish him with a new one.

#### High Line Topics

Operator Jewett at Bardwell has come to the conclusion that a new pump is needed at his station. Never mind George, you can eat snow.

Conductor Heagney is still making his Sunday headquarters at Milwaukee. Let us in on it, Jim.

Conductor Dalle is now the proud father of a baby boy.

Brakeman Cudaby is now a full fledged conductor on 193 and 194.

Brakeman Stearns is now the father of an eight and one half pound daughter. He says the orders got mixed.

Brakeman John Haddock wants to know how fast a car should be going before the speedometer locks. What you think?

Conductor Haddock is now on run 47 and 48. He knows his groceries.

Engineer Callahan has traded his sedan for a coupe. But he is now looking for the fellow with whom he traded, as he is the proud father of twins, a boy and a girl. Population is increasing on the Janesville Line.

Operator Hamilton, 2nd trick, at Bardwell is now wearing his sportiest suit to work. What's the big idea, Ham?

Brakeman Doud wants to know what kind of an animal is stored in the Wilcox Pit.

If you wish to buy any fresh fruit, see Brakeman Garbaleki. He will endeavor to please you.

Conductor Dusoid says he would like to have Milwaukee moved to Janesville. Furnish the plans, Ollie.

Brakeman Riley wants to know how to get thin. Give him the recipe Newton.

Conductor Simpson wishes the boys would quit bothering him as he says he cannot get angry.

Conductor Emery lost the mainspring to his Overland. I think Brakeman Wilky has it in his watch.

Conductor Schoelten is now on 163 and 166. He still smokes cigars though.

We are glad to welcome conductor Winkler back to work, but would like to know what he has been eating, as he certainly looks fine.

That's all, now. More next time.

#### Chicago Terminals

Guy E. Sampson

Well here it is time again to write our monthly budget and we have been so busy we didn't have time to ask any questions, but just overheard the following.

Ben Webb, the crew director at the North Hamp has been on vacation and Wm. Walthers taking his place.

Car inspector George Shaw took quite a trip this month with the American Legion, the trip took them through Atlantic City, Washington, New York and Philadelphia where the convention was held.

Mr. and Mrs. O'Donnell have returned to the railroad game again for the winter. They have a ranch in Wyoming where they go every summer. Mr. O'D. is a conductor running out of Bensenville on the Ill. Div.

James Burke, who has been one of our train directors for years decided that he would live longer working out of doors, so has taken a position as yard master at Galewood. Frank Reed third trick director has taken Burke's old position on first and Sampson takes third trick.

Friends of Major T. P. Horton, Asst. Supt. of the South Eastern division of the Milwaukee

were grieved to learn that so great a calamity should befall a man of his caliber. A hard worker and a man whom to know was to admire him. A master mind among his co-workers and to have that mind affected was almost unbelievable. Our sympathy is extended to him and his family and may the case prove only temporary. All who know Tom desire to see him himself again soon.

Chicago Terminals is doing a record business this fall and every employee is kept on his toes to keep up with the business.

Marge of Mr. Valentine's office on vacation and spending same on the Pacific Coast. Writes that they are having a wonderful time. We said they for you know "Marge" is married and don't have to travel alone any more.

#### Sparks from the East End Of the Electrification

Pumper and Mrs. J. D. Oliver and daughter Ruth, of Shawmut, returned home September 26th, having spent several months visiting relatives and friends at points east.

Engineer, C. E. Shaw, for a number of years on the 117, 116 run Harlowton to Lewistown, has bid in the Lombard helper job, and Mrs. Shaw has moved to their old home at Three Forks in order to be near C. E.

The jobs of Air Brake inspector on the first and second shifts have been re-established in the yard, Fred Strasser, who has been working the "graveyard" shift, is holding down the first shift, Ralph Carpenter, the second shift and Pete Johnson, third. We also understand that Car repairer, Tom Zersa, has been appointed Chief of the Riptrack Fire Department effective October 10th. Perhaps that is Miss Normalacy, that we see a-coming just around the corner.

Mrs. F. R. Lutz, wife of our new Chief Inspector, was painfully injured in an automobile accident which happened on the Lewistown road four miles south of Moore, September 28th. There were five passengers in the car, with Mrs. Lutz driving, when the steering gear locked causing the car to go into the ditch, turning over three times, Mrs. Lutz showing rare presence of mind in calling a warning to the other occupants, and great pluck in helping them out of the wrecked car after the accident. Other women in the party who have the good judgement to be wives of Milwaukee men were Mrs. C. E. Steinhouser, and Mrs. Elmer Nissen.

J. A. Garvin, former Night Round house Foreman here but now of Chicago, is spending several days here, as this is written October 11, visiting friends and attending to business matters.

Several railroaders won considerable fame during the "Days of '49" celebration, they are Mr. and Mrs. Ed. Haugan, as vendors of blankets; Cliff. Welch, as a Chink and a

(sur) prize fighter; Perry Zimmer, as a (sur) prize fighter; Mach. Edson, as a clown and a second for a (sur) prize fighter; John Eliason, as a promoter; Marion Trudenowakie, as a gambler; Wood Stevens, as a bar tender; (Hell Roarin) Don Grivetti, for growing whiskers the wildest in the county and getting his picture on the '49 spondolicks as a result; and I guess that's all.

Ina Eaton, daughter of Chas. Eaton of the Round house force, had the misfortune to dislocate her ankle while playing on the school grounds the latter part of September, at this writing she is improving and will soon be back in school again.

Fifty friends of Boiler maker helper, and Mrs. Elmer Stewart, took them by surprise the evening of October 1, by dropping in unannounced and helping them to celebrate their silver wedding anniversary. Among the guests were, Edward and Bertram Schultz, of Milwaukee, Wisconsin, brothers of Mrs. Stewart. The happy couple was presented with a silver service tray and silver offering. We join with their friends in wishing them many more years of happiness.

Another social event of interest to our readers was the tin wedding anniversary of Electrician and Mrs. Howard Ahrens, a number of their friends taking them by surprise the evening of October 6th. They were presented with gifts in keeping with the event. We also wish them many more years of happiness.

#### Miles City Chapter

(Continued from page 20)

We had a Community Xmas tree and gave relief to a family in distress and also little cheer to a little cripple girl, and we have about \$75.00 toward a Tree fund for next Xmas. In January we gave a big dance and cleared quite a tidy sum at this time. We owe a great deal of the

After the meeting the visitors were taken for a pleasant ride in the Pine Hills, in cars belonging to Mrs. Ed. Mattheisen and Mrs. Jerry Clifford, who were kind enough to entertain our guests. The ladies were accompanied by our president and several other members of the chapter and they were delighted with the unusual formations to be seen in the hills.

Our Club has voted to have Mrs. Murray attend the general meeting and luncheon in Chicago, and Mrs. Thos. Brown alternate.

Our last card party at the Parish Hall was a decided success and we plan on having a card party every two weeks. The next will be given by 'us working girls' in the Clubhouse. We expect to accommodate about ten tables.

Our Second Annual Ball, if you please, is going to happen this week, October 20th, and the Committee: Mrs. Chas. James, Chairman, with Mrs. Mattheisen, Mrs. E. A. Farr and Mrs. Barry Glenn, are right on the job. There's a friendly competition between the committee of last year's dance and the present one, to see

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which makes the most money and has the nicest party. You'll get the details of this affair next time and my personal opinion as well.

We have started a gym class with Mrs. Ed. Rehn in charge—to meet at the Y every Saturday night at eight o'clock. One would guess that we have nearly enough exercise with all our other work, but this is recreation and we need it. Three Rahs for the Gym class and three more for Mrs. Rehn.

The girls Junior Club had a very enthusiastic meeting last week and a lively party afterward, with Mrs. Murray, Mrs. Farr and Mrs. Berg chaperones. Dancing and singing and playing of games were in order. The girls are looking forward to lots of happy times.

### Lewistown Chapter

Historian, Lewistown Chapter

At the Milwaukee Station on October Third, Sunday Morning the Lewistown Chapter Women's Club met in special session, in order to greet their visitors, Mrs. H. E. Byram, Mrs. Carpenter Kendall, Mrs. H. H. Field and Miss Etta Lindskog. A large number of the Club Members were present and listened most attentively to the interesting talks given by the four charming ladies on this tour of reviewing the various chapters. Especially interesting was the address of Mrs. H. E. Byram who told of the great volume of mutual benefit work which had been accomplished by the Milwaukee Club Women. And also, Mrs. Byram stressed the primal aim of the Club, which was the mutual and social benefit of all the Milwaukee employees. Mrs. Byram made it very clear that in sponsoring the Club activities, that no one had the smallest intention of obstructing any Brotherhood or Union-organization policies. And, too, she told us that we were to keep our Club activities free from any religious bias or any racial or political antagonisms.

After her came Mrs. Carpenter Kendall, Editor of the Milwaukee Magazine, who gave a very instructive talk. Then Miss Lindskog, Recording Secretary General, of Milwaukee Women's Club told the ladies of the work done in Chicago, which was surprising, in view of the short time since the first organization; and work too, that is bound to bear fruit of the finest quality for girls and women connected with the Milwaukee Ry. Miss Lindskog's talk was followed by Mrs. Field, whose husband has long held a legal position with the C. M. and St. Paul Ry. Company. Mrs. Field's talk was reminiscent of the earlier pioneer days of the Milwaukee Ry. and was interspersed with a flow of crystal-clear and sparkling witticisms, which are wholly indigenous to Mrs. Field's delightful personality. Her talk was greeted with much laughter from the women of the Lewistown Chapter, who were at last instructed in the legal status of women's earnings, when married—and when not married.

Our President, Mrs. William Anderson conducted the meeting in her usual graceful manner, turning it over to the Chapter's notable guests at the very outset.

The session was fittingly brought to a close by the presentation of a large basket of pink roses from the ladies of the Lewistown Chapter. That the gift was appreciated was evidenced by the charming speech of acceptance by Mrs. Byram.

Without doubt, altogether the Lewistown ladies feel indebted to their four guests for a pleasant and instructive morning and hope to have them visit the Lewistown Chapter often in the future.

The regular meeting of the Milwaukee Women's Club was enlivened by the addition of the member's husbands, who enjoyed themselves playing Bridge and Five Hundred. The tables were arranged in the very comfortable room in Milwaukee Station. The lucky folks to

win the prizes were Mr. and Mrs. Erwin and Mrs. Samuels. Refreshments were served at the conclusion of the evening. All reported a very enjoyable evening; for this, credit must be extended to those who bore the burden of the entertainment, our loyal and ambitious committees. Special mention is due, Mrs. Keeney, Chairman of the Social Benefit Committee, Mrs. Lindbloom, Chairman of the Program Committee, and Mrs. William Anderson, President Lewistown Chapter. Others assisting were Mrs. Sandberg and Mrs. Oscar Johnson.

On Friday afternoon, Oct. fifteenth, a delegation of members of Lewistown Chapter Milwaukee Women's Club arrived in Harlowton, and under the able direction of the Club President, Mrs. William Anderson, instituted a new chapter. The Harlowton ladies are very fortunate for they are to have a house provided by the Milwaukee Ry. Company for their clubhouse. This was made possible thru the kindness of Mr. E. F. Rummel, General Superintendent of Lines West. We are certain that the Harlowton Chapter will make good use of the new clubhouse. The temporary chairman, Mrs. Pease, asked Mrs. William Anderson to preside, which she did in her customary graceful and efficient manner. Later Mrs. Pease was elected President and the other officers, were nominated by the system of open floor nominations and were elected by popular balloting, without the formality of a nominating committee. The members of the Lewistown Chapter reported a very pleasant afternoon and went back to their home town with enthusiasm for the cheerful prospect of the future Harlowton Club. The members of the Lewistown Chapter assisting in the institution were,

Mrs. William Anderson, President Lewistown Chapter; Mrs. William Foshag, secretary Lewistown Chapter; Mrs. Oscar Johnson, Mrs. Earl Short, Mrs. W. J. Retallick, Mrs. Claude Brown Mrs. T. J. Hansen.

### Balloon, We Suppose

Little Benny was looking at a picture of Elijah going to heaven in a chariot of fire. Pointing to the halo about the prophet's head, Benny exclaimed: "See, mamma, he's carrying an extra tire."

### Well, It's Less Trouble

One mother who considers the marcel wave as the most fashionable way of dressing the hair, was at work on the job.

Her little eight-year-old girl was crouched on her father's lap, watching her mother. Every once in a while the little fingers would slide over the smooth and glossy pate which is her father's.

"No waves for you father," remarked the little one, "you're all beach!"

### His Job

Foreman—"Here, now, Murphy, what about carrying some more bricks?"

Murphy—"I ain't feeling well, give me: I'm trembling all over."

Foreman—"Well, then, lend a hand with the sieve."

### When He Halted

One of Irving Cobb's best stories concerns an appraiser who was sent to a home to appraise the contents. The entries in his book halted when the appraiser came to a table on which a full bottle of old Scotch continued:

"One bottle of old Scotch whiskey partly full."

The next entry was:

"One revolving Turkish rug."

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