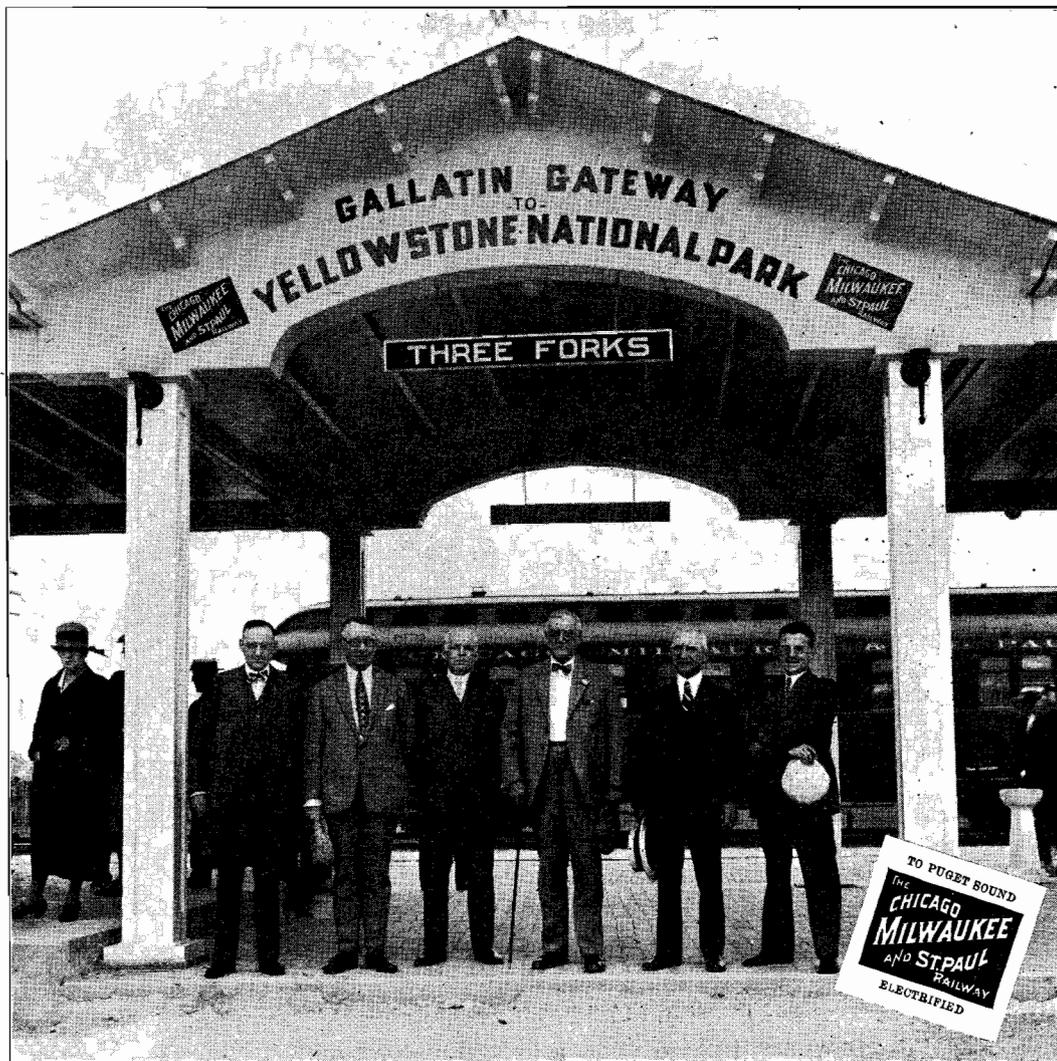
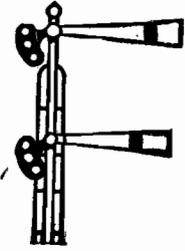
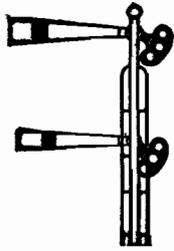


# THE MILWAUKEE MAGAZINE



SEPTEMBER, 1926

**MAKING A GOOD THING BETTER!**

**HEADLIGHT OVERALLS**  
UNION MADE

Are now made of our own  
Headlight Special Weave

**EIGHT OUNCE DENIM**

**HEAVIER STRONGER**

A cloth of incredible toughness and durability to more than ever justify our proven claim—that Headlight Overalls will outwear **two** ordinary pair.

**Ask for them at our dealers**

<p>Lot 1 Price</p> <p><b>W42 L32</b></p> <p><b>HEADLIGHT OVERALLS &amp; PANTS</b></p> <p>LARNED, CARTER &amp; CO.</p> <p>DETROIT ST. LOUIS SAN FRANCISCO PERTH AMBOY, N. J. TORONTO</p>	<p>REG. U. S. PAT. OFF.</p> <p><b>This SPECIAL WEAVE DENIM is made EXCLUSIVELY FOR HEADLIGHT OVERALLS</b></p> <p>This cloth is the result of years of experiment and most exacting tests for Strength, Washing quality and durability. The yarns are spun from long staple cotton dyed with pure indigo and woven in America's finest denim mill.</p> <p><b>REMARKABLE GUARANTEE</b></p> <p>If, when this Overall is completely worn out, you do not think that Special Weave HEADLIGHT Overalls are <b>BETTER</b> and will <b>OUTWEAR ANY</b> other Overalls made, I will give you back your money. Beware of imitations. Demand the G. mine.</p> <p><i>Alvan E. Larned</i> PRESIDENT</p>
	<p><b>This Ticket on every pair of Headlight Overalls means that the garment must give you unequalled service, perfect satisfaction, or I will refund your money.</b></p> <p><i>Alvan E. Larned</i> PRESIDENT <b>LARNED, CARTER &amp; CO.</b> DETROIT</p>

**LARNED, CARTER & CO.**  
Detroit, Michigan

*World's Greatest Overall Makers*

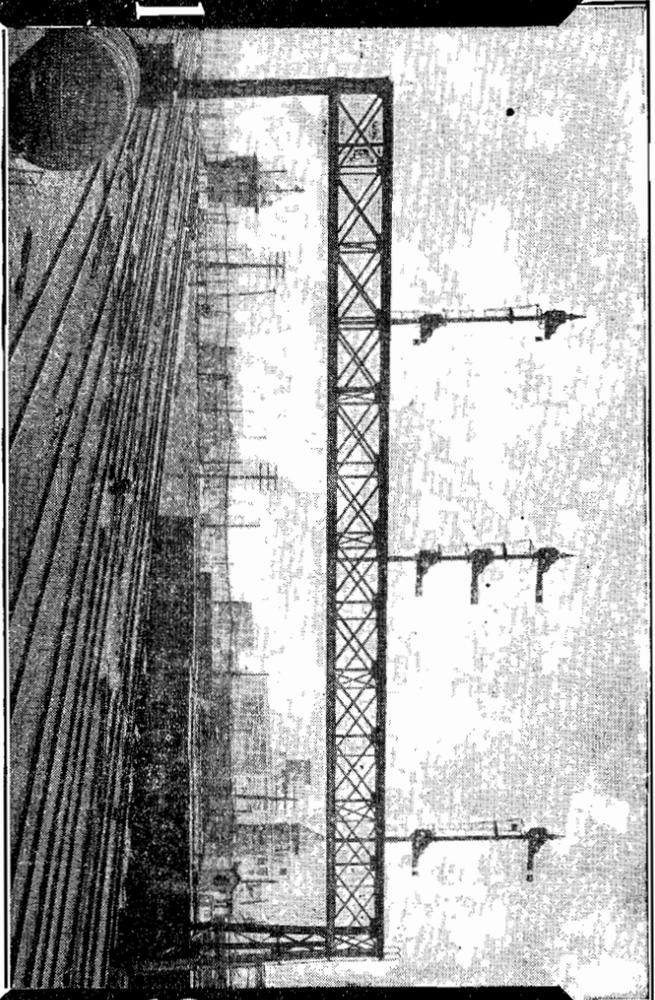
Factories and Branches at: Detroit, St. Louis, San Francisco, Perth Amboy, N. J., Atlanta, Ga., Chicago, New York City. Canadian Factory: Toronto, Ontario.

Write me for one of our new Railroad Time Books, they are free!

**Super Safety!**



**New Bunn Special**  
6 Position . . . 60 Hour  
21 Jewel . . . 16 Size  
14k Filled . . . \$65.00  
10k Filled . . . 60.00



**Sangamo Special**  
6 Position . . . 60 Hour  
23 Jewel . . . 16 Size  
14k Filled . . . \$ 90.00  
14k Solid . . . 150.00

Safety first! Railroads spend millions of dollars each year for the best safety equipment money can buy. No price is too high where super-safety is involved, but it does not cost a railroad man one cent extra for the additional safety inherent in all ILLINOIS 60-HOUR railroad watches.

See the SANGAMO SPECIAL and the new BUNN SPECIAL at your jewelers, or send for booklet.

ILLINOIS WATCH COMPANY

Makers of High-Grade Watches Exclusively

SPRINGFIELD, ILLINOIS

Buy American Watches Made by Americans  
Under Ideal Working Conditions  
**ILLINOIS**  
**60 HOUR 6 POSITION**  
**Railroad Watches**

# FALK Castings

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

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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

**The Falk Corporation**  
Milwaukee Wisconsin

## CONTENTS

Annual Meeting of The V. E. A. ....	3
Last of the Narrow Gauges in Wisconsin .....	
Abandoned .....	3
Gallatin Gateway Going Good .....	7
A Letter From an Honored Veteran .....	10
Electric Power and the Railroads .....	A. H. Armstrong 10
The Trail of The Olympian .....	Edmond S. McConnell 12
Two CM&StP Employes Patent a Useful Article .....	15
The Bureau of Safety .....	A. W. Smullen, G. S. S. 16
Claim Prevention .....	18
Annual Meeting, Freight Station Section .....	A. H. Scharenberg 18
CM&StPRy. Women's Club .....	20
At Home .....	Hazel M. Merrill 25
On The Steel Trail .....	28



## Money May Not Bring Happiness, But—

when the head of the family knows that he has a bit of money in the bank laid away in case of emergency, it certainly relieves the strain on the family tie. It eases his nerves and makes him an agreeable sort of chap to have around.

As old Uncle Eben said "Money may not bring happiness, but it does help to keep a person f'm bein' scared."

Join one of our special clubs for systematic saving and lay the foundation of your emergency account.

**First Wisconsin National Bank**  
**Milwaukee**

Capital and Surplus Ten Million Dollars



# THE MILWAUKEE MAGAZINE

Volume XIV

September, 1926

No. 6



## The Veterans' Convention

The Eighth Annual Convention of the Veteran Employes Association which, according to previous announcement, was held in Milwaukee August 23rd and 24th has passed into history as one of the most successful of the Veterans' meetings. Indeed the superlative without qualification may be allowed to apply, and this 1926 event be placed on record as THE MOST successful of all meetings. The attendance was large, good feeling and general friendliness prevailed; the entertainment was beyond expectation and criticism; the "eats" were superb and happiness reigned. What more could be asked or desired.

The program, which opened in the Auditorium of the Milwaukee Electric Ry. & Light Company Building on the corner of Third and Sycamore Streets, at nine AM, the 23rd, consisted of the usual registration and preliminaries and get-together. At 2:00 PM, the regular business meeting in the Auditorium, while the wives and families of veterans were entertained by the special committee of Milwaukee ladies. At six-thirty, the Annual Banquet in the Arcadia Ball Room of the Antlers Hotel, with a program of addresses and special entertainment. On the 24th, the Annual Picnic which, this year took place in Washington Park, Milwaukee, one of the most beautiful of all Milwaukee's lovely "open spaces." Specially chartered street cars conveyed the party to the Park. Luncheon was served and games, contests and other amusements were staged for the day. Returning in the afternoon good-byes were said and everyone left for home with the feeling that it was a real privilege to be a "Milwaukee Veteran," and that at these meetings, where "Auld Acquaintance" is not allowed to be forgotten, there comes a reward not easily computed. It is the reward of the stimulation of brotherly love which we may take away and hold as priceless, because it helps us day by day to bring into our allotted tasks the personal and human touch which lightens labor and makes for the joy of living. If the Veteran Association stood for nothing more than just that its existence would be amply justified.

Promptly at two o'clock, President C. W. Mitchell's gavel sounded the call to order with the great hall filled to capacity with members of the Association; and the usual routine was taken up. There was no left-over business, as no special committees had been appointed at any time during the year whose reports would be expected.

On accepted motion the President named the following gentlemen as a Nominating Committee for officers for the coming year: Messrs. H. H. Field, J. T. Gillick and L. C. Boyle, who returned the entire list of present officers and Executive Board, for re-election, as

follows: President, Charles W. Mitchell; Vice President, W. D. Carrick; Executive Board: with the foregoing,—L. C. Boyle of Viroqua, Wis.; Charles Wood, Milwaukee and Mrs. Carpenter Kendall, Libertyville, Ill.

On accepted motion, the Secretary was instructed to cast the ballot for the ticket as named. Mrs. Grant Williams was re-appointed Secretary-Treasurer.

Some discussion took place and a motion was offered whereby the applications for membership should be required to carry a larger endorsement, for the reason that in some instances applications were made by employes whose terms of service were more or less doubtful, particularly in the cases of those who had gone into the service, worked a few years, left for a time, returned to the service again; and perhaps again, had left returning yet again to finally fill out a term of twenty-five years in the aggregate. It was claimed that possibly the various periods of service might not have been correctly reckoned recalled or stated, and for that reason added safe-guard would tend to obviate such difficulties. Mr. Gillick spoke to the motion, saying he was not in favor of placing obstacles in the pathway of men who had served long and faithfully and were clearly entitled to membership in the association. He thought the few who might be inclined to take advantage of a clouded situation could be dealt with without much trouble; and he felt that the association could not afford to be "up-stage" when its object was to keep up old friendships and old associations, and not to engender hard feeling or jealousies. He said he wished all those present would pledge themselves to bring one new member the coming year (which was promised by the entire company with great enthusiasm) for he said he hoped the day was not far distant when the enrollment would number ten thousand, instead of the present "near" five thousand. The motion which had been before the meeting was then voted on and lost.

Informal discussion of the Pension Association affairs was brought up, and some suggestions made that the Annual Meeting of the Pension Association might be held at the same time of the Veterans Meeting, which would afford an opportunity to the employes, members of the former, to gain a more intimate knowledge of its affairs. Some inquiry in regard to investments and securities of the Pension Association brought out the information that all investments were passed upon by the Chief Accounting Officer of the railroad, Mr. W. W. K. Sparrow, who is recognized as high and competent authority on securities. With Mr. Sparrow, in consultation, always were Judge H. H. Field, General Counsel of the railroad and Mr. J. T.

Gillick, Chief Operating Officer; and Judge Field stated that the Pension Association had never lost a penny in interest or depreciation on its investments; and that care had always been taken in making investments to procure the safest, without regard to rate of interest, preferring to take a lower rate of interest to a risk on the value of the security.

As the Pension Association and the Veterans Association are two entirely separate organizations, the discussion was merely informal and friendly. At the close of business, the Meeting adjourned.

Following are reports of the Secretary and Treasurer.

### Report of Secretary for 1925 and 1926

The report of your Secretary must necessarily be almost purely statistics so will make it as brief as possible. We have at the opening of this Eighth Annual Meeting 4793 active members in good standing, 21 Honorary Members and have lost by death since, the last convention in 1925, 78 of our brethren. Of this number 478 have been enrolled within the last year and 2427—more than 50% have received 35 and 45 year special service buttons. One of our members, Mr. L. B. Beardsley of Sioux City has had a special service button made at his own expense, to represent his 65 years of service for the railroad and we hope that he is able to be with us today, and wearing his new button, for I am sure we all want to congratulate him.

The entire membership has been covered several times during the year, acknowledging remittance and returning receipt cards, sometimes reminding forgetful members that dues are payable in January and in July, over 5000 envelopes were addressed and sent out with circular and reservation card for this Annual Convention. This number included about 300 not reported in the list of active members, who are a few years in arrears but who, it was hoped, would respond and perhaps once more take an active interest. Many letters from members in regard to the subject of transportation have been answered and instructions given as to how to proceed when their names had not been sent in.

And now with the kindly indulgence of our Chairman, I want to take the opportunity to thank each and every member for the patience and courtesy universally extended to the Secretary during the year just passed which has been perhaps trying for us all.

At 6.30 P.M., with commendable promptness, the great Arcadia Ballroom at Hotel Antlers, was filled to capacity and the banquet under way. The dinner was served by the same caterer who officiated last year and gave such general satisfaction. At the close of the eating

ceremonial, President Mitchell rapped for order and introduced Judge Field, as toastmaster. A Veteran's Banquet would be entirely inadequate that did not include Judge Field in that office, and the discharge of his duty, this year, was in every way as delightful and spontaneous as in the past. His inexhaustible fund of humor was in play as continuously as if he had not, a few weeks previously, taken a long, hard and hot trip to Montana to officiate at the dedication of the Gallatin Gateway to Yellowstone Park and to delight the hundreds who heard him on that occasion with his happy thought and genial expression. Judge Field in opening said that possibly those present would come to believe he had a life position on this job, but even if that were so, he, at least would not care, as he felt that here he was among friends whom he was glad to see and glad to visit with. He spoke of the problem our railroad has been called upon to battle with in the recent years, and the great help the loyal co-operation of the entire organization had been in straightening out of its pathway. He spoke of The Milwaukee Railway's intimate connection and association with the entire history of the city of Milwaukee; that the railroad needed Milwaukee and Milwaukee needed this railroad; and then he introduced Mr. Chauncy Yockey, who beamed genially on the company while he expressed his pleasure at being the representative of the Mayor of Milwaukee, to welcome the Milwaukee Railroad Veterans. Soldiers of Peace, he called the railroad men, men, who rain or shine, summer or winter, always responded to the call of duty, serving the public without regard to personal inconvenience and discomfort. Mr. Yockey told of his father, who in his life, had been an engineer on the Northwestern Railway, pulling special of the President of that railroad a distance of twenty-three miles, and at the end of the run, the President had given him a cigar, which was regarded as a great mark of distinction and consideration. Now, he said, what would the old folks say if they could see their boy now in the midst of the hierarchy of a great railroad, charged with the duty of welcoming a great railroad body of men to the city. He spoke of the mutual dependance of city and railway and concluded by saying that the City was theirs. Mr. Yockey was most cordially received and enthusiastically applauded.

The next speaker to be introduced was President C. W. Mitchell, who being a man of few words, welcomed the Veterans and guests, and sat down without further remark, amid a storm of laughter and applause, for "Charlie" is known to be a man long on action but short on talk, especially on occasions of this character.

Mr. Fred Hamill, Operating Vice-President of the C. R. I. & P. Ry. was a guest of honor and made a short address to his old friends of the Milwaukee. Mr. Hamill began his railroad work on the Milwaukee and he is remembered with great affection by his old associates on this road. He said he had never forgotten the Chicago, Milwaukee & St. Paul; and when he was advised that he had been elected to honorary membership in the Veteran Association, he promised himself that he would attend the next meeting and mingle with those

he had known and loved in years gone by. He spoke of what the years of service represented by the Association, meant in loyalty and cooperation; and that it took the entire personnel, official and rank and file, working in unity to make a successful business. He touched on the many things wherein the Milwaukee Road had taken the lead first in using electric headlights, first track water tank on a western road and many other "firsts" of this company; and predicted a great future for the Milwaukee.

Mr. Byram, Receiver, but in the hearts of the Milwaukee personnel, still its President, was introduced by Judge Field, with much feeling, for in the ten years since Mr. Byram came to the Milwaukee, he has endeared himself to the Veterans who look forward to the time when he may wear the badge of the V. E. A. and be a full-fledged Milwaukee "Vet."

Mr. Byram expressed his pleasure at being again able to attend these "wonderful gatherings," having missed a couple of annual meetings by reason of business engagements which he could not arrange differently. He said the thing that impressed him most in looking out over the vast company present that they were all there because they wanted to be. There had been no call of duty, no requirement in their presence,—merely the wish to foregather and take account of the years of their association in a common work. He said he felt the responsibility resting upon his shoulders for those who were looking to him for guidance through the difficulties through which the railroad had passed in the recent years; and that many had thought that when Receivership was declared, the railroad would be on the down-hill path, but thanks to the loyalty and co-operation of officers and employes alike, the flag was kept nailed to the mast, and greater and better service given. He said he could not sufficiently thank them all for the hearty and united effort which had brought this about. Continuing he said:

The Receivership, of course, was a matter of great concern to the Milwaukee Family for we have all been exerting ourselves to make the Railroad's operation profitable and meet all obligations.

You are all familiar with the reasons why this could not be accomplished.

The officers of the Railroad derive great satisfaction from the knowledge that a failure to avoid Receivership was not due to any lack of co-operation on the part of the employes.

The fact that tens of thousand of men and women comprising the Milwaukee Family responded so splendidly in the last eighteen months to the demand for greater economy and increased efficiency in service is one of the noticeable features in the history of rail transportation. I doubt if anyone not connected with this railroad could have anticipated the manner in which the railroad rose to the emergency. Instead of losing heart and allowing the service to depreciate officers and employes exerted themselves with renewed zeal with the result that the railroad's affairs have never been conducted more effectively and more satisfactorily to shippers and travelers than in the last eighteen months. This means more than perhaps some of you realize. It would have been easy for the road to lose the con-

fidence of the public and a large amount of business if it could have been said that the receivership was causing employes to lose interest in their work and that poor service was to be expected. Instead of this we have the fine picture of a great railroad doing business better than ever before, in a period of adversity.

Apart from our operating performance, there are many evidences of the fact that the Milwaukee Railroad maintains its position in the front rank of progressive American Railroads.

You are aware of the reduction in schedule time of our important freight and passenger trains that have been put into effect in the last year or so. You also know of the arrangements recently made with the Pullman Company to build for this railroad, enough cars to equip eleven trains, this equipment to be the finest in use on any railroad. Another important addition to our facilities is the construction of a line into Hollandale, Minnesota, tapping a most fertile section which will give us an important amount of business not heretofore obtainable. This extension was completed the first part of this month and is ready for the heavy movement of Farm products this Fall.

Still another evidence of progress is the inauguration of the Gallatin Valley entrance to Yellowstone Park on the first day of this month. The number of travelers who have already entered the Park via the Gallatin Gateway is evidence that this entrance will be most popular and add a substantial sum to our revenues.

I might mention various other unusual steps that had been taken to keep the Milwaukee in the public mind as an up-to-date and progressive railroad. No doubt you have been able to keep posted about these things through the Railway Magazine and other publications in which reference to these features has been made from time to time.

In view of all these things there is no reason why any Milwaukee employe should be doubtful about the future but every reason why he should be optimistic and lend his full support to our efforts to keep the name of the Milwaukee Railroad synonymous with high class service, economical operation, and progressiveness.

This is a Milwaukee Family meeting and I know everyone present is interested in the things to which I refer. You men are all Veterans in the service of the Milwaukee, you have done your bit to make this railroad great among railroads.

While the Milwaukee has had unsatisfactory financial returns in recent years, it is proud of its record as a transportation agency. You have reason to derive much pleasure and satisfaction from this. And now a word about your organization.

There are about 5000 names on your rolls. So far as I know there is no other Railway Veterans Association so large.

The fact that your name is on the list indicates that you have seen at least 25 years service with this line.

More than 1000 of you have been with the railroad thirty-five years and over, and several hundreds for forty-five years.

Many have been identified with the railroad for an even longer period and one distinguished member of the Milwaukee Veterans Association has a re-

cord of sixty-five years continuous service.

If Mr. Beardsley is in this room may I ask that he stand so that all of us may have an opportunity to do him honor on this occasion?

Mr. Beardsley, you know, came up through the train service and later became Superintendent of the Sioux City and Dakota Division.

If we take thirty years as the average length of service of the members of the Veterans Association, we have a total of 150,000 years of Milwaukee Railroad Service represented by this organization.

This is a tremendous figure. It is most impressive.

The value to the public of these 150,000 years of earnest effective work is incalculable.

Not much time can be given any one speaker at an occasion of this kind so I will not prolong my remarks.

Let me again assure you Veterans of my high regard for you as a Milwaukee organization and as individuals.

I hope we shall have an opportunity to meet many times in this way and continue the pleasant relationship that has grown out of our years of association.

At the close of Mr. Byram's talk, Judge Field spoke of the Women's Club of the Milwaukee Road, of the wonderful record for good work it had achieved in the two years since its inception, and said its President-General was present and hoped she would at least stand up so that the Veterans Association might know the lady who had given so much of her time, thought and strength to the

task of establishing an agency on the railroad devoted to a relief of the sick and suffering among the employes.

The President-General, Mrs. H. E. Byram responded and gave a most electrifying few moments to a matter of explaining the purposes and principals for which the C. M. & St. P. Ry. Women's Club stands. She thanked the men for their splendid cooperation in helping the women to get started, and said she hoped the wives, sisters, mothers and daughters of every employe would eventually enroll in the various Chapters of the Club, to comprise one vast sisterhood of loving kindness devoted to helping all on the railroad who might need them. Mrs. Byram was received with great cordiality and her talk was enthusiastically applauded.

The Toastmaster then read a telegram from Chief Traffic Officer H. E. Pierpont, expressing his regret at his inability to be present because of necessary absence on business; and extends his greetings and good wishes.

Speaking of fishing, Judge Field said we had a mighty fisherman with us, whose prowess was well known, and upon which he had written a few verses which he would read. At the close of the "pome," the company were asked to join in the Chorus

"When Gillick goes to fish

It's all that we could wish

We always get the big ones

When Gillick goes to fish."

and after a few more words of welcome from the Toastmaster, the Chief Operating Officer stood, as usual, while the

twelve hundred people present, leaped to their feet and shook the rafters with their tumultuous greeting. "J. T. G." has lost nothing of his popularity or the love of the entire employe body since his promotion to the Chief of Operation on the System. Modest as always, and smiling his gratification, he was finally allowed to speak, and made a fine talk.

He spoke of his pride in the Veterans Association, and of his pleasure in the fact that, as Mr. Byram had said, that even though the railroad had been through great stress, every man had bent to the job and given such service that the public were now talking about the Milwaukee instead of against it. He said "We seem to have found a way to more completely please the public; to treat them with greater courtesy and consideration; to anticipate their wants and to render them in all respects a better service. No one man can bring about these results, but on all of you fellows, and on all the employes rests the credit, and with such continued effort, we shall pull away from our difficult problems, and our flag shall continue nailed to the masthead. Our people are daily getting to be better salesmen; and with such continued and able effort I look forward to this becoming a darn good railroad. As Mr. Byram has said we are nearing the end of our troubles, the clouds are breaking, and to you, Mr. Byram we shall look for guidance through the years until we can stick one of these twenty-five year buttons on you and proclaim you a Veteran of the Milwau-

#### VETERAN EMPLOYEES' ASSOCIATION of the

Chicago, Milwaukee & St. Paul Ry.

TREASURER'S REPORT—covering period of Aug 20th, 1925 to Aug. 16, 1926

#### INCOME—

Total Cash Receipts during period, from	
Initiation Fees	\$ 481.00
Dues paid by Members	4,728.75
Sale of Tickets for 1925 Annual Dinner	1,039.00
Sale of Buttons	10.50
Miscellaneous Receipts	1.12
Amount remitted by Members for account of Milwaukee Employees Pension Association	43.55
	6,303.92
Accrued Interest on Investments	35.00

#### TOTAL INCOME FOR PERIOD

\$6,338.92

#### DISBURSEMENTS—

Payments made during period account of:	
Total Expenses in connection with 1925 Annual Dinner	\$3,334.68
Refunds of Overpayments a/c Dues	27.75
Refunds of Overpayments a/c Buttons	1.50
Printing & Stationery	357.25
Office Supplies	18.40
Postage (including stamped envelopes)	240.04
H. Hammersmith, for Buttons	242.00
Secretary's Salary	600.00
Auditing of Books	10.00
Gus Weiss, Financial Aid	25.00
Executive Committee Meeting Expenses	10.05
Telegrams	.63
Misc. Expense	1.00
Bank Exchange	39.50
Unpaid Checks returned by Bank	6.00
Milwaukee Employees Pension Ass'n.	43.55

#### TOTAL DISBURSEMENTS FOR PERIOD

\$4,957.35

#### NET INCOME FOR PERIOD

\$1,381.57

1925 Balance, per Annual Report 8/20/25—

Cash in Bank and on hand	\$1,208.79	
Invested in Securities	5,500.00	6,708.79

BALANCE, as of August 16, 1926 \$8,090.36

kee service; and under your banner, we never expect to be under a Receivership again."

After another ovation at the conclusion of Mr. Gillick's talk, the Toastmaster asked the company to stand for a moment in silence in tribute to those of the Association who had passed over the Great Divide since the last meeting, after which the company joined in singing a verse of Auld Lang Syne, which was the signal of the closing of an inspiring and wonderful evening.

In addition to the addresses the Committee provided entertainment of a high order, consisting of Orchestra selections; vaudeville stunts; dancing of the most up-to-date variety, by charming young

ladies costumed according to the Toastmaster something like the description of the man who said the dressing of the girls of today reminded him of a barbed wire fence because it provided ample protection without obstructing the view. The dancing and singing were excellent and greatly enjoyed; the girls and their costumes (what there was of them) were lovely; Henpecked Henry, or whoever else he was, was very amusing and he had some excellent hits on various members of the company, including of course "Jim" Gillick.

The Arrangement Committee headed by Mr. W. D. Carrick accomplished prodigies and are entitled to the congratulations and thanks of the Association.

## Last of the Narrow Gauges in Wisconsin Abandoned

In the early part of this year, the Wisconsin Railroad Commission granted permission to the C. & N. W. Ry. to suspend operations on the famous Narrow Gauge Railroad running from Fennimore on the C. & N. W. to Woodman on the C. M. & St. P., in Grant County; and this closes the story of the Narrow Gauge Railroad as far as it concerns the State of Wisconsin.

This bit of railroad was built through a picturesque stretch of country in the Green River Valley, and was beloved by the inhabitants of that section, not only because of its general usefulness, but because a ride on its "dinky" little trains through the beautiful Valley gave them a thrill of patriotic pride. It was their own little railroad in their own lovely Valley. The Narrow Gauge, latterly, had been operated by the C. & N. W. Ry., but many connections and short cuts were made via the Milwaukee Ry. and the Narrow Gauge at Woodman. An old settler in Grant County, writing for the Dodgeville Chronicle at the time of the suspension of operations, gives the following interesting bit of history of the line and a description of the country through which it ran.

For years the traveling salesman who catered to Southwestern Wisconsin, utilized this seventeen mile strip of engineering to make connections with the C. M. & St. Paul at Woodman and C. & N. W. at Fennimore. Without a doubt it is the most picturesque bit of railroad in the entire state and the scenery, especially in the summer and early autumn, is beyond description. Leaving the ridge at Fennimore it drops at an alarming rate down to the Green River valley. Three miles below Fennimore the pioneer engineers laid out the much talked of horse-shoe bend. Riding in the tiny coach, which seats one row of passengers on each side of a narrow aisle, the traveler peers out and sees the road bed many feet below him and only a few yards away. The trip around the shoe is made very slowly and active passengers have been known to jump off the moving train, run across the narrow neck of the shoe and catch the cars as they returned from the half mile loop. Below the loop the right-o-way

follows the valley swinging from side to side, crossing and re-crossing the river many times. The steep, wooded hillsides, the green, fertile valley and the winding stream furnishes no end of beautiful scenes. Two miles from Woodman, where Green River joins the Wisconsin river, the road makes a sharp bend at the foot of the promontory and gives a splendid view of that beautiful expanse of water. For a mile and a half it skirts a branch of the river and slough before reaching the end of its entire seventeen miles of prominence.

While it has served the community well, bringing cream from Conley's Cut, Anderson's Mill and Ferley, livestock from the latter place and ties all along the line, it has been the source of unusually heavy expense. Green River with its many tributaries drains many square miles of steeply rolling land. Its dangers from floods are only too well known to farmers along the valley and to railroad men. Melting snows or a heavy shower change the lively little stream in two hours' time, into a raging murky flood. After almost every heavy rain repairs are needed to the roadbed and the little train on these occasions seldom leaves Fennimore without an extra crew of laborers to clear up the debris and prop up washout holes in the road.

Of its scores of floods the one which occurred June 18th, 1908, will go down in the history of the narrow gauge. After meeting the St. Paul passenger at Woodman the train left Woodman at about 8 p. m., on its return trip to Fennimore. A coludburst had poured its torrents into the valley about a half hour earlier and when the train had proceeded about two miles up the valley it met the mad rush of waters. The engine was uncoupled from the baggage car and coach and steamed a quarter of a mile up the track in an effort to save its fire from being drowned out. The valley, which here is about a quarter of a mile in width, was filled from hill to hill with a raging flood ten feet deep. The cars were swept from the rails and swirled about in the inky blackness. The twenty-three passengers took refuge on

tion for again giving them another mile post of happy memories along the right-of-way of the Veteran Employees Association.

The Committee consisted of the following: J. M. Davis, W. J. Thiele, E. E. Ross, J. C. Prien, E. A. Lalk, W. J. Cavanaugh, Martin Cramer Chas. Lapham, F. S. Peck, Otto Hoppe, T. J. Kelly, Ed Deards, C. G. Juneau, Chas. Nourse, J. J. Hennesy, Wm. Joost, Theo. Saveland, A. G. Hagensick, F. W. Telfer, L. S. Taft, A. C. Adams, Chas. Grout, J. E. Roberts, Chas. Wood, Chas. Shunk, J. D. Thurber, Fred Rieboldt, W. A. Hinsey, W. A. Zimmerman, John Horan, Chas. Petran, J. A. Carrick, W. J. Boyle, W. H. Dodsworth, C. H. Bilty and H. W. Griggs.

the tops of the cars and on backs of seats while a heavy downpour lit by vivid lightning continued throughout the night. It was truly a night of horror for them as they imagined they had been swept into the Wisconsin and from there into the Mississippi. Rev. Jno. Feld of Fennimore was one of the passengers and never were his prayers more appreciated. With daylight came rescue and the unfortunate ones found they had drifted only a few yards and lodged against fence posts.

The whole valley was a scene of destruction and all deluged with mud. Every fence and bridge was washed out, also whole sections of the rails and ties. Dead animals were strewn here and there, one farmer even losing his barn. It took the railroad company three weeks to repair the damage and resume operations.

The only tragedy of this line occurred at the long bridge which crosses the stream at the Glynn farms just a few rods above where the engine stood the night of the big flood. Here one evening a local character by the name of Paddy Miles, was returning from Woodman carrying in a gallon jug what liquor he could not himself contain. Becoming drowsy he layed down upon the bridge to rest with his head across the rail. The little train coming along later decapitated him as neatly as if performed by a skilled surgeon. A neighbor boy crossing the bridge found the headless body lying on the bridge and was given the scare of his life.

This freak train perhaps never made a trip without some passenger making some delusive remark or cracking a worn out joke, but to the transients who used it extensively and to the community which it serves, its passing brings a pang of sorrow. To the little settlement of Werley it is almost a tragedy. For several years its daily trips were interwoven with the life of the writer of this article who counts himself among the mourners. It is rumored that farmers and others along the line are talking of organizing a company to operate the narrow gauge. While the project is far from practical here's hoping against hope that the effort materializes. It might be interesting to note in closing that the engineer and fireman, for many years, were the late John Shiel's and Joe Chaput, respectively, both farm boys raised north of Dodgeville.

## Gallatin Gateway Go-Getters Going Good



Miss Dixon Christening The Gate

Well, it's over and it was a dazzling success whatever way you look at it. The day was glorious, the scenery was all on parade, the crowd was big, the christening was deftly done, everybody was a-smile and a "good time was had by all." That in brief, is the log of the Gallatin Gateway Opening, on August 1st.

The little town of Three Forks, always an up-to-dater, was ahead of the procession this time. It staged a three day celebration and asked in the people of the neighboring towns, and when No. 15 rolled into the lovely new station, there, on July 31st the band was out, the flags were waving and prominent citizens in automobiles were lined up in front of the new depot pavilion, to welcome the Officials and their guests, news-paper correspondents, camera men and ad-men. On board No. 15 were Judge H. H. Field, General Counsel; Mr. H. F. Hunter, General Agent; Mr. F. H. Johnson, Assistant to Mr. Byram, Mrs. Johnson and Master Byron Johnson; Messrs. Hansel and McNamee of the N. W. Ayer Company; Passenger Traffic Manager Geo. B. Haynes; General Passenger Agent, W. B. Dixon, Miss Jeannie Dixon, Mr. Schuette Special Correspondent and Mrs. Carpenter Kendall, Editor of The Milwaukee Magazine. Arriving on No. 16, a few hours ahead of the party from the East, were Mr. H. B. Earling, Western Representative and Mr. J. F. Bahl, Assistant General Passenger Agent; Mr. N. A. Meyer, Assistant Superintendent of Transportation, from Seattle; Mr. E. F. Rummel, General Superintendent, M. G. Murray, Division Freight & Passenger Agent, of Butte and Superintendent, J. P. Phelan of Deer Lodge. Accompanying the party from the West, also, were a corps of newspaper and publicity men and a moving picture outfit.

The station at Three Forks has been so metamorphosed that its own nearest of kin would never recognize it for the little, pale yellow building that has

housed the Agent and his staff, together with the Lunch Room and baggage room for all these years. Everyone but the Agent's forces had been turned out of the building, the "office" in the center was enlarged into a room worthy such a title, with three fine large ticket windows and a ticket counter fronting the spacious waiting room. Over the windows are large, ornamental iron grills, if you please, just like the best of us; and inside, where the Agent and telegraphers hold forth there is room to turn about, and perhaps swing the proverbial cat without great damage to Pussy,—but the present writer, who owns to a sympathetic feeling for felines, hopes no one will ever try to see how the cat might emerge from the experiment. The waiting room is supplied with dressing rooms and toilet facilities for the accommodation of Park tourists returning after the drive from the Park. An Information Desk for the Park Transportation Company occupies one corner of the waiting room and the parcel check room and baggage room is at the end. Everything is painted a dazzling white and there are new waiting room benches of the latest and most approved pattern. Outside, the transformation is quite as complete. The exterior, like the interior is the whitest white you ever saw, while the masterpiece is the beautiful pavilion at the North end. Here is where the Park busses line up to load for the trip in, and discharge their passengers coming out. A splendid white roadway leads up to the pavilion from the Main Street. The pavilion and station platform is floored with red tile, and the space between the tracks clear over to the parking track, is graded up with white crushed stone. In its picturesque setting, with the pretty little white town and the handsome Hotel Sacajawea as a background, there can be no prettier or more attractive introduction to any Park Gateway than the Gallatin Way presents as one steps off the train.

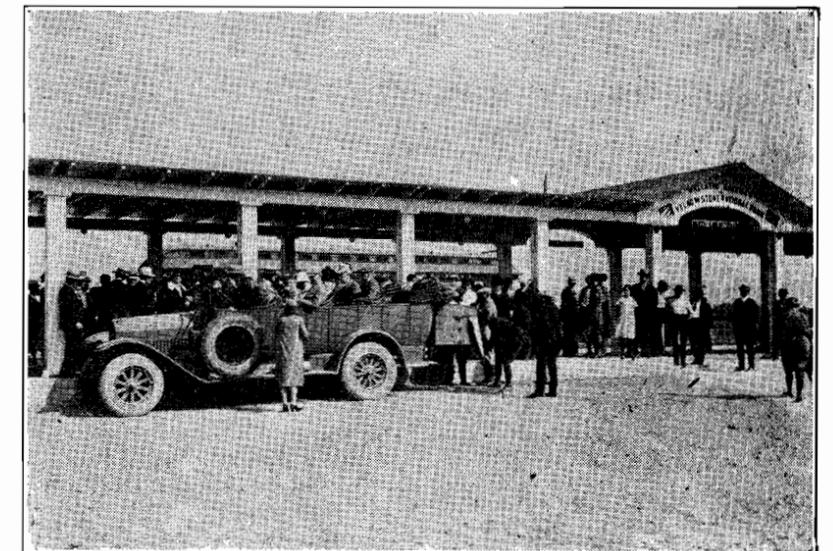
But to the EVENT. After dancing the night through, as guests of Three

Forks, the party lined up, early on the morning of August 1st, for the trip up The Gallatin Way to Yellowstone Park. The parade, led by the Park Transportation busses filled with joyous Gallatin folk in their autos, got away at nine o'clock for the first lap of their wonderful drive.

This is not a text for a scenic booklet, but one may be excused a little ebullition over the beauties of the Gallatin Gateway, for nowhere else, perhaps is there such a variety of superlative natural loveliness. The road leads away across the Three Forks Plain, with the wonderful "shining mountains" in the horizon, proclaiming the Great Continental Divide as it did of old to the watchers of that early day when Lewis and Clarke toiling hard against the swift current of the great River whose source they were seeking to find, rounded the last curve and sailed into its headwaters, with glistening, snowy peaks looking down upon them and a bright and smiling valley inviting them to rest. That's a long sentence, but it's a big picture, and it takes a lot of words to encompass it. The road crosses the Madison and heads into the valley of the Gallatin River, broad, and fertile and lovely to look upon. This Gallatin Valley has been for years, a noted grain-raising section of the Northwest, and its wealth is still uncomputed.

At Belgrade, one of the wide-awake little towns of the Valley, the cavalcade of busses and autos was "held-up" by the citizens, male and female, who gave each member of the entire party a bunch of "home grown" sweet peas; and here, let it be said, the Gallatin Valley raises the prize flowers of the Northwest, putting on each year a "Sweet-Pea-Festival" at Bozeman where the floral product is displayed in unrivalled glory.

At Salesville, fifteen minutes for; and then on to where the great log portal stands at the entrance to the West



All Aboard For The Park

Gallatin Canyon and tells the world that the Chicago, Milwaukee & St. Paul Railway has the honor to introduce to all who journey that way, the beauties of the way ahead.

Arrived at the "Gateway," the party alighted and gathered about its open doorway to hear Judge H. H. Field dedicate it to the use and pleasure of coming generations of "Gallagaters." Judge Field was introduced by Engineer A. E. Barnes of the Rocky Mountain Division.



Engineer Barnes Speaking at The Gallatin Gateway

Mr. Barnes said:—

Ladies and gentlemen—since the time of Lewis and Clark, we have recognized that the development of the Northwest was particularly dependent upon transportation. One of the first legislative acts of the territorial assembly of what is now the State of Montana was to make provision for the incorporation of companies for the building of roads and bridges. Fifty years ago the first railroads were built in this section of the country, and they have stimulated the development of this section of the country enormously. They were little safer than the packmules, but a little faster. About 20 years ago a group of railroad executives decided to furnish the Northwest with additional transportation of the highest power. The building of the Puget Sound extension has given a great impetus to the development of this section of the country. It has represented the acme of engineering skill, and has been equipped with the finest equipment that the mind of man has been able to conceive.

Some years ago the world's greatest electrification project was given to this section of the country, and we are here today to dedicate a new and special service which you as guests and we as citizens may enjoy. This is particularly important for the western and middle section of our State.

To you who are using this Gallatin Gateway for the first time we extend a cordial welcome, and we hope you will have a pleasant vacation. We are glad you have come to play with us. We would like to have you stay with us, yet you can not do that. But come and share in the richness of the resources which Nature has so beautifully bestowed upon us. Come back and know our thrill, and learn to love these canyons and trails as do we who call it home.

You will join with me, I am sure, in congratulating this official party

upon the success of their undertaking. We hope they may have a pleasant time today, and that in the years to come there may be entire justification of the faith they have had in our forecast of the future of this great Northwest. Rather than speculate as to what may be in the minds of these men, may I have the honor and the pleasure to introduce to you one of the men of the original group who had the conception of this great enterprise, a man who has been actively engaged in the planning and building and operating of this great property, and who is now the general counsel for the Chicago, Milwaukee and St. Paul Railway Co., Judge H. H. Field of Chicago.

Mr. Field first read some telegrams which he had received showing how cordially Government Officials are co-operating with the railroad in opening this new Gateway. The first is from Mr. Hubert Work, Secretary of the Interior, and says: Washington, D. C., July 30th H. H. Field, General Counsel, Milwaukee System, Three Forks, Montana.

"My cordial congratulations on the opening of your new Gallatin Gateway to Yellowstone Park. These national scenic and educational assets for the recreation of our people cannot be fully enjoyed unless accessible. Any avenue of travel that will contribute to the convenience of visitors tends in this direction and I recommend the enterprise of the Milwaukee System.

Hubert Work,

Secretary of The Interior

The second:

Yosemite, Calif, July 28-26

H. H. Field, General Counsel, CM& St. P. Ry., Three Forks, Mont.

The National Park Service extends hearty congratulations Chicago, Milwaukee & St. Paul Railroad on opening new Gallatin Gateway to Yellowstone National Park. Policy of head of my department, the Honorable Hubert Work, Secretary of the Interior, is to make the National Parks accessible by every means and inaugurating stage service to this new and highly scenic entrance for trans-continental passengers of your line is a new step forward in making accessible our oldest and largest National Park. Park Service will use every means so that visiting public may get the fullest measure of enjoyment in entering this gateway.

Stephen T. Mather, Director  
National Park Service

Mr. Field then apologized for having to read his address, by saying that he had intended to commit it before the start that morning, but that the welcome and entertainment extended by the people of Three Forks, on the previous evening, had put all such thought out of his mind, so he must read his message instead of indulging in flights of extempore oratory.

Mr. Field said:

"It is no slight privilege for the Milwaukee System to be represented here today, and to feel that its efforts in opening this wonderful and beautiful Gate-

way to the greatest of our National Parks, are meeting with favor and appreciation.

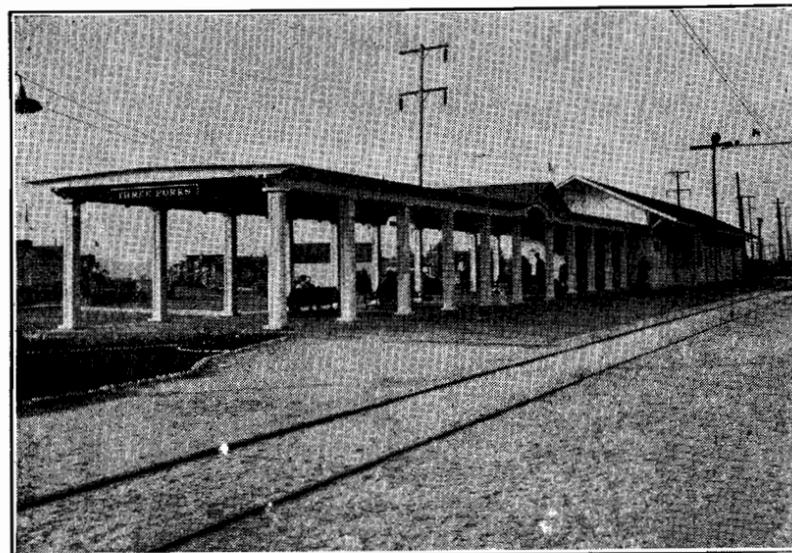
The American people are more and more becoming a Nation of travelers, and they are, with an ever increasing energy, finding and visiting the beauty spots with which a bountiful Nature has so generously endowed our country. Go where you will today, all over this land, its people are searching out and exploring these scenic places, by steam, by boat, by motor, by every sort of vehicle. Tourists Camps abound everywhere and thousands of our humble, as well as our opulent, citizens are thronging our highways, waterways and transportation systems, in search of health, recreation and information. Here to this great Wonderland of the Yellowstone, they have been coming for years, and it is a significant tribute to its charm and beauty, that its attractions are more and more inviting and appreciated from year to year, and the tide of visitors constantly increasing, and this is to be its destiny in the future.

"I doubt if there is anyone who has visited here, who has not felt an insistent yearning to return. As one who was somewhat intimately connected with the Puget Sound Extension of the Milwaukee road, permit me to say that the question of an entrance or route to the Park was often considered. I recall that one official many years ago made a wagon trip down the Valley with a view of locating a possible route for a branch line, and while it did not seem advisable, in view of the comparatively brief tourist season, to construct a railroad, the subject of an Entrance was in no wise abandoned.

The extraordinary development of motor transportation, concurrently with the improvement of highways, has now afforded the opportunity of realizing our hopes, and the opening of this new and picturesque gateway which we celebrate today. Let me first congratulate the people of Montana and of your adjoining state, in having at your very doors, which you will continue to have, in all time, an attraction of such majestic beauty and interest, which will draw to borders the myriads of this and other countries, of those who love and appreciate the grand, unique and picturesque works of Nature, to rest, to study to contemplate and enjoy.

"The Milwaukee feels no little pride and satisfaction today, that in its humble way, it may, at the same time, while serving its own interests, add to the pleasure and instruction of its patrons, as well as to still further extend to the public knowledge of the inexhaustible resources of enjoyment which lie within this highly favored area. We conceive it to be our duty and alike our privilege, to do all that is reasonably possible to afford the public the opportunity to visit this great natural treasureland, as conveniently, comfortably and economically as practicable, and to place within the reach of the traveling public, and the people along our lines, knowledge of the great healthful and cultural benefits which are here to be enjoyed. To know not only the beauty and the grandeur of Nature's prodigal blessings, but also the agricultural and

industrial resources of this great state, and the indomitable spirit and energy of your people, is to make one a better citizen and a more informed individual and to inspire a love and loyalty to ones country that cannot fail to be of spiritual value.



The Station at Three Forks

industrial resources of this great state, and the indomitable spirit and energy of your people, is to make one a better citizen and a more informed individual and to inspire a love and loyalty to ones country that cannot fail to be of spiritual value.

"I will not detain you longer, in the presence of Nature's handiwork words are such feeble things. Rather would we heed the scriptural injunction, "Let all the Earth Keep Silence." Again on behalf of the Milwaukee Road I thank you for your appreciation and co-operation and welcome you to the Gallatin Gateway."

Following Mr. Field, Miss Jeannie Dixon, daughter of General Passenger Agent, W. B. Dixon broke a bottle of cold sparkling water from Yellowstone Lake on the great upstanding logs of the portal and in a clear voice christened it "Gallatin Gateway." The party then re-entered the busses and set out on the real delights of that magnificent drive through the West Gallatin Canyon. The road is broad and smooth, and as it winds and circles about the grand, old peaks, every turn discloses a newer and more splendid picture. The mountains tower on each side, the brawling river sinks lower and lower, its silvery sheen gleaming up through the leafy green of the hillsides, as the way ascends. Now the road seems to be closed just ahead where a jutting promontory reaches out across the canyon, and then the vista is open again as the river leaps into view dashing down in mad cascade. Everywhere is the beauty of forest and dell, mingled with the grandeur of the mighty mountains.

Mile after mile of this great panorama unrolls, as the busses speed onward and upward. At about the time food would seem to be a welcome diversion from wealth of scenery, the busses roll up to Karst's Kamp and the ranch dinner bell rings out. Karst's is a story by itself, and one is too hungry at the moment to think about anything but dinner. The big dining room accommodates the entire party and the dinner engages its undivided attention. If Karst's is typical of the quality and quantity of food that is furnished at the Dude Ranches of that region, it is not remarkable that that particular type of summer out-

ing has grown so greatly in favor among hungry humankind in the past few years. The food begins to come from the kitchen and it continues in unbroken continuity until your plate is filled and your capacity soon follows suit. There are those among the travelers, it is said, who can sample everything that is offered at Karst's bountiful table and then be able to take a second helping, but that is a rumor,—it may not be true. It hardly seems possible.

With the contentment that follows a good dinner, you are free for the balance of the hour stop, to wander about and marvel at the beauty and unusualness of the place. The buildings are all of log construction, and the furnishings as nearly as possible are the same. The "Kamp" is located close to the rushing river water, in an opening of the canyon that permits the passage of the highway and a broad campus on which the little cottages of the Kamp front. There is a store and a mail box and the ubiquitous post cards; so you acquire cards and write to all your home folks to make them envious; you walk up to the "Heterogeneous Swimming Pool," and then and there acknowledge that there is something new under the sun; for what under the sun is a Heterogeneous Swimming Pool. Give it up? So did we, until someone volunteered the information that it was because it was "het by electricity." That also, may be true, but hardly seems possible.

The whistle pipes all hands to the busses again, and off to the upper reaches of the Canyon, to a repetition of the morning's beauties, and at five o'clock, we roll up to Old Faithful Inn, joyous and convinced that there is no way like The Gallatin Way.

The party remained over night at Old Faithful, visited the Geysers of the Upper Basin, and the next morning started the return to Three Forks, giving an opportunity to see the wonders and beauties of the Gallatin Canyon from the opposite direction, which always affords different vistas and a changed viewpoint. On the return, one is able to occasionally withdraw attention from the stupendous sights and see the lovely

flowers that line the roadway, the tangle of wild berries and the first ice, in the sparkling waters far down below the road. Lunch at "Millers", another Dude Ranch, with a like "settin out" of good food and plenty of it, as at Karst's then to Three Forks and the yellow cars again. Who goes Gallatin Gateway will forever hold in pleasant memory, the ride through the beauties of the Gallatin Canyon as a fitting prelude or aftermath to their trip through Nature's Wonderland, the Yellowstone National Park.

#### The Wife's Compliments

Wife (to returned husband at mountain sort)—"Oh, darling, I'm so glad you've come; we heard that some idiot had fallen over the cliff and I felt sure it was you!"

—London Mail.

Algy met a bear;  
The bear got bulgy;  
The bulge was Algy.

#### Fatal

"Just to think, every time I breathe somebody dies."  
"Better try Listerine."

### When Prince Henry Came to Town

Along in the early years of the Century His Late Royal Nibs, Prince Henry of Prussia paid this country a visit, and he was kindly permitted to ride on the C. M. & St. P. Ry. Much precaution was taken to see that his ride over the C. & M. Division from Chicago to Milwaukee and return was accomplished without mishap or delay.

The following order and time table was issued by Superintendent J. F. Gibson's office covering the movement of the train

#### Prince Henry's Special

Special Order No. 10  
Superintendent's Office, Feb'y 25, 1902  
To Conductors, Engineers, Agents, Operators, and all concerned:

We are to run Prince Henry of Prussia by special train, Chicago, to Milwaukee and return, March 4, 1902. This train to leave Chicago at 2:00 P. M. returning leave Milwaukee at 10:00 P. M. same day, per special time table which will be furnished you.

Prince Henry's Special will be preceded by pilot engine which will run about ten minutes ahead. It is of the utmost importance that all employes use the greatest care in watching the movement of these specials. These specials must have a clear track. No train or engine must occupy main track, or do any switching, or use any switch connecting with main track within 20 minutes of the time of the specials in the direction they are moving. Neither must a passenger train on the opposite main track be moving while the second special is passing, but must come to a full stop five minutes before this special is due, and remain standing until it has passed. All freight trains on opposite main track will come to a full stop five minutes before first special is due, and remain standing until the second special has passed.

Operators at interlocking plants will set up route for the two specials five minutes before they are due to arrive.

Please acknowledge receipt of this circular.

J. F. Gibson,  
Superintendent

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employees of the Chicago, Milwaukee & St. Paul Railway System.

JARPENTER KENDALL, Editor  
Libertyville, Illinois

Single Copies, 10 Cents Each  
Outside Circulation, \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill. Advertising Manager, Arthur E. Needham, Room 790, New Union Station Building, Chicago, Ill.

## A Letter From an Honored Veteran

The following letter was sent to the Magazine by General Superintendent, W. J. Thiele. It was written by our old associate, Mr. E. W. Dutcher, who it will be remembered has been confined to a wheeled chair for the past several years, the result of a fall. He lives at St. Elizabeth's Hospital, Lafayette, Ind.

My Dear Mr. Thiele:—Old Time has the drop on me, as you observe. Up to last Christmas my nerves were quite steady, but now I am not able to control my hand as I wish I could, but am still able to indicate, at least, the pleasure your letter gave me. It was a very kind of you to think of me, an old timer, "Becalmed on the shore of age," as Bret Harte would say,—and quite unexpected altho my thoughts are busy many times with scenes connected with the "Milwaukee."

I sent you a newspaper, yesterday, containing a write-up that will give you a line on my days of enforced idleness. I have kept in touch with the affairs of The Milwaukee through The Magazine which comes to me regularly,—also through the Press from time to time. Twice, I had made trips to Seattle before my injury, so that I was somewhat familiar with electrification through the mountain country.

I am glad to find you in the harness and hope that your wish may come true, and that the good old Milwaukee may be prosperous to the end.

I am sorry not to be able to attend the meeting to be held in Milwaukee. Perhaps you may find one or two who may remember me dimly. So soon are we forgotten. I am glad to know you still remember.

It would be a great advantage to me could I travel, but keeping my mind busy keeps me going. I get a Minneapolis paper, and with other reading, I seldom find time heavy.

\*\*\*\*\*

I am much gratified that you still remember our pleasant relations when I was agent at Lake City. I still keep in touch with Mr. Telford, at Beloit, Thos. Tyrrell, now of Milwaukee, retired; two clerks in Lake City office who keep me advised of things on the River Division, etc.

Now I must close, assuring you of my interest in anything relating to the Milwaukee and its prosperity.

Sincerely E. W. Dutcher

Mr. Dutcher recently celebrated his ninetieth birthday, and the Lafayette papers devoted much space to an account of the birthday party; to Mr. Dutcher's life work as a railroad man and to the mention of many of the charming verses which have been published from time to time in various periodicals and newspapers.

The party was a very happy affair, planned by the Sisters of St. Francis, who have charge of the Hospital where Mr. Dutcher makes his home. The Sisters are proud of their "man of letters" and took great pleasure in ushering in the many guests who called to congratulate him on his ninetieth birthday; and all bringing gifts of flowers, fruits and other remembrances. Songs in his honor were sung by the Sisters of the choir, and then Mr. Dutcher expressed his gratification. "The bright side of life is always the best", he said, "I guess that is why I am permitted to live so long. And, why shouldn't I be happy. I have Kell and my little granddaughter, Catherine. They are all I have left in the world, and they shower me with attention." The "Kell" referred to, is Colonel N. A. Kellogg, Athletic Director at Purdue University, whose wife, now deceased, was Mr. Dutcher's daughter; and "Catherine" is Colonel Kellogg's daughter.

With the kindly assistance of the hospital attendants, Mr. Dutcher is enabled to spend his days in a chair, and with pencil and pad handy, his mind straying through fields of fancy, he writes as fancy dictates, and sometimes there are flashes of his old-time wit and humorous imagery, like the following: "To a mortal void of riches  
It is difficult to see  
Why a digger in the ditches  
Is not aristocracy.

The rich man's home will be the ditch  
When death the eye makes dim;  
The toiler, though he be not rich,  
Was there ahead of him."

## Electric Power and the Railroads

By A. H. Armstrong, Assistant Engineer, Railway Department, General Electric Company  
Reprinted from Railway and Locomotive Engineering

Just what part in our future national economic development will be played by electricity is perhaps difficult to express in figures, that it is becoming a large factor is evidenced by the growth of the electric power industry from one billion to seven billions of invested capital in the short time of 20 years. Nearly half of all the industries have already been electrified and electric motors find a field of application even in coal and oil mining, where a foothold would seem economically improbable.

The large industry concerned in this article, however, has been electrified only to a comparatively small extent. As yet, on only two per cent of the road mileage in this country have steam engines been replaced by electric locomotives. Standing greatly in need of improved facilities and service to enable it to meet the growing demands of modern society and the increasing competition of gas-propelled vehicles operating on state highways, our rail transportation system is still operating under steam-engine haulage on 98 per cent of its lines.

In the past 25 years the population has increased 50 per cent, but the revenue tons hauled one mile have increased nearly fourfold, or approximately two and one-half times as fast as the population.

This remarkable growth in real traffic, moreover, does not include that carried on competing electric lines and highways. Up to the year 1913 more miles of rail route were being built annually, but for the past 12 years the road mileage has remained practically constant around 250,000 miles for all roads. This discloses the fact that the railroads of the United States have entered a new phase of their growth and, instead of building into new territories, are now engaged in intensively improving existing lines.

The fact that the railroads have ceased (temporarily at least) to be empire builders, given up the operation of coal mines, and turned to the better development of their legitimate field—transportation—opens up wide possibilities of improving a huge machine that is vulnerable in many points. The records of the 69,000 steam engines now in operation do not show a high efficiency as power producers, and the cost of their upkeep is much in excess of other types of motive power performing the same service. The demand for better service in and around large cities has led in many instances to the replacement of the steam engine by the electric multiple-unit train to the mutual advantage of the railroad and traveling public. The most powerful hauling machines ever built are electric locomotives, and their successful operation is a convincing demonstration of their fitness for the heaviest rail service. The electric motor is a most flexible source of power, both in construction and adaptation to any of our steam railways is the next big step in the betterment of the country's transportation lines.

Viewed from the standpoint of power-station development, the magnitude of the project of furnishing electric power to all railways in the country is less than the achievement of the industry in the past 20 years. Furthermore, no new and untried construction is involved. The art of electric power production is standardized and its economic and operating success assured.

Whether electric power for such a gigantic project shall be furnished from central power stations owned by utility companies or by the railroads, it is of interest to form some approximate idea of the magnitude and character of a national railway load. In one respect it is peculiar. While its volume compares favorably with the total electric power now generated, the prospective railway load is distributed over some 250,000 miles of route. The term "load-factor" applied to railway load must therefore embrace a reasonable mileage of track in order that it may approach that high percentage which meets with the favor of electric power producers. A single heavy freight train drawn by electric locomotives may demand as high as 10,000 kw. maximum on the ruling grade and yet average but a fraction of this amount of power over a 100-mile route of broken profile. On down grades, electric power may be delivered to the trolley, generated by the descending train. Considered as an

individual load, one electric locomotive may therefore present a very ragged load curve, dependent upon profile and traffic conditions. On the other hand, several such locomotives operating over a route, say 200 miles long, may in combination produce a resultant 24-hour load-factor at a single source of power that could easily approximate 70 per cent under favorable conditions.

\*\*\*\*\*

Immediate appreciation must be given the fact that the railroad industry provides a day and night load of some uniformity during 24 hours, outside the influence of daily train service near very large cities. As power stations supplying railroad loads will undoubtedly be interconnected, it is probable that such loads will be viewed in a broad spirit and reasonable lengths of track included in one contract agreement, if power is purchased, thus establishing a load-factor for 24 hours that may compare very favorably with that of other industries.

This railroad power is estimated at the trolley on the supposition that the generation, transmission, and conversion of power to the kind desired by the railroad for locomotive propulsion is a separate industry, whether financed by railroad or private capital. Additions to capital strictly chargeable to the electrification of railroads, under this accounting, would be limited to trolley construction, electric locomotives, and incidentals.

The performance of steam engines in the production of train power is pertinent to this general statement. For convenience of comparison, the steam-engine power estimated to have hauled the freight and passenger traffic for the year 1923 is reduced in Table 2 to equivalent electric power at the trolley.

Several vital facts may be deduced from this tabulation.

(1) Steam-engine performance in Class 1 road service during 1923 produced approximately 33 billion horsepower-hours at the driver rims, equivalent to 33 billion kilowatt-hours electric power measured at the trolley, allowing for 75 per cent efficiency between drivers and trolley input.

(2) Coal burned per hp.-hr. at drivers averaged 8 lb. for road engines and over 17 lb. for switching.

(3) Cost of steam-engine coal for road service averaged 1.47c per hp.-hr. at drivers, or the same figure per kilowatt-hour for equivalent electric power, measured at the trolley, that would have hauled the same trains by electric locomotives.

(4) The estimated power demand by Class 1 railroads in 1923, approximating 33 billion kilowatt-hours at the trolley (or 41 billion kilowatt-hours at the power station), is 75 per cent of the 55 billion kilowatt-hours generated in 1925 for other electrified industries in this country.

There are several modifying comments necessary to a fuller understanding of the power estimates for railroad load given in this general statement.

(1) The gross ton-miles given include steam-engine tenders and idle guiding or trailing axles which together constitute nearly half the total engine and tender weight of road engines. A

large part of this non-productive weight could be eliminated by the use of electric locomotives. As freight steam engines equal approximately 14 per cent and passenger steam engines 37 per cent of the gross trailing loads, the saving in electric locomotive ton-miles having little or no idle weight will effect a material reduction in the power estimates given here for steam-engine train movement.

(2) Non-revenue company coal and car movement constitutes an appreciable percentage of the total gross tons hauled and this will be eliminated in large part by electrification.

(3) Part of these savings will be offset by fuel required to heat electrically-hauled passenger trains.

(4) It is fully appreciated that the average figures of 1923 for all roads do not reflect the best performance of modern steam engines, and the fuel economy of the latter (where installed) is much higher than the average record of all engines of all vintages now operating.

Stupendous as the task is of financing and constructing power stations of sufficient aggregate capacity to electrify all the railroads in the United States, it is a smaller accomplishment than has already been achieved in furnishing power to other electrified industries during the past 20 years.

In the year 1923, road engines of Class 1 roads produced at the drivers at a cost of approximately 1.5c per hp.-hr. and switch engines at 3c per hp.-hr. Both of these figures promise a reasonable return upon the average expenditures and operating costs of electric power houses delivering power to the trolleys of the electrified roads. While the fuel economy resulting from the substitution of electric for steam-engine power is apparently not sufficient in itself to justify the expense of steam road electrification, except in favored localities enjoying the advantage of cheap electric power, the subject of electric power for railroads is dwelt upon at length in this article to present certain fundamental facts pertinent to the situation and in particular to draw a picture showing the magnitude of the task confronting the railroads and power companies interested in replacing steam engines by electric locomotives.

The reasons influencing the adoption

of electrification in many instances may be found among the following:

(1) Increase in locomotive power, making possible the haulage of heavier trains at higher speeds.

(2) Increased track capacity resulting from Item (1). Under favorable conditions it may cost less to electrify than to lay additional track in congested divisions.

(3) Improved operating conditions in general, longer engine runs, elimination of coal and water stops, greater reliability and freedom from delays due to steam-engine power as such, advantages of regenerative electric braking on heavy grade divisions with its openings, economic and safety features, multiple-unit trains, and improved terminal service, etc.

(4) Economies of operation resulting from greatly reduced locomotive maintenance, shop and round-house expenses, crew expense, elimination of coal, water, ash, and turntable facilities, heavier trains at higher speeds, reduction of relays, overtime, etc.

As a means of improving rail transportation the electric motor whether it is applied to different mountain grades or congested city terminals offers an operating and economic relief from the restrictions imposed by steam-engine power. With these fundamental facts demonstrated in a number of typical instances, the electric motor and central station power should play a most important part in the series work of future development.

## Bright Sayings

A lassie of ten years was seated in front of the fire playing with her pet kitten. The child, who was both religiously and musically inclined, suddenly turned to her mother and asked: "Mother, do cats go to heaven?"

Her mother replied: "I do not believe they do. But why do you ask?"

Much to mother's surprise the child questioned: "Then where do the angels get their harp strings?"—

—College Humor.

"How do you find marriage?"

"During courtship I talked and she listened. After marriage she talked and I listened. Now we both talk and the neighbors listen."



All Railroad and Steamship Lines Passenger and Ticket Agents of Seattle and Tacoma Enjoy an Outing at Rainier National Park on June 27th, invitation of Assistant General Passenger Agent J. F. Bahl, to be Guests of The Milwaukee Railway.

# The Trail of The Olympian

By Edmond S. McConnell

## CHAPTER I

### The Lewis and Clark Expedition

The memorable expedition under Captains Lewis and Clark, which explored the newly acquired Louisiana and the mighty river discovered only a few years before by Captain Gray, is of particular interest to us aside from its stirring historical aspect; for the Olympian trail follows for a considerable distance along the Yellowstone River and along the upper reaches of the Missouri the trail that was originally blazed by these immortal pathfinders.

As Americans we owe an eternal debt to Thomas Jefferson, for to him, more than any one man is due the creation of our political empire stretching westward to the Pacific. With the guns of the Revolution scarcely cold, before the first pioneers had reached the Mississippi long before he became President, Jefferson's vision—destined to become a great reality—reached far beyond that river, across the foreign province of Louisiana, beyond legendary mountains and unknown rivers to the Pacific Northwest. Jefferson did not dream that this vast domain should become a part of one great American commonwealth, but rather that it should be forever free from the limitations of class and king and all foreign domination.

But Jefferson was more than social philosopher and politician—he was scientist as well. He not only felt a keen personal interest, but foresaw the need—since the country was at our very back door, for acquiring knowledge of the Indian inhabitants, animal and vegetable life, and climate and geographical features of this unknown land. Not content to be a dreamer he set about to accomplish the physical birth of the idea. Between 1783 and 1801 when he became President he had made several unsuccessful attempts to instigate journeys of exploration. As President it became possible for him to bring about the exploration of the country which had so long claimed his attention.

It is probably because of the proximity of dates that we often think of the Lewis and Clark Expedition as a natural outgrowth of the Louisiana Purchase, but even before Louisiana had come into the possession of the United States, Jefferson had secured a Congressional appropriation "for the purpose of extending the external commerce of the United States". Before the purchase of Louisiana, Jefferson had written to Lewis: "The idea that you are going to explore the Mississippi has been generally given out; it satisfies public opinion and masks sufficiently well the real destination." The real purpose of the expedition is stated in Jefferson's letter of instructions to Lewis: "The object of your mission is to explore the Missouri River, and such principal streams of it, as by its course and communication with the waters of the Pacific Ocean, whether the Columbia, Oregon, Colorado, or any other river, may offer the most direct and practical water com-

munication across the continent, for the purposes of commerce."

The years of striving on Jefferson's part yielded results in marvelously laid plans. His letter of instructions was comprehensive and exact: They were to take observations of latitude and longitude at all notable points along the route; to acquire exact information with regard to the Indians they might encounter; to make detailed observations of the soil and surface of the country, of the animal and vegetable life, of mineral and volcanic appearances, and of the seasonal and climatic conditions. In their intercourse with the natives they were to treat them in a friendly and conciliatory manner; by inquiry among the Indians and all others they were to ascertain the nature and extent of the country watered by the branches of the Missouri and all other streams they might follow. Further instructions were given for the conduct, safety, and well-being of the party.

A journey of thousands of miles lay before them. The land was vaguely known as far as the Mandan villages of Dakota, and one long previous expedition,—that of the La Verendrye sons had made an unmarked journey somewhere into Montana or Wyoming. Beyond that was the unknown. All the dangers of a vast wilderness lay before them; and through it all must be the ever present work of observing and recording in minute detail every matter of possible interest. What wonder that the magnitude of the undertaking was only surpassed by the skill and thoroughness with which it was carried out!

Captain Meriwether Lewis was a Virginian of distinguished Scotch ancestry, and at the time of taking command of the expedition was twenty-nine years old. He had had several years of formal schooling but it was the early training on the farm and in the forest that had admirably fitted him for such an undertaking. At an early age he joined the militia, served in the Whiskey Rebellion, and later transferred to the regular army where he became a captain at the age of twenty-three. Jefferson had known Lewis from boyhood and thought very highly of him; and when he became President he made him his private secretary. When Lewis heard of the proposed exploration he requested and received the command of the expedition.

Captain Lewis asked President Jefferson to permit him to have a companion of equal rank. To this Jefferson agreed and Lewis unhesitatingly sent to a Kentucky farm for another Virginian, William Clark, who had also served in the militia. As Clark was then retired it was necessary to secure a new commission for him. The commission obtained was only that of Lieutenant of Artillery but Lewis was unflinching in his insistence that Clark be considered his equal.

According to the record which Clark made on the journey, as well as the accounts of him in later years when he was

Governor of Missouri and Indian Agent, we may well believe that the qualities of a great explorer were also present in "Captain" Clark, for he was a man of the highest order, loyal, honorable, with a high sense of duty, and with a tremendous amount of diplomacy and common sense.

Besides the two leaders the expedition numbered forty-three men, sixteen of whom were to return after reaching the Mandan villages. "The party consisted", reads their Journal, "of nine young men from Kentucky; fourteen soldiers of the United States army, who volunteered their services; two French watermen; an interpreter and hunter; and a black servant (York) belonging to Captain Clark. All these, except the last, were enlisted to serve as privates during the expedition, and three sergeants (Floyd, Ordway, and Pryor) appointed among them by the captains. In addition to these were engaged a corporal and six soldiers, and nine watermen, to accompany the expedition as far as the Mandan nation."

It is interesting to note that even on the first trans-continental journey there was a forerunner of that smiling individual, the porter, who helps to make your journey a pleasant one.

It had taken practically all of the year 1803 to arrange the details of the expedition and it was not until December that all was in readiness at St. Louis. The original intention had been to pass the winter at the highest settlement on the Missouri but the transfer of Louisiana to the United States had somewhat changed the situation. Then too, the lateness of the season made it advisable to postpone the start of the expedition until early the following spring. An encampment was made at the mouth of the Wood River on the east side of the Mississippi and opposite the mouth of the Missouri where the winter was spent in instructing the men in their duties and responsibilities.

On May 14, 1804, the most notable exploration in American history began. The first part of their journey was to be up the muddy, swiftly-flowing Missouri, full of sand-bars, treacherous banks, and hidden snags. Their transportation consisted of three boats; a river keel boat, fifty-five feet long, drawing three feet of water, and carrying a large square sail and twenty-two oars; the other two boats were open, one having six and the other having seven oars. Two horses were led along the bank for hunting and bringing in game.

The three boats carried all the supplies and equipment for the expedition including a quantity of food, arms, ammunition, and an abundance of small articles intended for gifts and for trade with the Indians.

A few days after leaving their winter camp the expedition passed La Charrette, the last settlement on the Missouri, and toward the last of June reached the junction of the Kansas River with the Missouri, the future site of Kansas City. On July 21st they arrived at the mouth of the Platte, the river which afterwards became famous as the scene of the frenzied building of the first transcontinental railroad.

After two and a half months of toil and contention with the rapid, shifting

current of the river, with rain and unfavorable winds, with mosquitoes a constant torment, and with an occasional minor accident affording variety, they reached the place where the first council was held with the Indians. This was at "the council-bluff," not far above and across from the present city of Council Bluffs, Iowa.

On August 20th occurred the only casualty of the journey. That day Sergeant Floyd became very ill and at two o'clock, as the party stopped for dinner, he died despite every effort to save his life. His body was buried in the most fitting manner that circumstances permitted and a short distance farther on a small stream was named "Floyd's river" in memory of the first and only man to die while on the journey. In Floyd Park overlooking the confluence of the Floyd River with the Missouri at Sioux City, Iowa, now stands a granite obelisk marking the last resting place of Sergeant Floyd.

The party continued their journey and in October the explorers came upon the villages of the Arikara Indians in the vicinity of the present city of Mobridge. Here it was that York, the Negro, as usual played a prominent part; for as Captain Clark's journal says: "Those Indians were much astonished at my servant, they never saw a black man before, all flocked around him and examined him from top to toe, he carried on the joke and made himself more turribal than we wished him to do."

It is said that York was a humorous fellow, and that after his return to St. Louis he used to tell "Tall" stories quite in keeping with his exploits among the Indians. There is a famous old hoax of a tribe of bearded, blue-eyed, and red-haired Indians on the upper Missouri. Whatever its origin it took a new lease on life from the winter of Lewis and Clark with the Mandans, and lost nothing in York's retelling. York's stories grew with the years until people may have wondered what Lewis and Clark had to do with the triumphant army that conquered the land under the leadership of a black drum-major about ten feet tall.

Leaving the Arikara villages they con-

tinued on as guide and interpreter, and his wife who longed to see her people again was also taken along. She traveled over three thousand miles by river and over mountains, carrying a papoose on her back, and during the whole journey she never failed to rise to the occasion in the most trying of circumstances. She underwent all hardships with never a murmur of complaint, indeed with wonderful patience and sublime courage, and always proved herself of inestimable value as a guide and interpreter.

In March 1805 the men started the construction of canoes for the farther voyage up the river, and late in the afternoon of April 7th, the party augmented by Chaboneau, the Bird-woman, and her papoose, pushed off from Fort Mandan.

At the same hour the large boat commanded by Corporal Warfington set off down the river for St. Louis carrying reports, maps, letters and a great variety of specimens for the President. These were of a weird assortment: "A Mandan bow and quiver of arrows; altitudinal up the Missouri, and on October 18th they reached the mouth of "Le Boulet or Cannonball river"; still called by the latter name which is derived from the perfectly spherical, large, smooth stones found on the banks and in the bluffs just above. There are a number of these "cannonballs" in a little park along the station platform at Mobridge, the last station on the east side of the Missouri.

Eight days later the expedition came to the Mandan villages and camped there for the night. They decided to winter in the vicinity, and after much searching for a suitable location a site was chosen where they turned to the construction of their winter quarters of Fort Mandan.

After a hundred and sixty-five days of incessant travel, of hard work of hunting, and of exploring, they had earned their winter's rest.

The party spent the long months of the winter in ethnological observations among the Indians, in compiling their journals and reports, in hunting game to feed the men, and in mapping the westward country from information gained from the Indians and from an occasional trader of the Northwest Com-

pany, and in making every possible preparation for the continuation of the journey in the spring.

Among the Minnetaree Indians of the region was a French trapper, Chaboneau, who had lived among them for many years. His wife was a young Shoshone Indian, Sacajawea or Bird-Woman. About five years before she had been taken captive by the Minnetarees and sold to Chaboneau who afterwards married her. Chaboneau was prevailed upon so, some Ricara tobacco-seed and an ear of Indian corn; to which were added a box of plants, another of insects, and three cases containing a burrowing-squirrel, a prairie hen, and four magpies, all alive."

The expedition journeyed on with much the same experiences from day to day that they had had the previous year. They passed numerous streams bluffs, and buttes, many of which they named, usually retaining any well established French or Indian names. When names were lacking they called them after members of the party, happenings of the day, relatives or loved ones. In some cases things were most inappropriately christened; others which we would have done well to have retained have fallen into disuse; many yet remain.

Steadily they went up the river, until late in April they came to the fringe of the Bad Lands, through whose heart the Little Missouri river flows, and the Journal comments on the beds of burning lignite coal and the sulphurous fumes. Our Olympian Trail crosses the Little Missouri between Mazda and Marmarth; and many of the vari-colored buttes of the Mauvaises Terres, as the Bad Lands were then called, are visible from the train windows.

On April 26th the party reached the confluence of the Missouri and Yellowstone Rivers. The French had called the stream Rochejaune and Lewis and Clark seem to have been the first to give it the English translation of Yellowstone. This seemed such an admirable place for a trading post that Captain Lewis' suggestion as to the value of such a venture was acted upon some years later in the establishment of Fort Union.

The Yellowstone is the most important tributary of the Missouri and was one of the highways used by Lewis and Clark, for Captain Clark on the return journey floated down its swiftly flowing current, again to reach the Missouri.

May 20th found the expedition at the mouth of the "Musselshell river and six days later, "after ascending the highest summit of the hills on the north side of the river, Captain Lewis first caught a distant view of the Rocky Mountains—the object of all our hopes, and the reward of all our ambitions."

It is a remarkable fact that in all the time since leaving the Minnetaree and Mandan villages—although they had momentarily expected to meet savage bands of Assiniboines—they had failed to see a solitary Indian, nor did they until they had crossed the Continental Divide.

A week after sighting the mountains the explorers reached a place which



caused great discussion. It was a fork in the river, and the question was which was the true Missouri. The captains separated, each to reconnoiter a branch. Both leaders decided that the south branch was the parent stream, and Lewis named the other "Maria's river" for his cousin Maria Wood. The men were equally sure that the north fork was the true Missouri but they loyally agreed to pursue the south branch and the journey was resumed. The Indians had told them that the mark of the true Missouri was the Great Falls which they would reach before entering the mountains; so Captain Lewis with four men set out in advance, leaving Captain Clark to follow with the main party. On the morning of June 13th Captain Lewis took an early start and after following the river for a few miles the sound of falling water came to his ears. He hurried on and at noon beheld the Great Falls of the Missouri; he then went on to discover the several falls and the many rapids each in turn. The next day he sent one of his men back to inform the main party of the great discovery—they were on the true Missouri!

The same day that Captain Lewis discovered the Great Falls, the main party had passed the future site of Fort Benton. From there on the water became more difficult and on the 16th the party reached "Portage creek", as far as the boats could be taken. From this point preparations were made for the fourteen mile portage around the falls. The Portage was very difficult and a month elapsed before they were again ready to continue up the Missouri.

Of the several falls which are now known by name, Lewis and Clark are believed to have named but two, Great Falls and Crooked Falls. Though these explorers deeply appreciated the splendor and magnificence of their discovery they could scarcely dream of the ultimate use of the falls, as a source of electric power to transport the present day traveler in ease and comfort across the mountains.

Captain Clark in advance of the main party reached the Three Forks of the Missouri on July 25th, 1805. He decided that the southwestern fork carried the most water and came from the most advantageous direction, so leaving a note for Captain Lewis he continued up that stream. Two days later the main party came to Three Forks, and Lewis named the southeastern fork Gallatin in honor of the Secretary of the Treasury. A half mile farther on they reached the junction of the middle and the southwestern forks, which were named Madison for the Secretary of State and Jefferson for the President. There Captain Clark joined them in the afternoon.

Several days before coming to the Three Forks the Indian woman had recognized the country and on July 28th the party camped on the very site at Three Forks where the Minnetarees had captured the Bird-woman five years before. There is now a bronze tablet commemorating Sacajawea in a park in the little city of Three Forks.

After a day or two of reconnaissance and rest the party continued their journey, now earnestly in search of Indians whom they hoped might be able to guide them across the mountains. They followed the Jefferson river, then one of

its tributaries, until on August 12th they came to the headwaters; then following an Indian trail they reached a westward flowing stream—a significant fact, for they had crossed the backbone of the continent! But in spite of the thrill of the moment they were faced with a serious problem; they had no guides familiar with the country, and too, their food supplies were very meager.

After days of footsore wandering, their condition daily becoming more desperate, they met a band of Shosone Indians and here it was that one of the most dramatic incidents of the entire journey occurred. Poor Sacajawea became hysterical at the sight of her own people. She laughed. She cried. She sucked her fingers, an Indian custom to indicate that these people were her own. She embraced them wildly and they were equally happy to see her. In the chief she discovered her own brother, and her influence and interpretative skill soon established friendly relations with them.

After nearly a month of strenuous traveling with guides and horses obtained from the Shoshones, they crossed the main range of the Bitter Root Mountains over Lolo trail a prehistoric pass several miles to the south from St. Paul where the **Olympian Trail** breaks through the range.

Toward the end of September they came to a little Indian village on the Clearwater River, a distant tributary of the Columbia. Here again they built canoes, and leaving their horses in the care of a Nez Perce' chief they floated down the stream to the Snake River, and from that into the waters of the legendary Columbia.

The morning of November 7th, 1805, dawned cold and foggy, but as the day wore on the fog raised and there before them, spread in all its somber glory, lay the journey's end—the blue waters of the great Pacific! Even the matter-of-fact Clark wrote, "Great joy in camp, we are in view of the Ocean, this great Pacific Ocean, which we have been so long anxious to see, and the roaring or noise made by the waves, braking on the rocky shores—may be heard distinctly."

In December they went into winter quarters at Fort Clatsop near the mouth of Lewis and Clark river. They spent the months in much the same way as the previous winter and when March came they bravely started on their homeward journey. Though they lacked in nearly all the necessities they were of that high courage and dauntless spirit which characterized the entire expedition, individually and as a whole.

They followed their former route as far as the village on the Clearwater where the Nez Perce' Indians returned their horses and gave them an abundance of food. And these Indians refused all pay! Arriving on July 1st, 1806, at "Traveler's rest creek" on the eastern slope of the Bitter Root they stopped to rest and make further plans. They decided that Captain Lewis with nine men should pursue the most direct route to Great Falls, where he would leave three men to recover the baggage which had been cached there. Lewis with six men was to explore Marias River further and on returning meet the other three men at its mouth.

Captain Clark with the balance of the

party was to follow the former trail to the headwaters of the Jefferson where his men were to divide. Sergeant Ordway and nine men were to descend the Missouri while Captain Clark's party now reduced to ten men and Sacajawea were to proceed to the Yellowstone River at the closest point. There they were to build canoes, proceed down the Yellowstone with seven of his men, and at the junction with the Missouri await the parties under Captain Lewis and Sergeant Ordway. Sergeant Pryor and two companions were to take the horses overland to the Mandan villages.

Accordingly, on July 3rd the two groups who had so long been companions separated with the anxious hope they might again safely meet after each had achieved their purpose.

Lewis and his men went north along the Bitter Root River to the place where it joins the Clark Fork River near the present city of Missoula. Here they turned eastward along the Clark Fork which they followed until they came to its tributary, the Big Blackfoot River. This they followed for a distance, then an Indian trail of which they had been told, through Lewis and Clark Pass, and on July 11th they again reached the Missouri near the Great Falls. From there Captain Lewis struck north across country to Marias River to continue his explorations of the previous year. He went as far as Cut Bank Creek and there finding that the Marias did not go as far north as he had expected, turned back again.

It was on this overland trip back to the Missouri that occurred the only serious encounter with Indians on the entire journey. One day they met a small band of Minnetarees of the North, a tribe of the Blackfoot nation, with whom they camped that night. Early the next morning the Indians made a treacherous attempt to steal their rifles and drive off the horses. In the skirmish that followed two Indians were killed and Captain Lewis narrowly escaped death. It is to this unfortunate incident that tradition ascribes the long hostility of the Blackfeet toward all white men.

Fearing that the Indians might gain re-enforcements the party immediately set out for the Missouri as fast as their horses could travel, both for their own protection and because they feared for the safety of the men whom they were to meet at the mouth of the Marias. They traveled until late into the night and after a short rest went on at dawn. Following the Teton River they soon reached the Missouri where they "saw with exquisite satisfaction our friends coming down the river." It was the combined party of Sergeant Ordway from Three Forks and Lewis' own men whom he had left at the Great Falls.

In the meanwhile, after having taken leave of Captain Lewis at the last camp in the Bitter Roots, the party under Captain Clark retraced practically the same trail over which they had come. At the Three Forks Sergeant Ordway took most of the baggage and descended the Missouri. Captain Clark and the remainder of the party took the horses and proceeded overland eastward through what became the Bozeman Pass, reaching the Yellowstone River on July 15th.

A few days later Captain Clark's party embarked in canoes down the Yellowstone, leaving behind Sergeant Pryor and the men who were to take the horses overland to the Mandan villages. As the party passed through the mouth of the Bighorn River they took a last look at the Rockies. The journey down the Yellowstone was rapid and pleasant, but Captain Clark never failed to note the various streams and topographical features, and to a large extent he has left his nomenclature upon the valley. Could we have looked down from any of the three places where the **Olympian** crosses the Yellowstone in its hundred mile course along the river, we might have seen on that day over a century ago Captain Clark and his little band floating down its swiftly flowing, yellow current.

At two in the afternoon of August 3rd, 1806, they reached the mouth of the Yellowstone and formed a camp at the place where they stopped over a year before. Captain Lewis and his party with whom they had parted in the Bitter Roots, and who were to come by way of the Missouri, had not yet arrived. The Clark party found the mosquitoes so unbearable and the game so scarce that they decided to continue slowly down the Missouri after leaving a letter for Captain Lewis.

On August 8th, Sergeant Pryor and his men overtook the Clark party. Two days after separating from them on the upper Yellowstone the horses had been stolen by the Indians so the men constructed skin canoes such as they had seen among the Mandans and in that manner descended the river. The reunited Clark party continued slowly down the Missouri and one day as they stopped at noon to repair one of the boats they were greatly elated to see Captain Lewis and his men coming down the river. All divisions of the expedition were there joined to continue the last lap of the journey together.

When the explorers reached the Mandan and Minnetaree villages two days later they were heartily welcomed. Here Chaboneau asked for his release and with his wife, Sacajawea, and their child, was left among the Minnetarees. The captains tried to persuade chiefs of both tribes to accompany them to St. Louis, to go from there to visit their "Great Father" in Washington. The Indians were skeptical, and reluctant to venture so far from home, but a Mandan chief with his wife and young son was finally induced to go.

Even before they reached St. Louis, Lewis and Clark were aware of the first results of their achievement, for as they continued down stream they were often surprised to meet trading parties ascending the river to the Indian country. These were the Pioneers of the Missouri fur trade which for more than half a century dominated the commerce of the frontier.

On the 20th day of September the happy party again came to La Charrette where they were welcomed with great excitement and astonishment, for they were long since believed to be dead. The next day celebration in their honor at St. Charles detained them until the following morning. News of their arrival had preceded them and as they continued the banks were often lined with shouting, cheering, people.

They marveled at the settlements that had sprung up during their absence.

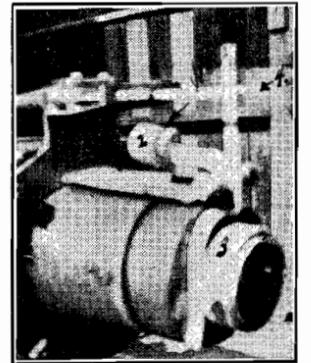
On September 23rd, 1806, after an absence of two years and three months, they reached the waters of the Mississippi and at noon fired their last salute before the village of St. Louis. Their work was done. They had explored the Missouri to its source. They had crossed the Continental Divide and found their way to the "Great River of the West" and explored its waters to the Pacific. On the return they had extended their explorations by separate expeditions, discovering new mountain passes and navigating new rivers.

As we, on the **Olympian**, speed along the steel rails it is very hard to realize the difficulties encountered by that famous expedition. It seems easy for us as we race along, covering hundreds of miles in one day. But they traveled over six thousand miles through an unknown land, solely reliant upon their own efforts for what precarious living they might wrest from the wilderness, following an unmarked trail, by boat, with horses, and on foot, overcoming all the forces of nature in their journey forth and back across a continent.

They pioneered the way and brought back information which led to the rapid development of a vast new territory. Blazers of the trail, they were the forerunners of a great era of settlement and commerce. Before their journey was completed American fur traders had taken to the field in active competition with the agent of the Northwest Company. Later came the discovery of gold,—the lure of the yellow metal brought many—then true colonization and settlement coming hand in hand with the railroads which opened up immense areas, until today the products of farm, mine, ranch, and forest are exchanged for the luxuries of the seven seas, and such a train as the **Olympian** carries you safely and speedily on business or pleasure to this new land which Lewis and Clark explored.

caped when the port automatically closes. Every switchman knows how much time is now wasted bleeding the air from cars and they will welcome an invention that will enable them to do their work more quickly. In these days when every one is doing all in their power to speed up transportation the boys should be able to dispose of their invention. The new attachment is not only very inexpensive but is so easily applied to cars that it only takes a few minutes to apply and will last the life of any car on which it is applied.

The device consists of (4) four parts and can be attached to any New York or Westinghouse equipment, is very simple of construction and with no undue care or attention will last the average life of a car. It can be placed on without sending car to repair track in twenty to thirty minutes and can be manufactured at a very small cost. The device when placed on all freight cars will enable "man" to mark and bleed 69 cars in about ten minutes which at present it ordinarily takes three men from twenty to thirty minutes, owing to weather conditions. It will not only save time and labor but will speed up transportation to a great extent. It will be known as the H. C. BLEEDER ATTACHMENT



Explanation of Numbers on Cut of Patent

No. 1 Bracket which can be placed on top or bottom of piston as may be necessary.

No. 2 Balance weight and forks as- tride of piston.

No. 3 Piston collar or trip.

No. 4 Bleeding lever can be pulled either way the same as at present. Standard New York and Westinghouse bleed cock used.

Signed  
L. W. Heffelfinger  
J. L. Courtney  
Inventors.



The Inventors, Messrs. Heffelfinger and Courtney

### Two C. M. & St. P. Employees Patent A Very Useful Article

A very useful article to the transportation companies has just been invented by two Bensonville railroad men, L. W. Heffelfinger, and J. L. Courtney. It is known as the H. C. Bleeder attachment and when applied to the air cylinder of a car will enable switchmen bleeding the air from a string of cars to do their work in much less time. Under the present system of bleeding air from an air cylinder, a man has to hold the lever holding the air port open until all the air is released which is from 30 seconds to one and one half minutes to the car. With their new device all that is necessary is to pull the bleeding valve rod into position and the new invention holds same in place until air has all es-



Crossing Tenders: Edward Fogarty and Nipper, his friend and constant companion, and an adversary of anyone who attempts to injure Fogarty



**CAR DEPARTMENT  
SCORE BOARD SAFETY FIRST DRIVE.**

MONTH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
February	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
GOAGH SHOP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
MILL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DOOR & TIN SHOP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
TANK SHOP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
REPAIR YARDS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
BLAGKSMITH SHOP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
WHEEL SHOP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
GOAGH GLEANERS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*"Safety First"*  
*Listen to your fellow workers when in danger*

**OUR 1926 MOTTO**  
*Let Every Employee Be Determined That He is Going To Make an Honest Effort To Retain His 100% Payment in the Dept.*

**SERVICE BRINGS SUCCESS.**

LINK

The Safety First Score Board in the Dubuque Shops, Dubuque, Iowa, which was installed January 1st, 1926. This Board shows the month of February 1926, during which month there was not one accident.

**"What is Necessary on the Part of Car Department Supervisors to assist in the Prevention of Fires and Accidents"**

By: L. B. Faltynski, General Car Foreman  
Sioux City, Iowa

The matter of accidents and fire prevention should be one of the uppermost thoughts in the minds of supervisors as these items in a way reflect the ability and efficiency displayed at the individual repair point.

In looking over various lists of personal injuries and studying the causes of the injuries it can be seen that although the number of accidents is gradually decreasing, it will have to be admitted that a great deal of improvement can still be made in reducing the number of personal injuries. Even the cause of these injuries is due to unsafe practices by individuals. I find from personal ex-

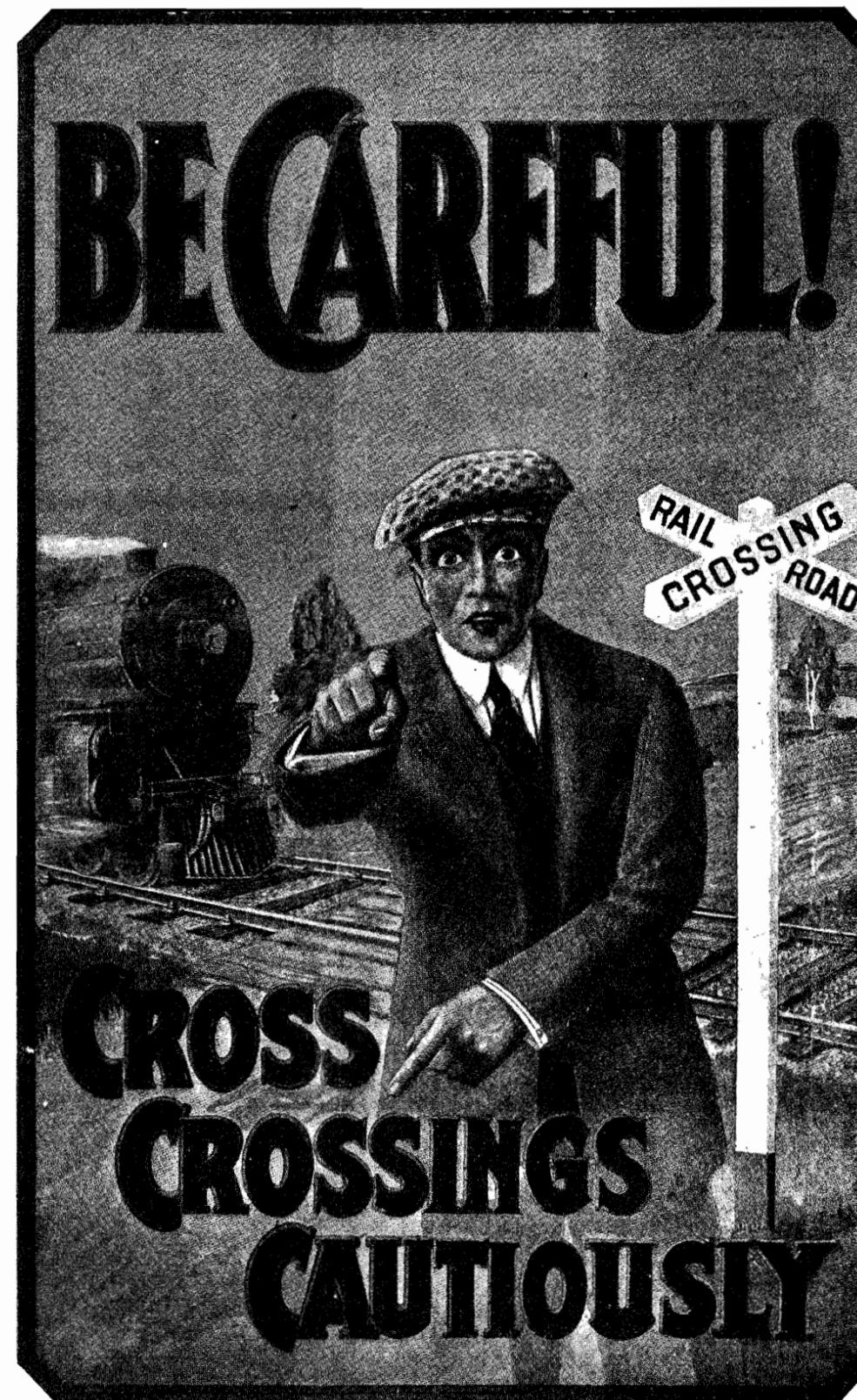
perience that most of the unsafe practices are not due so much to carelessness of the parties who receive the injuries, but due in a large measure to the anxiety and desire to perform certain work with as little loss of time as possible without giving due thought to consequences in case something unusual should happen. Matters of this kind should be watched continually by all supervisors and any corrections or criticisms offered should be made in such a way that they would be a benefit not only at that time but they should be of benefit for all future occasions.

Only by supervisors taking actual and leading parts in pointing out to all subordinates such unsafe practices and eliminate all such as are found to exist, can any appreciable headway be made in the elimination of accidents and personal injuries.

The prevention of fire on Company property should be as important as any other work connected with the Car Department operation. Fire losses even though covered by insurance, are a loss regardless of the fact, and every effort should be made by supervisors to see that no fire hazard exists at their respective stations. Such fire hazards as are known to exist should receive proper attention and the hazard removed without delay. By showing to subordinates that these supervisors are personally interested in fire prevention it will interest them to the point that their sense of observation will become keen to the situation and minor hazards will be automatically eliminated without waiting until they are pointed out.

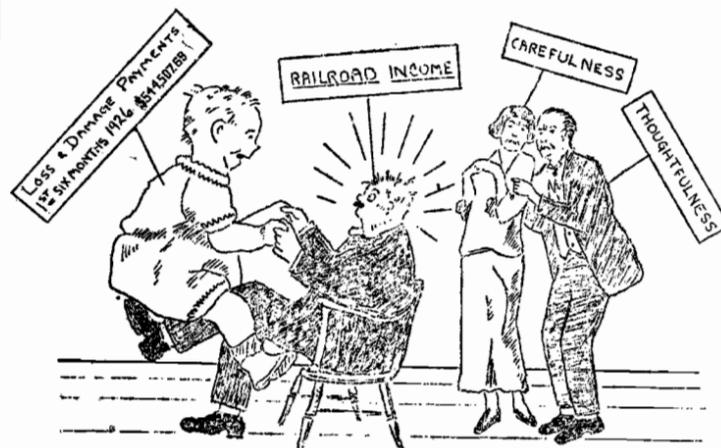
Fire drills should be had on unexpected occasions so that all fire alarms

(Continued on Page 30)



# CLAIM PREVENTION

## You—Can Help Reduce the Size of This Child



(THE BABY LOOKS EVEN LARGER TO THE FREIGHT CLAIM AGENT)

**THIS CHILD IS ALTOGETHER TOO LARGE!**

IT IS A BURDEN TO POOR MR. RAILROAD INCOME

CAREFULNESS & THOUGHTFULNESS THE MOTHER AND FATHER OF THE CHILD ARE WORRIED ACCOUNT OVERDEVELOPMENT.

THINK & ACT

"A DOLLAR SAVED IS A DOLLAR EARNED."

PREVENT CLAIMS—IT CAN BE DONE!!

Courtesy—M. & St. L. RR.

During the year 1925, more than \$15,000,000.00 was spent in adjusting Loss and Damage Claims on Rough Handling and Unlocated Damage, according to figures compiled by the A. R. A., on all lines. It has been conservatively estimated that Rough Handling results in losses such as expensive repairs to car equipment and its shortened life, amounting to at least \$150,000,000.00 per year, a drain on Revenue Earned of nearly \$300.00 per minute.

This tremendous outgo of Earned Revenue brings home to all of us the serious problem that confronts us to-day. Statistics and close observation of actual occurrences disclose to us that the bulk of our rough handling occurs in our classification yards and terminals.

Accidents will occur in the most care-

fully supervised yard because of difficulties encountered in fast clearing schedules, night switching, unskilled car riders, inefficient hand brakes, hump switching and handling of cars at rapid speed in yards with slight down grades.

Without desiring to slow up our service and general efficiency, we wish to call attention to the following facts:

Car should not be coupled at a speed in excess of two miles per hour—a slow walk.

Four miles per hour is probably nearer the actual practical limit attainable—and it is common practice to consider this speed equal to a brisk walk. If the car is found to be gaining on the one performing the switching, the car is moving at more than four miles per hour.

Statistics prove that the smash power is compounded with every mile per hour of car coupling, thus:

1 mile per hour—1 unit of smash power.

10 miles per hour—100 units of smash power.

Handle all Cars Carefully and Efficiently

### Annual Meeting, Freight Station Section A. R. A. 450 Freight Agents Have a Frolic and Epochal Business Session

By A. H. Scharenberg

Agent, Division Street Station, Chicago

It was the privilege of the writer to attend the sixth Annual Session of the American Railway Association, Division I—Operating, Freight Station Section, held at Detroit, Mich., June 15, 16, 17 and 18, and it is his understanding that this was one of the most interesting and largest attended sessions held by the Section to date. The attendance was as follows:

Representing railways	460
Ladies and children of families of representatives	315
Guests, visitors and representing commercial concerns	42

Grand total 817

Leaving Chicago together with eleven other members of the Freight Agents' Association of Chicago June 14th 10 A. M. by special train furnished by the Michigan Central Ry., together with a number of representatives from other points—about one hundred persons in all—the trip was made in six hours and fifteen minutes. Mr. O. M. Hullinger, (Agent M. C. R.R., Chicago) was in charge of the train and made a splendid host.

Mr. F. A. Van Dusen, (Agent C. P. R. R., Detroit) Chairman Reservations, and others of the Detroit local Committee on Arrangements together with the Ladies Committee, were very active in attendance so all arriving guests were promptly placed in accordance with reservations made or otherwise.

The headquarters were at Hotel Statler, where, also, the business sessions were held. The social features of the program were:—

June 15th, 1:30 P. M.—Ladies' theatre party,

June 16th, 12 noon—Boulevard drive and Ladies' bridge luncheon at Detroit's million dollar yacht club, Belle Isle. At 8 P. M. moonlight on the Great Lakes on the steamer, Put-in-Bay.

June 17th, 6 P. M.—Annual dinner dance, main ball room floor Hotel Statler—informal and absolutely no speech making; Mr. C. T. Spear, (Agent C. St. P. M. & O. Ry., St. Paul, Minn.) Master of Ceremonies; Mr. Chas. Kenison, Poet.

Friday, June 18th, 7 P. M.—Special trip, steamer Put-in-Bay, courtesy Ashley Dustin Line. Buffet luncheon provided, courtesy Detroit Committee. About two hundred and twenty representatives and families availed themselves of an invitation to visit Niagara Falls, extended by the M. C. Ry. and the D. & C. Nav. Co. and N. Y. C. R. R. At the Falls the Niagara Gorge Belt Line Ry., (courtesy Buffalo Association) took party on the wonderful trip around

the falls through the gorge, stopping at all interesting points enroute, returning to the hotel for dinner, after which it was goodbys and bon voyage, members leaving for all points of the compass.

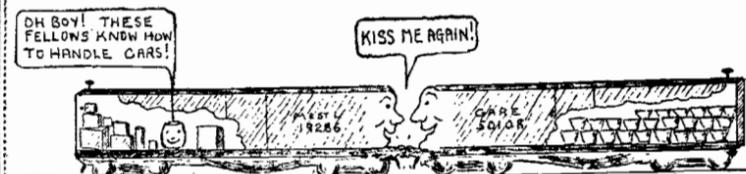
Although the writer has up to this point only given a brief idea of the social features, it is not to be inferred they were the predominating thought of these meetings, and he will now give an outline of the business session, which is dedicated to our operating officials generally and freight agents particularly of this railway.

—Tuesday, June 15th, 8 A. M.—Registration, convention floor. All agents and their families present attended the opening session beginning at 9:30 A. M. Address given by Mr. C. T. Spear, Chairman; Invocation by Dr. Chester B. Emerson; address of welcome by Mayor of Detroit, Honorable John W. Smith, response by Chairman Spear, after which there were a number of addresses by Mr. Harvey Campbell, Secretary Detroit Board of Commerce, Mr. Arthur T. Waterfall, Pres., Traffic Club, and Vice-President, Dodge Bros., Inc., Mr. O. R. Bromley, Frt. Traffic Mgr., M. C. R. R., and Mr. S. T. Stackpole, A. G. F. A., Penn. Ry. This was followed by the regular order of business, such as committee reports, recommendations resulting from investigations and discussions of previous topics.

The afternoon session was opened with more committee reports and reading of the first new topic. The writer wishes to call attention to the 26 topics for this session, which were as follows:

- No. 1—Kansas City, Mo. The aims and purposes of the Freight Station Section.
- No. 2—Gettysburg, Pa. What can we do to get our subordinates to take a greater interest in their work?
- No. 3—Chicago, Ill. Manual of instructions for freight station employes.
- No. 4—El Paso, Texas. Educational Campaign for station employes.
- No. 5—Winnipeg, Man., Canada. Educating the staff on correct and incorrect method of loading freight through the medium of photography.
- No. 6—New York City, N. Y. Is the memorandum copy of the straight bill of lading, in its present form, a safe document from a railroad viewpoint?
- No. 7—Chicago, Ill. Use of a standard form of shipping orders and bills of lading. Better making out by shippers of shipper's orders and bills of lading.
- No. 8—Des Moines, Iowa. What constitutes legal authority for delivery of freight to draymen or transfer company?
- No. 9—Saskatoon, Sask., Canada. Handling part lot shipments of L.C.L. freight. In our present Classification No. 17, Rule 14, Sections 2 and 3 from the reading of which, it would appear, that the part lot privileges are abolished entirely.
- No. 10—Harrisburg, Pa. The possibility and desirability of handling accounting for carload and less carload freight without the use of a revenue waybill.
- No. 11—Charleston, S. C. Failure of junction points and terminals to properly place passing record stamps on waybills in spaces provided therefor.
- No. 12—St. Louis, Mo. Loss of revenue and additional labor resulting from advancing for collection from consignee, charges billed out by shippers

## Rough Handling Accounts for 45% of All Claim Payments



COUPLING AT 2 MILES PER HOUR — FREIGHT UNDISTURBED — SAFE SWITCHING. SMASH POWER 4 UNITS.



COUPLING AT 6 MILES PER HOUR — FREIGHT DAMAGED — UNSAFE SWITCHING. SMASH POWER 36 UNITS — INCREASE 800%



COUPLING AT 10 MILES PER HOUR — FREIGHT BADLY DAMAGED — VERY POOR SWITCHING. SMASH POWER 100 UNITS INCREASE 2400%

SAFE SWITCHING MEANS SATISFACTORY SERVICE

Courtesy—M. & St. L. RR.

- No. 13—Philadelphia, Pa. Uniform method of waybilling miscellaneous charges accruing in transit.
- No. 14—Chicago, Ill. Methods of eliminating station over and undercharges and disputed divisions or division sheets.
- No. 15—Austin, Texas. How best to eliminate undercharges and overcharges in rates, etc.
- No. 16—Dallas, Texas. Elimination of over and undercharges by appointing committees similar to those covered by the claim prevention work.
- No. 17—Rochester, N. Y. Fire hazards and their elimination.
- No. 18—St. Joseph, Mo. Collection of charges for disinfecting stock yards, pens, chutes, etc., that have been quarantined account of diseased stock.
- No. 19—Memphis, Tenn. Notice to shippers of unclaimed carload freight.
- No. 20—Oakland, Calif. Automobiles, motor busses, and motor trucks—shipping instructions and waybilling covering.
- No. 21—Cleveland, Ohio. Serially numbering containers and other articles shipped by freight.
- No. 22—Louisville, Ky. Rule 225-F, Section F, of Supplement No.

56 to Perishable Protective Tariff No. 2, effective February 25th, 1926—bunkers three-fourths full upon arrival in train yards.

No. 23—St. Paul, Minn. Rules 241 and 75, Section 2, Perishable Protective Tariff No. 2.

No. 24—Omaha, Nebr. Preparation.

No. 25—Boston, Mass. Cultivation of closer co-operation between water carriers and rail carriers.

No. 26—Buffalo N. Y. Custom Procedure and the elimination of fines imposed on the carriers.

Readers will note the topics are national in scope fundamental in economic principle, and up to the minute in ideas and suggestions, and the writer is unable to refrain from referring to the wonderful No. 1 Kansas City topic, "The Aims and Purposes of the Freight Station Section," delivered by Mr. J. R. Hitchcock (Asst. Agent A.T.&S.F. Ry., Kansas City). Addressing the assembly, he stated briefly to lay aside the call book and he would read the article, and laying his book on the speaker's table, he began verbatim from memory the full six pages of fint printed matter without deviation of a word. It took some little time for the writer to realize this feat of memory, and in referring to the printed text, found we were

(Continued on Page 24)

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



Montevideo Chapter, Women's Club Picnic, July, 19, 1926.

## What the Women's Club Stands For

It can't be said too often, the story can't be told too many times,—what our Women's Club stands for; and illustrating its great object is the statement published below of the amount of money raised and the remarkable good accomplished by one Chapter on our System, which took hold of the case of a crippled boy, son of a deceased employe, and by constant, loving care and thought, hard work in raising the necessary funds and unremitting attention, has placed that boy on the road to complete recovery and a life of use-

such articles of default.

We stand for human kindness, for the good that we are able to accomplish by united effort among our friends and fellow humans of this road and for the kindly feeling that such cooperation and good work brings about; and we believe that as this creed, added to the good deeds we are able to place to our credit, become more and more known, all the women of the railroad will feel they are only doing themselves justice by joining us; and that by failing to do so, they are depriving themselves of a great privilege and a great pleasure.

## THE REPORT OF THE MARION CHAPTER FOLLOWS:

Public Donations	\$1,010.00
CM&StPRy Women's Club	3301.34
<b>Total Fund</b>	<b>3,311.34</b>
<b>Total Expenses</b>	
Room and Board, Washington Blvd. Hospital at \$4.50 per day	4.50
251 days at \$3.50 per day	878.50
Outside room and board for March and April	86.00
X-Rays	15.00
Laboratory	2.00
Room for Surgery	25.00
Special Appliances	6.00
Medicine	.50
Haircuts and Laundry for March and April	3.50
Cash Advanced to Lyle	15.00
<b>Total Account with Hospital</b>	<b>1,036.06</b>
Dr. John Neilson, 131 treatments at \$3.00	393.00
School supplies and lunches	43.61
Traveling expenses, Lyle and mother	12.55
Clothing for Lyle	33.40
Postage for Appeals and acknowledgements	3.70
Night letter	.58
<b>Total Expenses</b>	<b>1,522.84</b>
Repaid by Lyle	15.00
<b>Remaining indebtedness</b>	<b>196.50</b>

fulness. If that is not worth while,—if it is not worth the time it takes away from some other form of entertainment,—the afternoon at Bridge, or such a matter,—then to do good is not worth while,—to help our fellow-men not worth the time it takes; and the pleasure of seeing happiness spring from the little acts of kindness that we, as women of the Milwaukee Railroad, are able to broadcast among our fellow-workers is time and effort wasted. And I do not believe any woman of this Milwaukee family will be willing to subscribe to

Submitted by Mrs. R. J. Kendall, Treasurer for 1926.

Mrs. Willis Jordan, Chairman, Sunshine Committee.

Mrs. Martin Flanigan, President, Marion Chapter.

Dr. Lounsbury, President, The Washington Boulevard Hospital, who has at all times taken an intense interest in the case, in a letter to Mrs. Flanigan and Mrs. Jordan, under date of May 11th, wrote as follows:

Enclosed find statement from the hospital covering all of Lyle Kindig's ac-

count. Whatever your fund does not provide I will donate as my contribution toward him.

A good deal has been done for Lyle. The head of the bone is free in the socket and can be moved through a range of thirty degrees. The muscles are a little sore and a little short, but I have instructed him about bicycling and other exercises that will tend to loosen them.

At the end of six months I want to examine him again, and if at the end of the year sufficient progress to satisfy us has not been made, I expect to give him some further treatment. I shall keep him under observation and do everything that can be accomplished for him."

In conclusion, Mrs. Flanigan and Mrs. Jordan have issued the following appreciation:

To all contributors to the Lyle Kindig Hospital Fund:—

The Chicago, Milwaukee & St. Paul Railway Women's Club of Marion, Iowa, with its final sworn statement of the Lyle Kindig Hospital Fund, extend in any way, helped to make this act of humanity possible.

(sig.) Mrs. Martin J. Flanigan, Pres  
Mrs. Willis Jordan,  
Chairman, Sunshine Com.

All honor and profound thanks to Surgeon Lounsbury. He performed the operations on the injured lad, which were the basis of his recovery without charge for his valuable services; and then he comes forward with a further offer to assume whatever deficiency there was between the hospital fund and the actual expenses. Added to which, he expects to keep the boy under observation, give him further treatment if necessary and "do what can be accomplished for him.

To help the afflicted and relieve suffering is a God-given mission; to do this without expectation of reward, with only the wish to be helpful makes a man great indeed.

If there had been no CM&StPRy. Women's Club, this lad would without doubt, have remained a cripple for life, instead of being put in the way of becoming a useful citizen and a help to his family.

## The Pennsylvania "Women's Aid"

The Women's Club of the Pennsylvania Railroad, works as "The Women's Aid" and has been functioning for nine years,—six of which has been as "The Women's Aid" and three years previous thereto as a unit in the Pennsylvania Railroad Women's Division for War Relief, whose object was to care for the home interests of employes who were serving in the American Expeditionary Forces.

The report of last year's work of Women's Aid shows wide-spread activity, and a new record in helpfulness and service. During 1925, they visited 27,727 railroad families, giving assistance where required in the form of money, medical attention, food clothing, fuel, etc; and carrying flowers, fruits and other delicacies to the sick or injured. This is an increase of 8,743 visits over the previous year.

In carrying on the Aid work there was expended \$109,360.65, all raised by dues and voluntary contributions from the members, the holding of bazaars sales of candy and clothing, subscription dances, etc. Expenditures for re-

lief last year show an increase of more than \$30,000. over those of the Aid show a balance on hand at the close of last year amounting to \$116,345.71, an increase of \$13,951.92 over the balance of the previous year.

Membership in the Aid was raised to 207,320, the highest figure at which it has ever stood, representing a gain during the year of 22,554 members, or 12%. The organization now has on its membership lists somewhat better than one members for every employe on the railroad's payroll."

The Pennsylvania Women's Aid make a specialty, on many Divisions of supplying Christmas cheer, and the report of that activity shows that 1619 Christmas baskets were furnished to families in their homes, in addition to many hundreds of boxes of candy and cigars and children's stockings. Many luncheons were also provided on Christmas Day for Shop employes and pensioners.

There is a suggestion of great potentiality in that item of the Pennsylvania's statement, that their membership lists now show better than one member for every employe on the railroad's payroll's. Is the Pennsylvania women think it so very worth their while to get into the game of being helpful to their fellow employes' families, the women of the Milwaukee may well conclude that they too would find enjoyment and self-help in the work of our "sisterhood of kindness." Lets make our Slogan for the coming year,—"One Hundred Percent."

## Montevideo Chapter

Maude Hamlin, Historian

Our meeting in July was just about the best ever, as I am sure all members who were present will agree.

We held it in Smith's Park, at 5 o'clock and at about six o'clock all the men showed up for the splendid supper we had prepared. It was the day the Division Safety First Meeting was held at Montevideo, and Supt. Nee had extended a cordial invitation to all the men to attend the picnic supper. They needed no second invitation, and I am sure we numbered over two hundred if we had thought to count noses.

It was about the hottest day we could have picked out, but that didn't discourage us, and everything went off as planned. Our tables were arranged U shaped, and we had them set very prettily, even to the vases with wild flowers which were gathered by Mrs. Nee and Mrs. Martinson for the occasion.

Supper consisted of salad, rolls, pickles, baked beans, meat loaf, coffee, apple pie and ice cream, and if that don't sound good I don't know what does.

Jay Gould's Kiddies furnished music both before and after the dinner, and then we took part in some contests and races.

Mrs. Nee was chairman of the picnic and had fifteen able ladies to assist her. Mrs. Maude Hamlin was chairman of the sports and races committee. Mrs. E. J. Ruehmer was chairman of the entertainment committee.

In the clothespin race, Mrs. Olaf Grothe out ahead. Owing to the extreme heat, we did not have any running races, but will hold them over for our next picnic, when we hope to have a little cooler day. A few of the youngsters ran races and copped the prizes, and were later regaled with all-day suckers and candy bars.

The men enjoyed a kitten-ball game and

you would never guess how tired some of them were, could you have seen them making their bases. Dispatcher Brown and Glenn Tucker, also Cad Schmitz were not the least dismayed at having to run a couple of bases, even making a homer I believe before the game broke up.

Robert Anderson brought his wonderful Brunswick Panatropie down about seven-thirty and those who still remained enjoyed a few dances right there on the grass. The music furnished by Mr. Anderson was thoroughly enjoyed and then everyone went home voting the Women's club picnic a wonderful success and they have since told us (the men have, I mean) that they will be ready for another one any time we decide to have one. Perhaps we will, too, in September before cold weather comes. You can see from the picture in this issue that what I have said about our good time is not exaggerated.

## Miles City Chapter

Helen Kirwan, Corres. Sec'y.

Miles City Chapter has its very own Club House, and we are all so proud of it. We wish you could all come out and see it. It is the coziest and brightest little club home you ever saw.

It is so clean and shiny inside—all freshly painted in sort of creamy yellow walls, grey woodwork and oiled floor. We have a built in table-cabinet affair with a sliding board that almost doubles its capacity of serving space—and holds all the new dishes below. We have electric lights and a floor lamp—shade covered with cretonne like the drapes. Our drapes are lovely—really stunning. They have a black background with startling bright colors of foliage and they are draped back at each side with plain bands of black poplin—and the valance at the top is scalloped black with a band of the bright colored cretonne across it, following the outline of the scallops. Really you can't imagine the unusual effect those curtains have in that creamy yellow and grey atmosphere. The lights in the ceiling have parchment shades. We have a desk-table and camp chairs galore—and any number of grey painted benches that fit under the windows as if they were window seats. It's just as cozy and home-like as can be.

We have acquired a piano by our own efforts, and we have a cupboard completely outfitted with dishes, also an electric grill and facilities for making coffee, so you see we have every reason to be as proud as Punch, and *we are*. We have had many good times in our Club House, since its completion, and we are looking forward to a great many more; and we also hope to find ways to spread cheer and mutual benefit among our railroad family in Milestown.

Although our chapter agreed at the May meeting to discontinue regular meetings during the summer months, resuming work again in September, yet, Mrs. Murray, our president, and her corps of workers just can't seem to quit working for the good of the cause.

The card party given at the Club house June 1st was a very pleasant affair. This party was in charge of Mesdames Thos. Brown, R. C. Sherman, E. J. Ripberger and Thos. Morgan and the many compliments paid that party by the guests prove that ladies are royal entertainers. Ten tables of whist were played, Mrs. Art Schrupf winning first prize and Mrs. C. D. Tarbox consolation. A delicious lunch was served.

The Card party given at the Parish Hall on July 15th for the benefit fund was a huge success. Twenty-five tables of bridge and whist were played. Mr. Edward Murray and Chas. Kroman winning the prizes for high scores at bridge, Mrs. Schlappert and John E de Carle

receiving the consolation prizes, while at whist Mrs. Umhoeffer and J Resque won the first prizes and Mrs. Ray Clevenger and Sam Blouse the consolation prizes. Special music added greatly to the enjoyment of a pleasant evening. Earl Farr and Ray Clevenger sang several songs accompanying themselves on the banjo and guitar. The success of the party was chiefly due to the enthusiastic work of the ladies in charge, Mesdames Harry Thompson, Belden Rehn, George Berg and Charles Boeckman. Some local Midwest, Kearney & Maloney, Arnold's and Seale's very kindly donated to our lunch.

Still more activity for the good of the cause—a food sale given July 31st by the Ways and Means Committee with Mrs. E. A. Farr acting chairman, assisted by Mrs. Chas. Lincoln chairman of the Ways and Means. The rows and rows of good things to be seen there was ample testimony of the splendid co-operation they received from the club members.

Everyone is looking forward to the fall meetings to see what pleasant parties an entertainment are in store for us. We hope to have lots of interesting things to tell the Magazine next month.

## Wausau Chapter

E. C. L., Historian

A very enjoyable and successful picnic was given by the Chicago & Milwaukee Railway Women's club at Marathon Park on Tuesday afternoon, July twentieth.

The diversion of the afternoon was cards, Mrs. Lathrop and Mrs. Fred Lehrbas winning favors in bridge and Mrs. Frank Mathies and Mrs. Frank Mattson winning in five hundred. Supper was served between six and seven to about a hundred and fifty, including the families of the members. Several Merrill and Tomhawk members of the club were present.

It was decided to dispense with the August meeting of the club, and to hold the next regular meeting on the third Tuesday in September.

## Sioux Falls Chapter

Mrs. T. P. Cavanaugh

The S. F. Chapter of the C. M. & St. P. Ry. Women's Club held their first meeting in their new Club House, Wednesday evening, July 21, 1926. There was a very large attendance. Light refreshments were served after the business meeting.

During the past two months much time was spent getting the club house ready for occupancy and the Club wishes to thank the B. & B. gang for their help, also other employes who assisted us in completing it.

The Sioux Falls Chapter was organized in March 1925, and since that time the meetings have been held in the homes of different members.

Through the untiring efforts of our Chapter president, Mrs. J. R. Bankson, a Club House was started and finally completed. Much credit is due to the members who helped her varnish and wax the floor, hang the curtains and clean the club house so that it would be ready in time for the July meeting which is held on the third Wednesday.

A dance was given at the Arkota Ball Room on April 13th, 1926 to raise funds to be used to furnish and complete the building. The dance was a huge success, \$128.00 being clear with all bills and expenses paid. The Committee in charge of the purchasing were able to get a very good Victrola reasonable, also folding chairs, curtains, cooking utensils, silverware and dishes. Many members donated dish towels and numerous articles to fill in. It was suggested at the meeting that each member donate something for the club house. This suggestion was favored by all.

A novel suggestion for raising money during the warm weather was to put up Pop stands east of the Freight Depot, near the Manchester

Discuit Factory. Motion was made that we put up such a stand and each member take her turn at running it for a day. The motion was seconded and carried. Mrs. Fred Meyers was appointed Chairman of this Committee.

Chairmen of the Membership, Sick and Refreshment Committees were appointed for the next six months. Mrs. H. Kruck of the Membership; Mrs. Fred Brown of the Refreshments. Mrs. A. B. Main, Treasurer gave a full report of the money spent for all purchases made for the Club House.

The Club House will also be used for the Safety First Meetings which are held once a month, and as nine convenient tables were built in, the Club will hold card parties and have social gatherings during the winter months.

The Sioux Falls Chapter boasts over twenty five contributing members and a drive for new members will be taken up very soon.

The old officers for the Chapter were re-elected for the ensuing year, and are: Mrs. J. R. Bankson, President; Mrs. Z. Jenkins, 1st Vice-president; Mrs. E. E. Lovejoy, 2nd Vice-President; Mrs. T. P. Cavanaugh, Secretary and Mrs. A. B. Main, Treasurer.

#### Green Bay Chapter

—Mrs. H. C. Ballard, Historian

Our second Board Meeting was held July 12th at 8.00 P. M. in the Passenger Depot with nearly all members of the board present. Meeting called promptly by our President, Mrs. John F. Dunn, and the following important business discussed. Splendid reports were made by various Chairmen.

Mrs. Ed. T. Redline, Chairman Mutual Benefit reported giving aid to one family and requested members who have preserves and jelly to spare to send same to her home, as she has one family with little ones who dearly love goodies, the Mother being ill and unable to do much in her home.

Mrs. W. E. Bartlett, Purchasing Chairman, reported sending flowers and cards of sympathy to Mrs. S. H. Vaughan and Mrs. Stanis Sorenson in their late bereavement, the death of their beloved husbands. Both Mr. Vaughan and Mr. Sorenson were staunch supporters of our Chapter and attended many of our social activities and we will greatly miss them.

Mrs. Chas. Heymann, Chairman of Membership, reported the following new members. Mrs. Leo J. Burns, Mrs. Geo. Langdon, Mrs. Paul Wilson, Miss Julia Johnson, Mrs. Axel Anderson, Mrs. J. B. Phillips, Mrs. Phil Gavin, Mrs. Morris Courtion, Mrs. F. L. Deman and Mrs. H. D. Perry of Oconto. President Mrs. J. F. Dunn urged a drive for new members and arranged with Membership Committee to make personal calls upon prospective members, thus endeavoring to increase our Chapter membership.

Mrs. H. J. Culbertson, our 1st Vice-President, who so joyfully earned 50.00 for our chapter by the sale of vanilla, reported all proceeds turned in to our Treasurer and she is more than satisfied—and we assure her that her efforts and those of balance of Committee were very much appreciated.

Mrs. Ed. T. Redline, our Welfare Chairman, is going to get busy between now and September 1st organizing "Bowling Teams" as this Chapter expects to have quite a few. Our President appointed Mrs. Redline, General Captain and she will personally handle the organizing of the teams, appointing Captains and arranging details.

On Saturday, July 17th, we held our Annual Picnic at Bay View Beach. Katherine Browning the General Chairman, was assisted by the other officers and Chairmen—many games were planned and enjoyed by everyone present. After the games everyone enjoyed picnic suppers from well filled baskets and in the evening we had a dancing party. Everyone took part and

left feeling they had surely enjoyed the day.

#### Chicago Chapter Fullerton Ave. Unit

On Saturday, July 31st, the Chicago Chapter of the C. M. & St. P. Ry. Women's Club, was entertained at the home of the President, Mrs. Grant Williams, of Edgebrook.

Tables and chairs were arranged on the lawn, the lunch baskets were opened and shared, while coffee and sandwiches were served by the Refreshment Committee.

The gracious hospitality of the Hostess manifested itself among the one hundred guests and they were soon chatting gaily at the tables.

Following the luncheon they retired to the house where they enjoyed a musical program.

1. Woodland Echoes.
2. Beautiful Spring Reverie  
Piano Solos by Miss Sophia Sychaaske.
1. The Magic of Your Eyes.
2. All for You.

- Vocal Solos by Miss Grace Rosier.
1. Minuet—By Beethoven.
2. Mighty Like a Rose.

The first being a violin solo by Miss Elizabeth Porter. The second a vocal duet by Miss Grace Rosier and Miss Elizabeth Porter, all solos accompanied by Miss Sophia Sychaaske.

The tables and chairs were then cleared from the lawn and a number of contests were held.

A Sack Race, 3 legged Race, A Needle and Thread Race and a Match Box Race, between the Fullerton Avenue unit and the Union Station Unit were won by different members. The prize going to the Union Station Unit was a book for their library entitled "Man-Trap."

Most of the young ladies then returned to the City on a bus and the fun was continued when a member produced a Ukulele and played while the others sang the popular airs of the day.

#### Chicago Chapter Union Station Unit

Mid-summer weather has not dampened the ardor of our social committees and nice things are happening right along.

Saturday, July 31st, found Edgebrook, that lovely spot, again the center of attraction for the members of the C. M. & St. P. Women's club—a picnic this time, with Mrs. Grant Williams' home as headquarters. The picnic, or most of it arrived at Mrs. Williams on the 1:20 train, happy though hungry.

Contrary to custom, the feature of the afternoon came first, the feature in this case being a welcome and abundant lunch—lots of good things to eat, lots of good coffee to drink. The "feature" disposed of, we were next favored with a delightful little program of our own Fullerton Avenue talent, arranged by Mrs. Dixon, much to her credit and to their credit. And at last came the athletic events of the day. Mrs. Williams' spacious lawn offered an excellent track for the contests. There were many entries in the various races, but not so many in at the finish, for the lawn was strewn with fallen heroes. To the victors belonged the spoils, a variety of dainty prizes, and I understand our library profited to the extent of one brand new "best seller" won by Miss Vera Snapp in the match box race—a matter of noses—and kindly donated by her.

The races concluded our picnic and the picnickers scattered in various directions, some of them stopping to look over the new club house for the Edgebrook Golf Course, which promises to be a very handsome affair (this last little news item for our golfers).

We all thank Mrs. Williams for a most enjoyable time.

AND on Saturday, August 14th, we had the pleasure of having Mrs. Williams as our guest.

Our committee being of a venturesome turn of mind decided to try the new Bismarck Hotel—the result was most satisfactory I think you will all agree.

After our concerted efforts with "How do you do Mrs. President, how do you do", Mr. Murphy of our traffic department, contributed two lovely songs to the occasion, which we enjoyed immensely and appreciate his generosity in donating part of his precious Saturday afternoon time to us. We invited him to have lunch with us, but he graciously declined; I wonder why—there were only twenty-four ladies there.

After lunch, and some more singing, and some dancing (and perhaps I should explain for the benefit of those not present that our dancing and singing were not staged in the public dining room but in a private dining room for the occasion) Mrs. Williams sprung a little surprise on us, to-wit; August 14th happens to be her birthday, so our party was most apropos. She said she wouldn't tell us what 9th birthday it was, nor would she put us to the test of guessing, for she feared that in our efforts to be polite we would not guess half enough—but we know it can't be very many at that.

The afternoon passed merrily, we enjoyed having Mrs. Williams with us, and hope we may have the pleasure of her company again.

#### Ottumwa Chapter Milwaukee Women's Club

First thing in order is "Three Cheers" for the Milwaukee Picnic held on July 31st. Foster Park was to be the scene of the event and at the appointed hour, six o'clock in the evening, a merry crowd had gathered, all supplied with well filled baskets. Just at about the same time several large, black clouds had decided to gather in the sky above and in a short while were discharging drops of water in abundance, forcing the merry makers to seek shelter. It was then decided to collect our baskets and journey to Our Club House, where we might enjoy our picnic dinner regardless of the rain.

There was such a variety of delicious and appetizing food served that it is difficult to go into detail.

Miss Marguerite Kissinger was in charge of the program and as usual "put it over big." The Play, under the direction of Miss Kissinger, was especially well ACTED. Mr. T. H. Kemp, Stage Manager, and Mr. H. McCrum Property Manager, are to be complimented for the splendid manner in which the play was put on and their good selection of scenery and furnishings, especially the floor lamps, see Miss Margaret Evans and Miss Mildred Kissinger. The hero, Leo Love, it isn't all in his name, and Martha L. Brown as the heroine, played their roles exceptionally well. Sheriff W. C. Givens was always on hand to protect the heroine from the vile villain, role played by Dispatcher T. H. Tuomey. Also another one of the leading roles was that of the Honorable Mayor, portrayed by Chief Dispatcher E. J. Klahn. The fair Village Maidens, Gertrude Morelock and Ilee Sowders who were the friendly enemies of the Village Camp, Genevieve Orvis. Last, but not least, J. W. Sowder portrayed the character of the Insurance Agent.

The title of the play is "Gathering in of the Nuts." Should any other Chapter desire to put on this play at one of their Social Affairs please get in touch with Miss Kissinger, Chairman of our Entertainment Committee.

Following the successful production of the Play we were entertained by Miss Marguerite Kissinger who sang several songs, upon request. Miss Ilee Sowder played as a piano solo 'A Medley of Popular Airs! Miss Margaret Evans gave a humorous and entertaining reading, 'Ex-

# You Owe Yourself this Finest of Overalls

RAILROAD MEN throughout the country have proclaimed the new #91 Lee Overalls the finest of them all. Everyone who sees this remarkable garment desires it immediately. Following this desire is the complete satisfaction it gives in long wear, neat appearance and solid comfort.

For in the new #91 Lee Overalls is combined the new Lee Blue Denim (exclusive fabric) with many superior construction features. Solid brass can't rust buttons. Double-wear, reinforced pockets. Can't slip suspender slides. Reinforced strain points. Broad, lay-flat suspenders. Rip-proof buttonholes. And many others.

You owe yourself this finest of overalls. See a Lee before you buy. Compare. And once you wear the new #91 Lee Overalls you never again will be satisfied with ordinary work garments.

See the Lee dealer near you or write to nearest factory.

#### THE H. D. LEE MERCANTILE COMPANY KANSAS CITY, MO.

TRENTON, N. J. SOUTH BEND, IND. MINNEAPOLIS, MINN.  
SAN FRANCISCO, CALIF. SALINA, KANS.

Makers of the famous Lee Union-Alls

The New

#91

"They are absolutely the most comfortable, well fitting and longest wearing overalls I have ever worn. My wife says they are the most easily washed of any overalls I have ever had.—A Missouri railroad man. (name on request.)"

Lee  
TRADE MARK  
UNION MADE

# Lee Overalls

periences of Sally Ann' and little Miss Mary-belle Tuomey gave two clever readings. The grand finale was the singing of the Club songs by all present, accompanied by Miss Ilce Sowder at the piano.

Having dispensed with our Monthly Business Meetings there is little to write about regarding the activities of our Club. Note from a recent report of our Mutual Benefit Committee that the members of this Committee are still actively engaged in helping and caring for those in need.

#### Council Bluffs Chapter

Mrs. Edw. Lee, Historian

On July 12th the C. M. & St. P. Women's Club Chapter of Council Bluffs went on the air from ten to eleven P. M. from Station KOIL, Council Bluffs.

This station is one of the largest in the country broadcasting on a wave length of 305 meters and reaches all parts of the United States and Canada.

A program of vocal and instrumental music was all rendered by Milwaukee Employees, and from the large number of cards and letters received by the station, also numerous telephone calls received for repeat numbers the program must have been very successful.

The ladies of the Milwaukee Chapter take this opportunity of thanking the management of KOIL Station for granting them the opportunity of putting this program on the air gratis, and in return highly recommend the use of Mona Motor Oil to all owners of auto cars as the best in the country and especially urge its use to all our friends, in C. M. & St. P. territory.

#### Program Given by C.M.&St.P. Women's Club

Vocal Duet "Tie Me To Your Apron Strings Again" by Al La Heist and Langford Olson. Soprano Solo "An Irish Longing" by Mrs. Eva Taylor.

Piano Solo "Napoleon's Last Charge" by Evelyn Olson.

Vocal Solo "Sweet and Low" by Langford Olson.

Vocal Solo "At Dawning" by Mrs. Agnes Hansen.

Milwaukee Trio "Sweet Bunch of Daisies" by Mrs. C. Schonberg at the Piano, John Petersen, Harmonica and Herbert McCollum, Jews' Harp.

The Aim and Purpose of the C. M. & St. P. Women's Club.

Vocal Solo "The Breathe of an Irish Smile" by Miss Edna Ford.

Vocal Solo "The Side Walks of New York" by Herbert McCollum.

Milwaukee Trio "My Wild Irish Rose".

Vocal Solo "When Irish Eyes are Smiling" by Mrs. Eva Taylor.

Piano Solo "Glow Worm" by Evelyn Olson.

Vocal Duet "Piccaniny Lullaby" by Al La Heist and Langford Olson.

Vocal Solo "Lonesome" by Carl Schonberg

Vocal Solo "You" by Mrs. Agnes Hansen.

Vocal Solo "Lassie O'Mine" by Miss Edna Ford.

Vocal Duet "Georgia Lullaby" by Al LaHeist and Langford Olson.

#### Savanna Chapter

Minnie Sitzberg, Historian

The members of Savanna Chapter have been enjoying a vacation during July and August; but our committees have not been idle, especially the Cheerful Committee. Several families have been given money to help them over the rough spots; and one family whose home and all their possessions were destroyed by fire, was furnished with clothing and their new home furnished complete, with everything necessary,

and their rent paid in advance for several months.

Our picnic had to be postponed, account of rain. We expect to hold another dance on September 3rd, in the depot,—the dance given there last Spring, was such a success that everyone is anxious to have another.

A play is under way for early fall, and a number of social functions are being planned for this winter. So, while the regular routine of business has not been going on through the summer vacation, our president, Mrs. Thurber, and the chairmen of the Committees have been very busy.

We are looking forward to a visit from our President-General, Mrs. H. E. Byram, some time the coming season, and it will be a great pleasure for us all to welcome her to Savanna Chapter. It will be her first visit here.

#### Dubuque Chapter

Dubuque Chapter is having a vacation from regular meetings during July and August, but the Sunshine Committee is continuing its work and various other committees are making plans for Fall work.

The annual Dubuque Division Picnic, under the auspices of Dubuque Chapter, was held July 24th at Union Park. During the afternoon the program consisted of various races and contests for the grown-ups as well as the children. Prizes were also awarded to the oldest conductor present, the oldest engineer and the oldest shop employee present, also to the employee present who had been in the employ of the C. M. & St. P. Ry. the greatest number of years. Mr. Peter Hay was winner of the last two prizes, having worked for the Company forty-five years. Upon presentation of the prizes Mr. Hay responded to requests for a song with "The Wee House" and as an encore "Every Dog Has His Day."

During the afternoon a group picture of the entire crowd was taken. At 6:30 about One Hundred and Twenty-five employees and their families sat down at the long tables for an old-fashioned picnic supper.

This second annual picnic is a repetition of the success of the first one and from all indications, the annual picnic is an established affair under the auspices of the C. M. & St. P. Railway Women's Club.

Mrs. E. Johnson, Chairman of the Sunshine Committee, reports her Committee during the month of July as having made fifteen sick calls, sent out twenty-six cards and expended approximately One Hundred and Twenty-seven Dollars in relief work covering groceries, milk, rent and cash donations in cases of sickness and death. This Committee is making a special effort to keep in close touch with all matters pertaining to their work.

Dubuque Chapter will resume their regular meetings on September 17th and thereafter on the third Friday of each month, at Eagles Hall, at eight o'clock P. M. and will at all times be pleased to welcome visiting members of the C. M. & St. P. Railway Women's Club.

#### Annual Meeting Freight Station Employees

Continued from Page 18)

hearing it exactly as printed and in a most dramatically convincing manner, and as each delegate began to realize the situation, there became a wonderful stillness in the room except for the speaker's voice. After he was through, pandemonium broke loose, and amidst the hand-clapping and noise, agents all over the room were on their feet to secure recognition from the Chairman, which resulted in enthusiastic and prolonged discussions as to the number of books of proceedings member lines ought to acquire for distribution to their agents generally.

(Concluded in October Magazine)

### Prince Henry's Special (Continued from Page 9) CHICAGO AND MILWAUKEE DIVISION. Special Time Table.

Taking effect at 1.00 P. M. March 4, 1902.

TRAINS GOING WEST.		STATIONS.	TRAINS GOING EAST.	
First Class Special Passenger.	First Class Special Passenger.		First Class Special Passenger.	First Class Special Passenger.
DEPART 2.00 PM	DEPART 1.00 PM	CHICAGO	ARRIVE	ARRIVE
2.10	2.00	WESTERN AVE.	11.30 PM	11.40 PM
2.14	2.04	PACIFIC JO.	11.26	11.35
2.16	2.06	PENNOCK.	11.23	11.33
2.18	2.08	GRAYLAND.	11.21	11.31
2.19	2.09	MAYFAIR.	11.20	11.30
2.21	2.11	FOREST GLEN.	11.19	11.29
2.22	2.12	EDGEBROOK.	11.18	11.28
2.25	2.15	MORTON GROVE.	11.16	11.26
2.27	2.17	GOLF.	11.13	11.23
2.29	2.19	GLENVIEW.	11.12	11.22
2.33	2.23	SHERBURNVILLE.	11.09	11.19
2.39	2.29	DEMERFIELD.	11.06	11.16
2.41	2.31	EVERETT.	11.02	11.12
2.47	2.37	BONDOUT.	10.56	11.06
2.53	2.43	WARRENTON.	10.50	11.00
2.55	2.45	GURNEE.	10.47	10.57
3.01	2.51	WADSWORTH.	10.42	10.52
3.07	2.57	RUSSELL.	10.37	10.47
3.12	3.02	RANNEY.	10.31	10.41
3.14	3.04	TRUBSDALE.	10.30	10.40
3.19	3.09	SOMERS.	10.25	10.35
3.25	3.15	CORLIS.	10.20	10.30
3.30	3.20	FRANKSVILLE.	10.16	10.26
3.35	3.25	CALEDONIA.	10.12	10.22
3.39	3.29	OAKWOOD.	10.08	10.18
3.45	3.35	LAKE.	10.03	10.13
3.52	3.42	STOWELL.	9.59	10.09
3.55	3.45	ALLIS.	9.54	10.04
3.59	3.49	MILWAUKEE.	9.53	10.03
4.00 PM	3.50 PM	MILWAUKEE	9.50 PM	10.00 PM
ARRIVE	ARRIVE	MUSKEGO YARD	DEPART	DEPART

† Trains do not stop.

#### SPECIAL RULES.

All General and Special Rules on Time Table No. 71 will govern.

All trains and engines must clear the time of the Specials twenty minutes in the direction which the Specials are moving.

All passenger trains moving in the opposite direction will come to a full stop five minutes before the second Special is due, and will remain standing until this Special has passed.

All freight trains moving in the opposite direction will come to a full stop five minutes before the first Special is due, and will remain standing until the second Special has passed.

J. F. GIBSON, Superintendent. W. J. UNDERWOOD, Asst. General Manager.

C. A. GOODNOW, General Superintendent. M. R. WILLIAMS, General Manager.

#### The Social Whirl

A wooden wedding in the next block—a couple of Poles getting married.

Little John—"Pa," said a newspaper man's son, "I know why editors call themselves we."

Big John—"Why?" Little John—"So the man that doesn't like the article will think there are too many for him to lick."

"Father, give some money for an evening dress!"

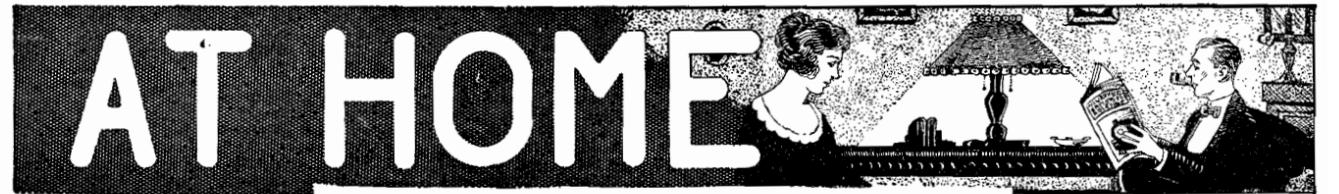
"Where is the one you had?"

"A moth has eaten it!"

Jack—The teacher says that we are here to help others.

Jill—Yes. Jack—And I'd like to know what the others are here for.

—Nebraska Awgwan.



HAZEL M. MERRILL, Editor

pecially for those young ladies who are going away to school, we must remember that much depends upon first impressions; we must wear clothes and with a little thought and care, it is just as easy to be practically, properly dressed, yes—even attractively so. The appearance must not be paramount and occupy the entire thought, but we will be happier and can give thought and attention to other things of more importance with the underlying consciousness that we look well. Simplicity remains the keynote of the day in fashions, and it is not a difficult matter to have an attractive wardrobe. Color schemes of brown and beige and navy-blue and red will both be popular and smart for fall wear. A two-piece tailored suit is an essential for the girl who is going away to school, and a very simple, pleasing one is shown with one-piece skirt buttoned at the waist, short box jacket, with revers and two buttons, lined with crepe de Chine. Choose a practical coat, not too dressy, of pin-check material, lined and interlined, with soft fur collar. In these days of attractive slickers, rain hats, and umbrellas no school girl feels her wardrobe is complete without them. In addition to the rain hat, she must have a small, closefitting hat, and a larger one for dress. High crowns are smart, brims turn up or down, more trimming being used, either to the left or right; fall and winter will mark the return of the small hat to popularity. The very large broad brims are nice for sunshades but not so good for wintry winds and snows. At any rate, the small hats are more in keeping with the coiffure, as all indications are that the shingled head will be the order of the day for some time to come, even the Hair Dressers' Ass'n. admitted this year that there was no long hair in sight. Sports costumes are so attractive nowadays that they serve the purpose for school and business as well as sports. Madras striped shirting makes an attractive sports costume, also crepe de Chine with silk vest and cuffs to match; Sweater-blouse and skirt costumes are practical and smart. A dress of twill, bolero fashion, with crepe de Chine blouse, made in one piece with skirt attached to the crepe at the waist is a youthful type of frock and very popular. A jumper dress of two-piece style makes another smart school dress. For evening, one should have a formal gown of chiffon or georgette, sleeveless, and one that will serve as a dinner and afternoon frock, say a long-sleeved crepe. Then with the necessary lingerie, shoes and hose, a corduroy bathrobe, and accessories, handkerchiefs, gloves, boutonnières, scarves, beads, etc., methinks one would have a very appropriate wardrobe with which to make one's debut at college.



Mary Frances Borden Daughter of Coast Division Trainman L. A. Borden



Anthony Kroha, Little Son of General Storekeeper A. J. Kroha



Barbara McMahon, Little Daughter of Chief Clerk, Harry J. McMahon, Supt's. Office, Coast Division Some Coast Division Sunshine

#### Fashion Notes

Here it is, time for school, and consideration must be given to the wardrobe. We all seem to realize, more and more, that we can get quality and loveliness combined in clothing and that it is not necessary to purchase with only serviceability, warmth, etc., in view. In planning the school wardrobe, es-

pecially for those young ladies who are going away to school, we must remember that much depends upon first impressions; we must wear clothes and with a little thought and care, it is just as easy to be practically, properly dressed, yes—even attractively so. The appearance must not be paramount and occupy the entire thought, but we will be happier and can give thought and attention to other things of more importance with the underlying consciousness that we look well. Simplicity remains the keynote of the day in fashions, and it is not a difficult matter to have an attractive wardrobe. Color schemes of brown and beige and navy-blue and red will both be popular and smart for fall wear. A two-piece tailored suit is an essential for the girl who is going away to school, and a very simple, pleasing one is shown with one-piece skirt buttoned at the waist, short box jacket, with revers and two buttons, lined with crepe de Chine. Choose a practical coat, not too dressy, of pin-check material, lined and interlined, with soft fur collar. In these days of attractive slickers, rain hats, and umbrellas no school girl feels her wardrobe is complete without them. In addition to the rain hat, she must have a small, closefitting hat, and a larger one for dress. High crowns are smart, brims turn up or down, more trimming being used, either to the left or right; fall and winter will mark the return of the small hat to popularity. The very large broad brims are nice for sunshades but not so good for wintry winds and snows. At any rate, the small hats are more in keeping with the coiffure, as all indications are that the shingled head will be the order of the day for some time to come, even the Hair Dressers' Ass'n. admitted this year that there was no long hair in sight. Sports costumes are so attractive nowadays that they serve the purpose for school and business as well as sports. Madras striped shirting makes an attractive sports costume, also crepe de Chine with silk vest and cuffs to match; Sweater-blouse and skirt costumes are practical and smart. A dress of twill, bolero fashion, with crepe de Chine blouse, made in one piece with skirt attached to the crepe at the waist is a youthful type of frock and very popular. A jumper dress of two-piece style makes another smart school dress. For evening, one should have a formal gown of chiffon or georgette, sleeveless, and one that will serve as a dinner and afternoon frock, say a long-sleeved crepe. Then with the necessary lingerie, shoes and hose, a corduroy bathrobe, and accessories, handkerchiefs, gloves, boutonnières, scarves, beads, etc., methinks one would have a very appropriate wardrobe with which to make one's debut at college.

in fact many of them have the appearance of just having been cut down to fit. Late cablegrams from Paris tell us that gay touches brighten simple frocks of silk, with the decoration sparingly placed. In spite of all that has been said simplicity of design still continues. Styles are a little more feminine and not quite so mannish, but simple withall. Beading and embroidery remain in fashion.

It is really attention to the small trivial changes in mode that keeps one up to fashion. Changes in shoulder line, pleats, tucks, gathers, yokes, etc., the drop shoulder is new.

The Bolero effect is very popular and is found in evening frocks as well as afternoon gowns and jumper blouses.

While many, possibly the majority of frocks this summer, have had sleeves, September is the month for sleeves to return to stay through the winter. They are varied in design and you may have them tight or full, open or closed at the wrist, while the wide bell effect is in high favor.

Shades for Autumn are darker; Myrtle green, Bergundy red, covert gray, blue, and black, in materials of wool crepe, crepe back satin, heavy flat crepe, twills, and fine broadcloth.

Necks will be muchly ornamented. Several necklaces of large pearl or gold beads are worn on the street; for afternoon, three or five graduated strings of pearls; for evening, a long chain of crystals; collars of lace or embroidery, chiffon scarves, cravats in two colors; old-fashioned brooches and cameos; also large ragged flowers.

Necklines that are square in front and then point to a graceful "V" are good on plain silk frocks.

The handkerchief collars are quite new and are really just a handkerchief folded diagonally corner to corner and knotted around a "V" neck.

Large shawl collars effectively dress up a plain dress.

Many coats have cape effects but with straighter lines and less flare than those of spring.

Drop shoulders also appear in coats.

Colors contrast as often as they match this season. Green, brown, blue, gray, and black will all be good.

Tailored frocks have turnover collars of fur whether the material is of silk or cloth.

Overskirts and pleated flounces will be popular for fall silk dresses.

Flat silk braid will be used for trimming.

Coats will be more popular for evening wear this fall and winter than capes.

Evening dresses have silk fringe trimmings.

Hats that contrast rather than match the costume are more in favor.

#### Household Helps

Thoroughly oil or saturate a cotton yarn dish mop and use it to clean the

coils of bed springs. You will find it will do the work beautifully and save time and strength.

Add a pinch of baking powder to whites of eggs before beating and the meringue will be abundant, fluffy, and tender.

A big difference will be noted in the result of sweeping the stairs with a painter's brush instead of an ordinary dusting brush.

New clothes lines will last longer if boiled before using.

Nail a piece of zinc over half of the kitchen table. It makes an excellent surface for chopping onions, etc., and is easily cleaned.

Try adding mustard to the butter before spreading sandwiches. It is much easier.

A few grains of rice placed in a salt shaker will prevent lumps.

You can clean the dirtiest frying-pan readily if soaked in ammonia and water a few minutes before washing.

### The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1926-27 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, Room 802, Union Station, Chicago 5560. Ladies' Coat—Cut in 7 Sizes: 34, 36, 38, 40, 42, and 46 inches bust measure. A 38 inch size requires 4 1/4 yards of 54 inch material with 3/4 yard of lining 36 inches wide if made with sleeves. If sleeves are omitted 3/4 yard less of 54 inch material is required. Price 12c.

5547. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size requires 2 7/8 yards of 54 inch material with 1/4 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 2 yards. Price 12c.

5559. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 yards of 54 inch material with 1/4 yard of contrasting material. If made with long sleeves and of one material 2 3/4 yards will be required. Price 12c.

5546. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material with 3/4 yard of contrasting material. The width of the dress at the lower edge is 52 inches. Price 12c.

5590. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1 1/2 yard of 36 inch material. Price 12c.

5579. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size requires 3 3/4 yards of 54 inch material with 1/4 yard of contrasting material. The width of the dress at the lower edge is 1 3/4 yard. Price 12c.

5591. Child's Dress—Cut in 5 Sizes: 2, 4, 6, 8 and 10 years. A 4 year size requires 2 yards of 32 inch material if made with wrist length sleeve. If wrist length sleeve is omitted 1 7/8 yard will be required. Price 12c.

5582. Ladies' Morning Frock—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. To make this style as illustrated, for a Medium size requires 3 3/4 yards of 36 inch material with 3/4 yard of contrasting material for trimming bands with pockets and facing on a 2 1/2 inch belt. Price 12c.

5568. Child's Romper—Cut in 3 Sizes: 6 months, 1 and 2 years. A 1 year size requires 1 3/4 yard of 36 inch material if made without sleeves. With sleeves 1 1/2 yard is required. Price 12c.

5565. Child's Play Suit—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 3 1/2 yards of 32 inch material with 1/4 yard of contrasting material. If made with short sleeves 3 3/4 yards will be required of one material. Price 12c.

5573. Ladies' House Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the Dress as illustrated for a 38 inch size requires 4 1/4 yards of material 36 inches wide, with 3/8 yard of contrasting material. If made with short sleeves, 4 yards of the material will be required and 3/8 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 2 1/4 yards. Price 12c.

5561. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 3/4 yards of 40 inch material. If made with

long sleeves. If made with short sleeves 2 1/2 yards will be required. Price 12c.

### Good Things to Eat

**German Coffee Bread.** Add to one cup of scalded milk, one third cup butter or half butter and half lard; one fourth cup sugar and one half teaspoon salt. When lukewarm, add one third of a yeast cake dissolved in one fourth cup lukewarm milk; one well beaten egg; one half cup raisins and flour to make stiff batter. Cover and let rise over night. In the morning spread in well greased dripping pan, one half inch thick. Cover and let rise again. When ready for the oven, brush with beaten egg and cover with the following: to three tablespoons of melted butter, add one third cup of sugar and one teaspoon of cinnamon. When sugar is partly melted, add three tablespoons of flour.

**Dutch Apple Cake.** Mix one cup of scalded milk; one third cup butter; one third cup sugar and one third teaspoon salt. When lukewarm, add one yeast cake; two eggs, unbeaten; and flour to make a soft dough. Cover and let rise. Beat down and let rise again. Spread in a buttered pan as thin as possible and brush with melted butter.

Pare, core and cut in lengths enough apples to cover the top. Press edges of the apples onto the dough in rows. Sprinkle with sugar mixed with cinnamon. Cover, let rise and bake in a moderate oven thirty minutes. Cut in squares. May be served as a desert, with whipped cream.

**Little Bhamins.** Put one half cup of washed rice in double boiler with one half cup boiling water and one half teaspoon salt. Cook until rice has absorbed the water, then add one and one quarter cups of scalded milk and cook until the rice is soft. Add yolks of two eggs; one tablespoon of butter; one eighth teaspoon of paprika and one tablespoon of tomato catsup. Spread on a plate to cool. Shape in chicken form, dip in crumbs, egg and crumbs, fry in deep fat and drain on brown paper. Insert pepper corns or allspice berries to represent eyes and arrange on a hot platter.

**Egging and Crumbing.** So many recipes for fried call for egging and crumbing that the following direction is reprinted from a noted authority on cookery. Use dried bread crumbs which have been rolled and sifted. Egg used for crumbing should be broken into a deep plate and beaten with a fork. Dilute each egg with two tablespoons of water. The crumbs should be spread



Electric



Castings

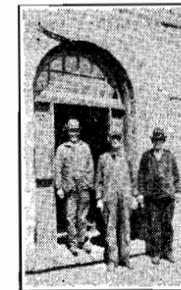
Steel

WEHR STEEL COMPANY  
MILWAUKEE WISCONSIN

on a board, and the food to be fried should be first rolled in the crumbs to dry it, and care must be taken to see that all parts are covered. Then dip the egg mixture, and same care exercised to see that all parts are covered. Then roll in crumbs again. After last crumbing, remove food to a place on board where there are no crumbs and shake gently to remove some of the outer crumbs that are thick. Use a spatula to lift the food from the egg mixture. The food is now ready for the frying pan or deep fat kettle.

**Roxbury Pudding, Hot Chocolate Sauce.** Work one half cup butter until creamy, add one cup sugar, gradually, beating all the while; then one half cup milk, two and one half cups flour mixed with three and one half teaspoons baking powder; pinch of salt and whites of four eggs beaten until stiff. Turn into six well buttered baking powder tins, adjust covers, which should also be buttered and put on a trivet in kettle containing boiling water, allowing water to come up only half way around mould. Cover closely and steam one hour, adding as needed more boiling water. Remove from mould and serve with hot chocolate sauce.

**Sauce:** One square unsweetened chocolate; one tablespoon melted butter; one third cup boiling water; one cup sugar; one half teaspoon vanilla.



Brakeman I. G. Hinkins, Warehouseman Alvin Mitchell and Conductor Gallagher of Mineral Point, Wisconsin

### Madison Division

The alchemist who attempted to make gold of the baser metals or the Hebrew who was compelled to make bricks without straw was an easy one compared with the correspondent who tries to make a half column in the magazine without a contribution from one of our numerous employees.

The lack of news may be due to vacations, the ones who haven't had vacations are too busy thinking about them, some are having vacations and cannot contribute and those who have had vacations are too tired to write.

Berdella Niebuhl and Margaret Roche from the Superintendent's office have returned from touring the Pacific Coast.

Bess Hicky Roadmasters clerk is rustating

at Prairie du Chien and will be back on the job about the first of October.

Otto Beerman our popular Trainmaster has been assigned to the I&D Division. We regret his leaving but wish him the same success which he attained on the Madison Division.

Jerry Hansen of Chicago has been assigned trainmaster on this Division which position was vacated by Trainmaster Beerman. The Four Lakes City is a great place and we recommend it. Since Mr. Hansen's arrival he reported a new baby boy arriving Aug. 19th.

Janesville Yard is going to have some new tracks. Look out for the cars as Charley Gregory and his staff will be able to do the jar and keep all trains moving.

Matt Valentine has not passed the trainmen's examination and hasn't had much practice in throwing switches. Maybe Engineer Shipley didn't pull 'er out far enough to give Matt a good chance to get the switch over.

Sandy Dimmock tried to ride the Soo Line from Milwaukee to Waupaca on a Milwaukee pass. It cost Sandy \$8.24.

Agent Cross Plains is short a "W" for his typewriter. Is any agent over?

Frank Laminske, Chief Dispatchers Clerk just returned from a motor cycle trip to Yellowstone Park. He brought a number of pictures back, among them, one of himself sleeping, standing.

The pinochle season is over with and some of the boys have taken on K. P. duty.

The old Madison Division is getting some needed improvements: Mechanical coal shed at Lone Rock and Whitewater, passing tracks at Whitewater and Middleton, new yard tracks at Janesville and heavier tseel at Edgerton, Prairie du Chien and Monroe. We should be all set for the winter.

Florence Bischel, Supt's stenog will sail soon on the good ship "Matrimony" with Jimmy Kerins as Chief "Petty Officer" Florence says she is coming back and we hope Captain Jim is well versed in navigation.

Tom Kelly has a new Studebaker and briar pipe. He got a good price for the old car but they wouldn't allow him anything for his old pipe. We have had a feeling that the personnel in the Superintendents office would remain unchanged and be like the clock in the City Hall. We were awoken from this dream when Gladys Swenson, Stenographer resigned to take a position with the Bank of Wisconsin. Next: George Whalen timekeeper resigned to become a barbarian on an east side shop. To show our appreciation would suggest that we take our hair cuts, shaves, bobs, etc to him. His ability to cut has been demonstrated, much to the chagrin of the trainmen.

Next comes football Rah Rah!

## WANTED! Branch Store Managers

We have an opening in several cities for branch managers to sell the famous STEPHENS line of automobile specialties. If you can qualify, we have a proposition to make that will enable you to realize huge profits. Some of our distributors make \$2,000.00 monthly.

We want men who can prove to us that they can do business if given a big-value auto specialty line of merchandise.

We give our distributors every assistance and cooperation. Exclusive territory. We furnish sales helps and merchandising plans.

Write at once regarding this unusual business opportunity.

A. J. Stephens Company  
4127 Chestnut St., Dept. 41  
Kansas City, Missouri

WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.

5000 tons daily production from West Clinton District, Indiana.

Write for Prices

BINKLEY COAL CO.  
1924 Burnhan Bldg.  
CHICAGO

First National Bank Bldg., Mason City, Ia.  
Security Bldg., Minneapolis, Minn.  
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

# ON THE FEEL TRAIN

## LaCrosse Division Items

Jesse Pike

Engineer Ray Rice has returned from a two weeks camping trip at Bayfield. Ray reports a wonderful time and lots of good fishing.

It again becomes our duty to tell of the death of an old railroad man—August Huttner, better known as "Shorty" who died at his home in Watertown on July 28th. Shorty worked for many years in the Round house at Watertown Jct. and has been the proprietor of the Junction lunch room for the last two years.

Earl Volderson, brakeman on the LaCrosse division, also a big butter and egg man has gone to Minneapolis in order to look over the egg situation in Minneapolis and St. Paul.

Car foreman, Gus Hess has returned to duty after spending two weeks touring northern Wisconsin.

It is reported that Mike Tracy, agent at Doylestown, has traded his car for an old white horse so that when he takes a trip he is sure to get back.

Engineer Herman Manthey has returned from Seattle, Washington and Herman will be pleased to give any one information in regard to Lookout Mountain where he evidently spent most of his time. If there is any doubt in your mind about him knowing his "Onions" ask Engineer Tom Cleary—he will vouch for him.

John Cassidy, Clerk in the store department at Milwaukee, has been making lots of trips to Portage lately but then no one can blame him for they make them nice there.

Harry Miller and Rose Gorka were married Monday, August 2, 1926 at St. Roses church in Milwaukee. We wish to extend our heartiest congratulations and good wishes.

## Sparks from the East End of the Electrification

By A. Candy Kidd

It is flabbergasted that we are, we supposed that the editor would let us know if she could use the items that we submitted for last months magazine or any more from this terminal. Never a word did we receive until we saw our humble effort in print. Being as we are still alive and haven't had to go to a hospital or anything, as a result, and only one fellow is out gunning for us (we can run faster than he can) we are coming to bat again. Nels, that should have read while "off duty" instead of "on" duty, the way it did.

Wrecker foreman, Pat Sheedy, spent a well earned vacation in California, returning the fore part of June. Pat says that California is all right but that Montana is better.

The Carmen are busy these days getting grain cars ready for the big rush. With bumper crops reported from both the Gallatin Valley and Judith Basin it looks as if our railroad is going to have some work to do to haul the crop to market. We should worry as that is the way they get the money to pay us.

Who do you suppose is sporting a brand new four door Ford Sedan? None other than Store helper, Y. E. Miyoshi and son Toru. Being as most of the telephone poles and trees around here are still standing, we judge that Toru does most of the driving.

Sectional stockman, R. A. Good and wife; Car department clerk, F. R. Lutz and family;

and Stationary engineer G. M. Shiell and family were among the Harlowtown folks to motor Harlin, Montana during the Custer Battlefield celebration.

Machinist helper, Harvey Williams, and family spent a week visiting friends at their old home at Melstone.

Night round house foreman, John Garvin, resigned his position the fore part of June, and has moved his family to Chicago, where we understand, Jack is working for the company. Jack, the best wishes of your Harlowtown friends go with you to your new home.

Tramp, tramp, tramp, the boys went marching off, but not to war, just to Fort Harrison near Helena, Montana. Event, the annual encampment of the Montana National Guard. Among the Harlowtown railroad boys to go were Paul Hollister, John Carrol, Archie Bryan, Adolph Olson, John Elison and Dom Grivetti. Perhaps that is why company D is such a good company and "the 163d infantry such an excellent regiment."

Car repairer, Elmer Nissen and family, spent the first two weeks of July visiting relatives at Bellingham, Washington.

Another new four door Ford Sedan seen on our streets is the property of Musselshell division Conductor J. S. Waters. John says that he likes to ride in some thing other than a caboose for a change.

Freight Cashier, C. E. Steinhouser, accompanied by several business men of the city motored to Bridger Canyon on a fishing trip the Fourth. The boys say that "Cliff" has Lizzy trained so she will stand on her hind legs and talk. For further information see Fred Bartleson.

Hugh McNally, Apprentice machinist, of Miles City spent the Fourth in Harlowtown taking in the big celebration.

The position of perishable freight inspector has been reestablished at Harlowtown with J. F. Smith holding down the job.

Car repairer O. B. Lovely, of Deer Lodge, is working on the Harlow "Riptrack" during the grain rush.

Alex Francisco is back as Foreman section 81, Harlowtown Yard, after serving as Road master on the east end of Rocky Mountain division for about nine months. Alex says that he likes Three Forks but Oh! you earthquakes.

Section foreman, Joe Pecca, is back on his old section Harlowtown west end after serving as foreman in Harlowtown Yards.

Nick Lika is back as foreman at Ringling, having transferred there several months ago from Harlowtown Yards.

Mrs. Madgeline Spector Round house clerk is off on furlough. Ernest Peterson is taking her place during her absence. Ernie, we are glad to see you back at the round house again after your illness.

Remodeled buildings to date are a new office and rest room for the Car department, and a supply house for the Locomotive department. They are all dolled up with the latest ideas for these structures. Harlowtown terminal is sure aperking up.

## On Time Line—Kansas City Division

M. F. K.

Along comes Vacation time again. Vacations are queer institutions at that. One gets such a grand and glorious thrill looking forward to that two weeks of pleasure seeking and then

that sinking feeling when it is all over. We all go through it, providing we're lucky enough to get a vacation. To begin with, Chief Timekeeper C. H. Baker and Mrs. Baker spent a week in Chicago during the Elks Convention. During that time Mrs. Charlotte Davis acted as Chief Timekeeper. Miss Mildred Kissinger spent part of her vacation in Kansas City. Mr. and Mrs. H. J. Bowen are leaving about the middle of this month for Georgia, Mr. Bowen's old home state, where they have fried chicken and ice cream for every meal.

E. Thompson, section foreman at Blakesburg is at the present time in charge of an extra gang working between Chicago and Milwaukee A. R. Nicholson, section foreman at Jerome is taking Mr. Thompson's place, while Joe Cousins is relieving A. R. Nicholson at Jerome.

Miss Leona Lamis of the Freight House, is wearing a new diamond on just the proper finger. It won't be long now folks, and it will be the farmer's life for her.

Operator G. J. Walden who was operated on the latter part of July, is doing fairly well. We hope to see him at Ottumwa Junction in another week or two, where he has been assigned to the position of second trick operator.

Tom Sullivan and Edward Wilson, machinists at West Yard, have returned from a vacation trip which was spent at various points in Colorado.

Several records were broken on the Kansas City Division during the month of July, more cars and tonnage being handled during the month than during any previous period. Much wheat and oil have been moving over the division, the largest oil business since October 1922. We have also been the recipients of a great portion of the crushed stone business, which has been moving to various points in Iowa in connection with the numerous paving projects.

Miss Jerry Long left July 30th for a month's trip to California. We'll bet on Jerry having a wham of a good time.

Chief Carpenter John Evans had rather a narrow escape on July 20th when the motor car in which he and Roadmaster E. Schoech were riding was derailed. It is thought this was due to a spring rail frog standing partly open. Mr. Evans was bruised considerably but after a week in the Belleville Hospital at Muscatine, he returned to work looking as if nothing had happened.

Mrs. J. H. Valentine and two children have left for Chicago to join Mr. Valentine, who is now Assistant Superintendent of Chicago Terminals. They will make their home in Bensonville.

Section Foreman Frank Sense reported for work the first of August, having returned from a ninety days leave of absence. F. W. Brinkley who has been taking his place, has resumed work as section laborer. Section Foreman A. Sense took a ten day vacation trip to Puducah, Kentucky. Still another section foreman, Fred Hamilton of Gault, spent his vacation in North Dakota. His brother, Harry Hamilton, section foreman at Washington, accompanied him on his trip.

Owners of hollyhocks, desiring to have same trimmed, will call Pipefitter Morris at West Yard. He has been recommended highly as an expert in this line of work.

The picnic held July 31st by the Women's Club, was a huge success in spite of the fact

that the weather man tried his best to spoil all plans. A peppy group gathered at Foster Park at the usual picnic hour, but a storm coming up just at this time drove them all to the Club House. Traveling Engineer H. C. McCrum and son Carl of Miles City, Montana, were guests at this picnic and much credit should be given Mr. McCrum as well as Chief Dispatcher E. J. Klahn and Engineer T. H. Kemp for their part in furnishing a portion of the evening's entertainment.

Miss Anne Lilly is the new comptometer operator taking the position formerly occupied by Miss Ilee Sowder, who at present is on a leave of absence. Miss Lilly is from Davenport.

Dispatcher L. H. Wilson is sporting a new Chrysler Coach, which has nothing to do with the fact that Dispatcher John Sanford in his 1925 model Hudson continues to gather the Lilly's of the field.

## Wisconsin Valley Division Notes

Lillian

Clifford Flagel, Time Keeper, has just returned from a weeks vacation which was spent at Laona, fishing—not much caught in the line of fish.

Mrs. P. H. Nee, of Montevideo, Minn, was visiting with her mother Mrs. S. A. Gorman. Mildred Conklin, stenographer to the Superintendent is leaving for a weeks vacation at Lake Katherine—She is in good trim and expects to compete in several swimming contests.

Adelbert Warner, Train Dispatcher is spending his vacation at Milwaukee.

Mr. F. J. O'Malley, Agent at Minocqua had the misfortune of having three toes cut off while riding a train in the Minocqua yard. Mr. O'Malley was brought to the Wausau hospital where he is receiving treatments.

Mr. Gose Marex, who is working on the extra gang, had the ends of his two fingers cut off. The accident occurred by dropping a rail.

On account of the Soo Line having a wreck, it was necessary to detour two of their passenger trains via the C. M. & St. P., between Heafford Junction and Junction City on August 8th.

Roadmaster B. Jim Deneen entertained his nephew from Austin, who visited with him for a week.

Mr. Jimmy Loftus was in Wausau, having brought his Grandmother to visit with relatives at Gleason.

Mr. and Mrs. J. Gurrell, of Oak Park, Ill. are rejoicing over the arrival of a baby girl. Mrs. Gurrell, is the daughter of Yard Foreman, Frank McCann.

Not any news from anywhere or anybody, we hardly think we could stand the shock of having a bit of it sent in, however, we would take a chance.

## Bad Land Echoes

Bill Mike

I've not got much news to tell you 'cept that most folks are away On vacations, and some have moved Down to Moberge for to stay. Mr. Fouts paid us a visit, Auditing the books, you know; Hope the next time that he comes here He will bring a new depot. Our old freight house is an eye-sore, In the summer it's so hot That I can not make a way bill Without sweating a whole lot! And my papers all get grimy As the sweat drips from my brow, Yet you wonder why the echoes Don't show up. You know why now. In the winter when it's freezing, When Jack Frost is in the air It's so cold in this old freight house That I give up in despair For I have to warm my fingers Every score of words I write. Hot in summer, cold in winter Causes writer's cramp all right. I might tell you all my troubles, How the freight house is so small That the echoes won't re-echo So you can't hear them at all. In the summer it's so hot here That

they're melted right away; Seems like the Sahara Desert's Camped in here and come to stay. But in winter—it's the North Pole, Words just freeze right in my mouth So you cannot hear me shouting Till the wind is in the south And the balmy days of springtime Thaws them out and lets them loose. Now that you have heard the wherefore Aint I got a good excuse? There's not much that I like better Than to sit around and write, But I like to have it quiet, The temperature just right, Not too hot, or cold or windy, Not too stuffy—lots of room; Let's all pull for a new freight house So's to hear the echoes' boom. 'Course if you don't care to hear 'em And you think they are the bunk, Just sit quiet and say nothing And you'll see how quick they'll flunk.

## C. & M. Notes

By J. M. C.

Due to the illness of Miss Bennett the C. & M. notes have been missing for the last few months. We all have scanned the pages of the magazine each month looking for C. & M. news and each time have been disappointed in our quest. This will be overlooked by all when I tell you that Miss Bennett has been absent from her duties for about four months due to her health.

The C. & M. Division has about ten bran new passenger conductors and I want to tell you all that they are a fine looking bunch of men. Chick Flannigan is the last and youngest of the men promoted and with his gold teeth and gold buttons should make a big hit.

Mr. R. A. Woodworth has been promoted to passenger train master of the C. & M. division while Mr. O. A. O'Neill handles the freight trains. Mr. C. E. Larsen succeeds Mr. Woodworth as Chief train dispatcher. Operator Williams of Rondout has been promoted to trick dispatcher thru the vacancy made by the other promotions. Good luck is wished to them in their new jobs.

Mr. C. U. Smith formerly District Engineer left the service of the company in May to accept a position with the city as Harbor Terminal Director, Board of Harbor Commissioners. Mr. F. M. Sloane succeeds Mr. Smith as District Engineer.

The C. & M. Division is being made all over again, new steel and gravel very near all the way which makes a big improvement in the track. The fast trains on the division are making the time every day altho they are required to reduce to slow speed thru the district which is being elevated. After the elevation is completed we should make the North Shore take a back seat as far as speed is concerned.

Mr. C. E. Sturges third trick operator at Sturtevant is contemplating a trip to Florida in the near future. No wonder he is wearing such a broad and pleasing smile these days. Who would not be tickled over a journey to Florida?

Conductor C. E. Elliott took his annual vacation the last two weeks of July, going to Star Lake on a fishing trip, he was relieved by Conductor Mattison.

Conductor Spoof Rohde is handling the ice train between Rondout and Fox Lake this year. Dispatcher Williams was operated on at Milwaukee Hospital and is doing very nicely.

Miss Eleanor Bennett underwent an operation for appendicitis the latter part of June and I understand she is doing very nicely altho rather slow in regaining her strength.

Mr. Arthur Hennessey who has been operator at Janesville for the past ten years has been appointed trick dispatcher on the C. & M. division.

Our sympathy is extended to Miss Mary Hicky in the loss of her dear mother who died very suddenly the latter part of June, also to dispatcher Helton in the loss of his daughter in

## Know Your Real Self

**YOUR CHARACTER ANALYZED BY YOUR OWN HANDWRITING**

You are capable of much that you do not give yourself credit for.

**Learn Your Talents** and special ability through our expert analysis of your handwriting. The handwriting of no two persons is the same. Have you ever asked yourself why? Character is revealed in every stroke of your pen, to the eye of an expert.

**Get This Amazing Information at Once** Mail handwriting of person whose character you want revealed. Enclose only 25c in stamps or coin. Forward your order today and we will mail you answer by return mail, in plain wrapper.

**The Graphologist's Club**  
1427 Chestnut St., Dept. 60  
Kansas City, Mo.

## Piles Can Be Cured Without Surgery

An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Exelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-six years and in more than twelve thousand cases. The book is sent postpaid free to persons afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Exelsior Springs, Mo.

## Advertise in the Milwaukee

### SENSATIONAL SALE \$3

Here is a bargain—a genuine L. C. Smith (the only ball-bearing typewriter made) at the Lowest Price Ever Offered and at small monthly payments. All the 1926 improvements; highest quality rebuilt; guaranteed for 5 years.

**SEND NO MONEY AFTER 10 DAY FREE TRIAL**

Without delay or red tape, we'll send you this typewriter for a 10 day FREE trial. FREE Typewriting Course, Tools, Waterproof Cover if you act now. Write today for Special Offer and free typewriter manual. Smith Typewriter Sales Corp., 600-360 E. Grand Av. Chicago

### RAILROAD STATION WORK

Complete Training in Railroad Station Duties

Every factor of station duties explained in detail, and illustrated by actual Railroad Forms. 536 Pages. 200 Illustrations. 400 Test Questions and Answers. Satisfaction Guaranteed. Send for descriptive literature. Cash Price \$7.50 - Monthly Payments (\$2 each) \$8.00

KIRKPATRICK PUB. CO. 10 E. HURON ST. CHICAGO.

**PATENTS** BOOKLET FREE—  
HIGHEST REFERENCES  
PROMPTNESS ASSURED  
—BEST RESULTS. SEND DRAWING OR MODEL  
FOR EXAMINATION AND REPORT AS TO PATENT-  
ABILITY.

**WATSON E. COLEMAN**  
PATENT LAWYER  
644 G STREET WASHINGTON, D. C.

**\$12.00 AN HOUR**

Selling Double-Wear Shoes for  
largest "direct to wearer" shoe  
firm in the world. \$5.00 values, at  
\$2.95. Complete line, all big  
values. Volume sales are sure.  
Liberal profits to agents.  
Write quick for FREE  
particulars.

**DOUBLE-WEAR SHOE CO.**  
\$2.95  
Work Shoe 347 E. Lake St., Minneapolis, Minn.

**\$12 A DAY TO AGENTS**  
—We Show You How!

Even beginners make big money with  
our beautiful dress goods, silks and  
wash fabrics. Sell on sight. No  
capital or experience needed.  
Write for Sample Book and com-  
plete selling instructions.  
The National Importing Company  
Dept. J-57, 573 Broadway N.Y.C.

**1000  
Samples  
Furnished**

**E. A. AARON & BROS.**  
General Commission Merchants

**SPECIALTIES**  
BUTTER, EGGS, POULTRY, GAME,  
FRUITS AND VEGETABLES

Hotels, Clubs, Restaurants  
and Dining Car Supplies

**72-74 W. South Water St. CHICAGO**  
PHONES: Central 0640-0641-0642 & 5103

**Records  
Binding Railroad  
IS OUR SPECIALTY**

**THE McBEE BINDER CO.**  
Chicago Athens, Ohio New York  
St. Louis, Mo.

**GOOD TENTS FOR GOOD TIMES**



Make the best use of your vacation by  
getting out in the open. Our Catalog and  
camper's guide will put you on the right  
road. Sent free. Ask for Catalog No. 628.

**GEO. B. CARPENTER & CO.**  
440 NO. WELLS ST. CHICAGO

July.

The passenger men on the C & M. division  
were recently examined on rule 99 by Mr.  
McNanny. Baggage man Krohnke can tell you  
more about this than I

Conductor W. E. Cottrell has resumed work  
after an absence of four months due to ill  
health. Our best wishes to you Mr. Cottrell  
in a full recovery.

No, Herb it's of no use, I made a promise

to Mary and I don't want to break it so there  
is no use of asking me to write about her. By  
the way while her name has been mentioned  
I recall seeing her running up and down the  
stairs in the depot the other day. I think she  
was taking her daily dozen altho she would  
not admit that this was her object.

Conductor Milo Pluck has not been seen  
around Milwaukee this summer and I am sure  
he has been missed by some of his friends. He  
has a work train on the Janesville line and  
ties up at one of the towns on the line. His  
automobile is right with him and I guess that  
crew keeps Milo pretty busy acting as a chauffeur.

Conductors Nourse, Mitchell and Sweeney on  
their annual vacations which last all summer.

If any of you C. & M. folks know of anything  
of interest I would be very glad to have you  
drop me a line about it as it is impossible for  
me to gather all the news items myself. Any  
news items will be appreciated.

**H. & D. Division  
"Bab"**

The new schedule brings about a few changes  
in trains. No. 18 arrives now at about 4:10,  
and I'll say that is pretty early in the morning  
to get up to catch a train. No. 4 now goes to  
the old time, getting here about 12:15 noon.

The Van Noy Interstate has again changed  
proprietors. Mr. and Mrs. Clark Helle are  
the new folks—better go in and get acquainted.

Well, Elva and "Butch" got married alright.  
It was high noon on July 19th and the wedding  
was attended only by the immediate relatives  
After having to hire his car washed and get  
a blacksmith cut the chains and tin cans off  
it, they got away about 2 o'clock. Went by  
car to Dundee, Ill. Hartland, Wis., Elgin, Ill.  
and Chicago, spending two weeks visiting rela-  
tives and friends. They "blew" in last Fri-  
day and Elva is again on the job, all smiles  
and happiness. We enjoyed the candy much,  
Elva, and you have the best wishes from a  
host of friends.

Miss Harriet McLaughlin took that other  
week she had coming, spending it with her  
mother and sisters in Chatfield, Minn.

Miss Clara Samdahl also was on her vaca-  
tion, spending two weeks between Buffalo,  
N. Y. and Milwaukee. It seemed awfully lone-  
some in the Supt's. office when you folks were  
all away.

probably taking a tour with the Star.

Safety First Meeting held on July 19th was  
about the largest attended meeting we have had  
for a long time. No doubt the reason was that  
the Women's Club held their picnic on this  
same date and our regular attendees came in  
same date and had invited all the visiting men  
to attend the picnic, along with our regular  
home buddies. At any rate, a goodly number  
availed themselves of the invitation, and re-  
port a fine time.

Mrs. E. W. Lollis, wife of our former Div.  
Supt. visited friends at Montevideo a few days  
the first of August. She was accompanied by  
Mrs. O. N. Harstad of Chicago.

Paul Austin, (lineman, was badly injured  
in a motor car accident lately, but is getting  
along fine and will be about in a short time.

Mrs. M. J. Flanigan of Marion, Ia., former-  
ly of this place, was a pleasant caller here a  
few days last week. Mrs. Flanigan was ac-  
companied by her two sons, Robert and Jerry  
and drove here from Marion.

**The Prevention of Fires and Accidents**  
(Continued from Page 10)

will be taken as an alarm of an actual  
fire. These drills should be watched and  
any shortcomings, which may develop  
at fire drills, should be corrected so  
that in cases of actual fire the organi-  
zation can show a smooth and efficient  
operation which is the result of proper  
fire drills. The fire drills are had for  
only one purpose and that is to make  
the men proficient so that in case of  
actual fire all of those connected with  
the fire department know their place  
and what is expected of them.

The supervisors should take an active  
part in the drills to instill into the minds  
of the men the idea that fire drills are  
to be taken seriously so that in case of  
necessity the training obtained in the  
fire drills will not be wasted; it will be  
of benefit when fighting an actual fire.

**R. & S.W. Division  
Lillian L.**

It is with regret we report the death of  
Passenger Brakeman, William Barron on Au-  
gust 5th. Mr. Barron was drowned in the  
Gulf of Mexico at a Galveston, Tex. bathing  
beach. He had been ill for some time and was  
on a trip for his health. In a letter to his  
home on a day or two prior to his death he  
said he was feeling fine.

Mr. Barron entered the service of the Com-  
pany in November, 1886. He is survived by  
his wife, two sons and one daughter. Funeral  
services were held at Milwaukee on August  
11th. We extend our sympathy to the family  
and friends.

A nine pound daughter was born to Engineer  
and Mrs. Jos. I. Hayes on July 18th.

A special train leaving Elkhorn with a party  
of girl scouts struck a cow on Springfield Hill.  
The Dispatcher gave an order to Conductor  
Joe Helms, who was on a work train, to in-  
vestigate to see if the cow was still alive or what  
had really happened. They stopped the train  
on the Hill where the cow was lying and  
Conductor Helms and Engineer Schultz started  
out very bravely to render aid to the stricken  
animal. They had to go down an incline to  
where the cow was lying, and when they got  
down there she suddenly "riz" up and took  
after them. They took to their heels and  
did not even stop to look around, and in their  
mad dash took trees, brush, etc along with

them. They were completely exhausted when  
they got back to the engine. Only for that  
we believe they would be running yet.

Our sympathy is extended to Yard Foreman  
John Collins in the loss of his brother, Mr. Na-  
than Collins, an Engineer on the River Division,  
who passed away at his home in St. Paul on  
July 30th. Funeral services were held at Brod-  
head, Wis. on August 2nd.

Conductor George Stauffer had his foot so  
badly mangled on July 23rd at Rockton while  
cutting the engine from the train, that ampu-  
tation was necessary. He was placed on the  
engine and rushed to Beloit, where he was  
taken to the Emergency Hospital. When he  
was taken from the engine the first thing he  
said to Trainmaster Connors was, "the train is  
in the block, you better get it into clear." We  
are glad to report that he is coming along fine  
and was able to leave the Hospital on August  
10th. Mr. Stauffer wishes to extend his thanks  
and appreciation to his many friends for the  
flowers and many other favors extended him.

A son, John Allen, born to Fireman and  
Mrs. Leon K. Towne on July 18th.

George R. Hannaford, who has been em-  
ployed as Roundhouse Foreman at Beloit for  
a number of years, resigned his position and  
has gone back on the road as an Engineer.  
His many friends are sorry to have him give  
up the Roundhouse Foremanship, but wish him  
the best of luck back at the throttle.

Condr. Uri Packard is now a passenger con-  
ductor on the "Morning Dash" from Rock-  
ford to Davis Jct. and return. Uri says he  
would like to get a uniform, but he is afraid  
the blue cloth would look out of place when  
he switches gravel stones at Genet.

R & S Line Conductor Algernon Hill passed  
away very suddenly at Detroit on July 15th.  
Mr. Hill was visiting with his wife's relatives  
at Detroit. He had been suffering with rheu-  
matism and his heart became affected.

Mr. Hill entered the service of the Company  
October 26th, 1907. There are left to mourn  
his loss, his wife and three children, his aged  
father, Preston K. Hill, two brothers, Harry  
Hill of Rockford and J. B. Hill of Ladd and  
one sister at Perry, Ia. Funeral services were  
held at Ladd at 2:00 P. M., Sunday, July 18th  
and was largely attended. Burial was in the  
Peru City cemetery.

It is reported that an additional number of  
sidings will be put in at Rockton and Beloit  
so that all other trains will be off the main  
line when Engineer Harry Woodward comes  
along.

Condr. J. N. Kelly has given up he Davis  
Jct. switch run and has taken service on the  
east end way freight.

Miss Helen Fenlon returned to work Aug.  
3rd, after spending two weeks in the east,  
visiting Detroit, Buffalo, Niagara, Montreal and  
Quebec.

Fireman Bill Snively is back on the Division  
again. Bill has been off for nearly two years  
account no firing service for him. He says  
putting coal up under the arch of a G7 engine  
is harder than jerking sodas in a Chicago drug  
store.

One of our old and faithful colored em-  
ployes, Mr. Tom Bowers, dropped dead on the  
morning of August 4th at Beloit Roundhouse.  
Tom was well liked by all who knew him, and  
his death was quite a shock to his many friends.

Engineer Stedman Wadmond was recently  
seen one Sunday on the streets of Delavan,  
burning up the gas in his new Studebaker. It  
is a true saying that only the "rich" enjoy  
life.

No, Nat Morgan says he will never go to the  
Empress Theatre anymore.

**MCB Office**  
Lee

Ah, at last the great worry was lifted from

**GUARANTEED GENUINE LEATHER**  
Bill Fold, Card Case, Coin Purse

Photo or Pass Card 48 Page Memo Diary  
Bill Fold Checkbook Holder  
Coin Purse  
Secret Pockets

**98¢**

Your Name Free  
In 23-K Gold  
(City 30c Street No. 30c, and  
Endless 50c extra) This attrac-  
tive engraving gives the pocket  
book an extra 100% in its work-  
manship appearance. It will  
also be a most ideal gift with your  
money! Send a name engraved here.

You Must Be Satisfied  
Or We Are Not

**Send No Money!**

**SIMPLY FILL IN COUPON AT BOTTOM**

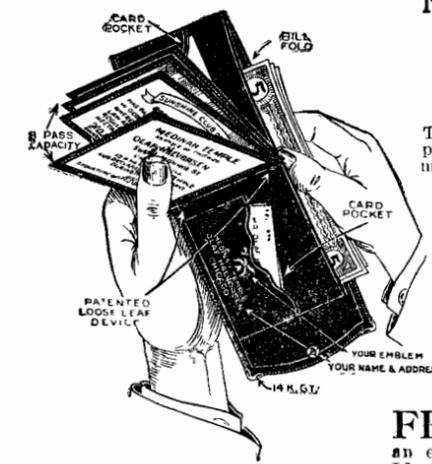
The Remarkable **AMERICAN BANKROLL**  
—combination Billfold, Passcase and Coin Purse,  
1926 Model. Beautifully made of Genuine Black, Cobra  
Grain Leather. Strongly stitched, neatest and most convenient  
pocket book you ever saw. 3 x 4 1/4 inches closed. Contains 48 page  
MEMO-DIARY, check full of useful and necessary information, such as FIRST  
AID, PERSONAL ACCOUNTS, DATES, 2-year CALENDARS, etc. also has separate  
pockets for coins, bills, checkbook and photo or pass card (under transparent  
celluloid face). You couldn't buy this anywhere else for less than \$2.00. A wonder-  
ful bargain at our special price of \$98 for Birthdays, Graduation and Xmas.

**NEW — 1926 Sensation  
The HALVORFOLD**  
Patented May, 1925

**Loose Leaf Passcase,  
Billfold and Cardcase.**

The HALVORFOLD, new invention, just  
patented, enables you to show 4, 8, 12 or  
more passes, membership cards, photos,  
etc., each under separate transparent  
celluloid face. Also two large card  
pockets and extra size billfold. Made  
only of HIGH GRADE, Genuine  
COWHIDE, CALFSKIN and PIG-  
SKIN. All silk stitched, extra heavy,  
no flimsy cloth lining. "Backbone"  
of loose leaf device prevents "breaking  
down". You simply can't wear out  
your HALVORFOLD. Size 3 1/2 x 5 in.  
closed. Just right for hip pocket.  
Gold corners and snap fastener. Our  
special price to you Cowhide or Mor-  
rocco, \$5.00—worth \$10.

**FREE** We will engrave your Name in  
an exceptionally handsome appearance. An  
Ideal Gift with your Friends Name.



**U. S. LEATHER GOODS CO.**

Dept. 411 564 W. Monroe St. CHICAGO

If your dealer does not handle the American Bank roll or the HALVORFOLD, use this coupon for quick action

**U. S. LEATHER GOODS CO.**  
Dept. 411, 564, W. Monroe Street, Chicago, Ill.

Gentlemen: Send me at once the articles I have marked below (be sure to check  
the right squares). When the package arrives I will pay the postman your remark-  
ably low price, plus extras (if any) as marked. If I am not more than satisfied  
I will return the goods and you will at once refund my money including postage,  
same as you have guaranteed for 20 years. I absolutely take no risk. Also send  
me your free folder illustrating many bargains in GENUINE LEATHER.

- I want the:
- AMERICAN BANKROLL, 98c grade—GENUINE BLACK LEATHER
  - AMERICAN BANKROLL, \$2.48 grade—Mahogany Calfskin
  - HALVORFOLD PASS CASE, \$5.00—Genuine Black Cowhide or Morocco
  - HALVORFOLD PASS CASE, \$6.00—BLACK RUSSIA Calfskin
  - HALVORFOLD PASS CASE, \$7.00—Genuine Brown Pigskin

Name \_\_\_\_\_ (engraved free)

Street No. \_\_\_\_\_  30c extra

City \_\_\_\_\_ State \_\_\_\_\_  30c extra

Emblem \_\_\_\_\_  40c extra

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

Be sure to check engraving  
you wish in addition to name

the shoulders of all M.C.B. ites, the office was not painted that "Cheerful, sunny, bright restful, beautiful Yellow." Not caring for yellow in walls or men, we were only too glad to crowd from one side of the room to the other while the office was revived in its own clean white and green.

Was it love or loss of sleep that made Loretta Bush come to the office with a high-heeled shoe on one foot, and a low-heeled shoe on the other?

Where DID Frank Skola spend his vacation? He told me he was at Okauchee Lake, but I have my doubts now.

Catherine McConville's luck must have deserted her for a day, she attended a double wedding celebration, and did not catch either of the bridal bouquets, and then slept on wedding cake and didn't dream.

What do you think of a person, (not a girl) who sends a book called "The Twenty-Fourth of June" to another person, (not a boy), with a very friendly note and then says he never sent it. Anyhow Helen enjoyed both the book and the note

We are very sorry to report that John Freiman, has been very ill for over two weeks, and is not improving very rapidly. He wishes to thank the members of the Sunshine Club for the flowers which were sent him.

Mae Moore the telephone operator wins the prize for economy this month. During the shortage of paper towels, she hung her towel up to dry and was able to use it five times. But then Mae is getting so used to working with wornout tools, that she doesn't mind anything like a little wornout towel.

The quiet little lady who is taking Helen Horan's place, is Mary Rutte. We like her so well, we hope there is an opening to put her in when Helen is well enough to come back to us.

Mr. Deppe just returned from a vacation on the Western Coast and reports having had a very nice trip.

Mr. Marshall's golf is improving, he has been able to reach the green in two, several times. Of course it took four or five putts to land the ball in the cup, but no one can dispute the fact that he can reach some greens in two.

Frederick Andrew's new shield, is rather startling, but then its bands of white and green harmonize with the office colors, and he claims he shields his eyes. If he persists in wearing it, the rest of us will have to wear eye-shields in self-defense. When defending it, he said "Why golfers, truck-drivers, and everybody is wearing them."

I understand Otto Borchert is on the trail of one or two of the MCB Noon Hour Ball Players. Fred Andrews, Star Infelder, and John Kozlowski, the peerless Catcher, seem to be the best of the lot and most likely they will graduate in the near future.

Frank Skola makes a good job of it when he picks a team as he usually comes out on top. Jerry's home runs do not come as often now with such players as Gus Gehl and Roy Haight in the outfield.

Freddie's new eye-shade seems to bother him some on the field as he lets quite a few easy catches get away from him.

I will attempt to pick an All-Star Team for the next issue. However, as I do not see the games, I will have to take the opinions of the spectators. So do your best from now on.

Have you seen Mr. Barndt's new yellow slicker and straw hat? The brim isn't exactly the kind that would protect against rain or sun but if narrow brims and high crowns are in style, Al will be in style.

### From the Banks of the Wabash

Roberta Bair

J. H. McDonall, Trainmaster, has returned from a vacation in the state of Washington.

Superintendent N. A. Ryan and family are enjoying a vacation in Denver.

Work has started on the new quarry on our lines at Heltonville, Indiana. This project is headed by C. D. Donato.

The stone business in August surpassed previous output from Bedford.

Yardmaster Foddrill and wife are touring in their new Chrysler on their vacation and Mr. Brazzell is acting as Yardmaster at Bedford.

A large Claim Prevention meeting was held in Bedford July 30th, at which many interesting points were brought out.

August 10th, there were 147 cars of straw on our tracks for the Paper Company, which shows that we handle other products besides coal.

Misses Catherine Pfeiffer and Alice Church of the Hulman Street office force are spending a delightful vacation in the west. They left over the Santa Fe for California and will return thru Portland and Seattle and home over our own lines

R. M. Blackwell and family have returned from a visit with Mr. Blackwell's sister in Texas. They reported Texas cooler than Indiana.

We regret to report the death of James McClain, Bill Clerk at our Crawford Street freight house, which occurred August 10th, at his home, 40 Willow Street, Terre Haute, after an extended illness. The body was taken to Muncie, Indiana for burial.

Mrs. Pearl Jackson, Secretary to Superintendent N. A. Ryan, is spending her vacation with her parents in Florida.

Mrs. R. Bair and son Gordon enjoyed a vacation in Seattle and Portland.

### Milwaukee Shops

H. W. G.

Daniel Grady Veteran Locomotive carpenter died late in July. Mr. Grady was 83 years old and an old employe of the road for many years but unable to do any work for the last three or four years. A man beloved by all who knew him.

Mr. Fred Goetz Car tin smith died Aug. 2nd, aged 65 years. Mr. Goetz was another old faithful employe of the Road for years.

Mr. D. Almonrode layer out was home with an attack of lumbago for a few days. Mr. Almonrode recently lost his father down in Indiana.

Boilermaker Paul Gray took a few days off up in the Minoqua region.

"H. W. G." was laid up two days with his old attack.

The front cover picture on the August magazine is a splendid composition, wonder what the title is? Looks familiar.

"The trail of the Olympian" by Mr. McConnell starts off fine. "The Past", truly is the only medium through which we can interpret the present."

The I. & M. Veterans seem to be doing a whole lot of R. R. history and veteran S. S. Johnston has big bunch of it.

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

Nora B. Decco

Well we opened up the gateway all right, and guess everyone was pretty satisfied with the opening from all the smiling faces we saw hereabouts around the first of August. As our Editor will tell all about it, no use taking up her valuable time, filling up this page with what we did and why, but we listened to the band and the speaking and danced,—well you

should have seen Mr. Earling and myself dancing the Charls—goodness no it wasn't Mr. Earling, well it was some one I surely remember dancing it with, perhaps Mr. Bahl, anyway every one danced something several times and went up the canyon next day in the nice big new yellow busses and came back and had a tug of war and although we may have had our suspicions the motor was going to beat the steam engines, you can just bet we cheered fireman McGrath while he shoveled coal just the same.

I have just learned of the promotion to the position of traveling engineer of our popular passenger engineer Charlie Davis and we surely offer him congratulations, as it is a well deserved promotion, Mr. Davis has been on the Rocky Mountain division of the Milwaukee since there was any division coming here from the old lines and we are glad to see him step on up.

Mr. and Mrs. W. A. Carlson are the proud parents of a little daughter born to them July 31st, congratulations.

Mrs. Asher and daughter from Oakland, Calif. are here for the summer with Mr. Asher.

You should see special officer Clemmons, when he gets all dressed up ready to start the morning busses up the Gallatin Way—he looks just like the Chief of Police in Chicago, and we have a red cap too, goodness, we surely have come to life in a sudden and citified manner if any one ever did, and the new telegraph office is so slick,—with a side table operator an' everything and bunches of sweet peas in all the ticket windows, ahem! well they may be there for the tourists but the operators etc. can smell 'em.

Mrs. Lieb wife of engineer Lieb has been a patient at the Three Forks hospital for a week but is greatly improved at this writing, we hope to soon see her out again. Charlie Lieb is visiting with his parents during vacation, he will return to college in Portland next month. He is a handsome looking young man, I'll say.

We regret very much to announce the illness and sudden death of Mrs. Kelley at Loweth during the early part of the month. Mr. Kelly is section foreman at that place and we offer our deepest sympathy to the family.

Alex Francisco for about a year Roadmaster on the east end, has returned to his former position at Harlowton, and is replaced by Mr. A. O. Mapes from the Missoula division as Roadmaster here. We are glad to welcome Mr. Mapes and sorry to lose Alex.

Saw James Beatson and wife at the Roundup and Jim seemed awful tired for some reason or other, the altitude at Bozeman is higher perhaps, or the pace too fast for the two or three days previous, Engr. Shaw with a red fez on also, and Carforeman Haugan and family from Harlowton also celebrated. Jim almost won a nice Nash sedan, only reason he didn't was he forgot to buy a chance on it—for a dollar, he felt real bad over it too.

Mr. and Mrs. Otto Heim are visiting with relatives in Wis. until the middle of the month. Otto has been off about a year account illness but expects soon to be able to go to work now, we hope so as he has been laid up a long time.

A wedding of interest to all the RM division folks was that on July 28th of Miss Edna Townsley and Frank Irvine. Miss Townsley was the daughter of Engineer Ed Townsley and is well known here having lived here and gone to school all her life, Mr. Irvine is connected with the Three Forks dairy here and they will make their home in Three Forks. We offer our best wishes for a long and happy life.

Miss Dorothy Rector small daughter of Agent Rector of our city has returned from a short visit with relatives in Milwaukee.

Mr. and Mrs. Deckleman from Spokane are visiting Mr. and Mrs. Fairhurst, Mrs. Deckleman is Mrs. Fairhurst's sister.

Mrs. Eva Sheaffer third operator at Piedmont is taking her vacation, she spent some time in Tacoma and reports a good time while there.

Mrs. Earl Wilson has as guests her Mother and Father and her sister and niece, they hail from Kansas where most of the good folks come from.

Fireman Whitehead has a new car and the way that man drives, he must have learned it in France. Brakeman Workman has a new one too and understand some one had to pull him in town, this may be a mistake however, and if it isn't will advise later.

Engr. D. P. Elliott who has been some time, in Denver and Colorado points has returned to the RM division.

Engr. Morris Martin who has been away for several months on the sick list is again back at work on the Piedmont helper.

Fireman Wade and Engr. Crockett are assigned to the Lombard helper, and fireman Langman is on a lay off camping at Potosi for several weeks account illness.

Since I have been too far from the source of the news for a few weeks there is no more this time, we missed Harlowton this writeup, wonder if he fell by the wayside so soon, hope not as he started out fine and dandy, come on and try it again Kandy Kid.

### Des Moines Division Items

Frenchy

Train baggageman Harry Berman who has been assigned to trains 35 and 36, has moved his family to Desmoines and is now looking for musical engagements.

Mr. Ed Olson of Dubuque was a Des Moines visitor recently. It is rumored—but we will say more later.

George McCutchen, Brakeman, has moved to Storm Lake.

Mrs. J. A. Pope and little daughter Joann visited in Cleghorn, Iowa, recently.

Mr. and Mrs. K. M. Hamilton returned recently from a month's trip through the west, visiting San Diego, Los Angeles, Catalina Island and Pasadena. They report a fine time and hope to return at some future date.

Miss Jean Dallas who was on the sick list for some time has recovered sufficiently to be back at work but is not completely well yet.

Mrs. John Flanagan and daughter have returned from a trip through Colorado.

Miss Bernice Russell spent a part of her vacation visiting friends at Redding, Iowa.

Mr. L. L. McGovern spent Sunday August 8th in Dubuque where he went to bring back his young daughters who have been visiting relatives there for several weeks.

There is a rumor that V. C. White is to give up single blessedness but we have not heard it confirmed yet.

Train Dispatcher C. H. Embick has moved his family to Des Moines from Beloit having been appointed dispatcher at Des Moines recently.

Conductor Frank Price us now on 35 and 36 relieving Conductor Caskey who is relieving Conductor P. A. Gifford while the latter is seeing to it that the lake season is handled satisfactorily, particularly at Orleans.

Conductor J. L. Tidball has been off duty on account of illness of his wife. His daughter from Storm Lake was operated on Wednesday August 11th for appendicitis and is now doing fine. Mrs. Tidball is greatly improved now and Mr. Tidball is back on the job again.

Conductor Nick McGrath is back on the Storm Lake line after a few weeks vacation, spent at Spirit Lake and various other places.

Conductor H. E. Ziebell accompanied by

his family and Engineer Forrett and wife, have just returned from a fine trip through Wisconsin.

Mrs. Elledge Carter, daughter of Mr. and Mrs. Frank Price, visited her parents in Des Moines recently. Her home is at Newton, Ia.

### Twin City Terminals

Mac

Mr. C. H. Buford, Asst. Gen. Manager was in Minneapolis August 12th, and during his visit made an inspection of the Local Freight Station.

While this is being written schedules are being prepared for the opening of business to and from Hollendale, Minn. The thriving farm center into which the construction of the C.M.&St.P. is just being completed.

We have been waiting for a long time to announce the following and here it is. Fred Johnson, Cashier's Department Local Freight, a most popular young man and Miss Edna Olson were married July 14th. We all certainly offer our very best wishes for a long and happy life.

James Morison is enjoying a trip thru the Iron Mining District in company with Mrs. Morison. We expect to have to forego the "Feast of Fishes" to which we have been accustomed following "Jimmy's" vacations in seasons past.

Miss Ruth Youngberg Local Freight Office has a taken a 3 month leave of absence and gone to Seattle, hoping the change will improve her mother's health.

Mr. Chas. McCabe and wife took a trip to Winnipeg and other points of interest in Canada on his vacation in his new Studebaker. He reports enjoying the trip and the "Studebaker" helped to make it one.

The employees of the Local Freight Office back from their vacations for the month of August are Mr. Elmer Davies, John Olson, Art Lundberg, Sam Salter, Harry Nee and Wm. Healy.

Mr. M. Bowker of the In Freight and wife spent his vacation at Chicago.

"We have heard from reliable sources that Miss Violet Loffert of the accounting Department has sold her Chevrolet. Understand the reason why she sold it was account having too many callers with automobiles and therefore no opportunity to use her own. This was not expected from her as there was no car like a Chev."

Miss Frances Goulette Resigned her position in the Accounting Department and has gone by auto to Los Angeles where she intends to make her home with her parents for the present. Miss Catherine Fedora formerly of Butler Bros. has accepted the position made vacant by Miss Goulette.

Mr. S. J. Farley made a trip to Green Bay Wisc. last month to attend the wedding of his sister.

Mr. Bill Smith Baggage Master has moved into his new office.

The automatic signals between Hoffman Ave. and Newport are about completed and will be in service sometime in September.

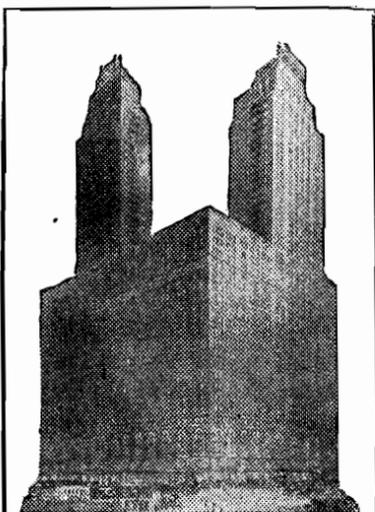
A new tower is being built over the old tower at Hoffman Ave. and the CB&Q track will run under the building.

New steel is being laid in the H&D depression.

Mr. J. C. Mill, Signal Engr., and Mr. L. B. Porter, Asst. Signal Engr., made a business trip to the Twin Cities.

Mr. McFarland of the Legal Dept. spent his vacation "Fishing" in the North Woods of Minnesota. Understand Mac spent most of his time feeding the big Bull Moose.

Miss Ilma Sweitzer operator, spent her vacation in Seattle.



The New Morrison, when completed, will be the largest and tallest hotel in the world, containing 3,400 rooms

When in  
**Chicago**  
Stop at the  
**MORRISON**  
**HOTEL**

Tallest in the World  
46 Stories High

Closest in the city to offices,  
theatres, stores and rail-  
road depots

Rooms \$2.50 up  
all outside, each with  
bath, running ice water  
and Servidor

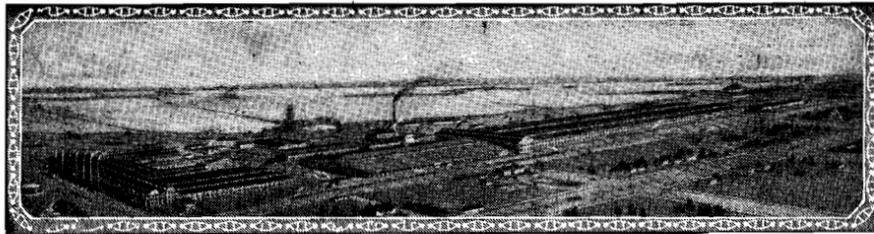
Garage privileges for every guest



Telephone Wabash 5408  
**HILLISON & ETTEN**  
**COMPANY**

Personal Service  
**PRINTERS - BINDERS**

638 Federal Street  
CHICAGO



**I. & D. Division**  
**E&M**

Mr. R. H. Janes, Trainmaster for many years on the I&D Division has been promoted to Special Representative to C. H. Buford, Assistant General Manager, with offices in the new station, Chicago, Ill. Altho' we dislike to lose Mr. Janes, still we are all pleased to see him "Boosted" as he deserves, and the best of all employes go with him.

Mr. O. A. Beerman of the Madison Division has been appointed Trainmaster on the I&D Division, with headquarters at Mason City. Before Mr. Beerman's service on the Madison Division, he was Chief Dispatcher on the I&D Division. Everyone is welcoming him back as well as congratulating him on his promotion.

There was a great deal of excitement in the Superintendent's Office just recently when the Maintenance Clerk returned from her vacation at Yellowstone, she was wearing an enormous sparkler. However, after all of the whispering and fun, the sparkler has disappeared and we understand it was all for fun. The office force had lost their pep during the extreme hot weather and it was thought that this souvenir would restore their usual gaiety.

The Milwaukee Soft Ball Team had a little hard luck the beginning of the season, but they were the victors of the last few games they played. It was decided, after the boys had lost a number of games, that they did not have enough support so the girls took a hand and with a little sideline cheering, coaching and chewing they did their stuff at the close of the series. All it takes is a little co-operation and the Milwaukee can put anything across.

We noted by the Clear Lake paper that Miss Elson, Agent at Mutchins; also Ben Hopkins, Agent at Wesley, spent Sunday in Clear Lake recently. Little birds have been whispering this news to us recently, in fact we have learned that Mr. and Mrs. Ben Hopkins have secured transportation for a trip soon.

Clifford Smith, Business Car Secretary is obliged to spend a great deal of his time on the road, despite the brilliant attraction at home. Never mind "Clarence" we admire your taste.

Mr. C. E. Mutschler, Chief Clerk to the Superintendent, and his family, enjoyed their annual two weeks of rest, recreation and pleasure visiting Dubuque, Chicago and Minneapolis.

Mr. C. E. Ring, Division Accountant, who is always on duty, quite alarmed the force recently when he was confined to his home for a few days account being ill. He is completely recovered now and back at his desk.

Miss Ruth Scott of the Superintendent's Office spent two weeks commencing July 17th visiting Denver, Colorado Springs, Salt Lake City and Yellowstone Park with two lady friends.

Howard Hurley, Yard Clerk at Mason City, has resigned his position and gone to Chicago, where he expects to spend some time.

S Otto Secory has always taken his vacation early in the year, in fact, we all thought June would be a good month this year, but we have concluded that we will receive the glad tidings sometime this Fall. Otto is the Assistant Division Accountant.

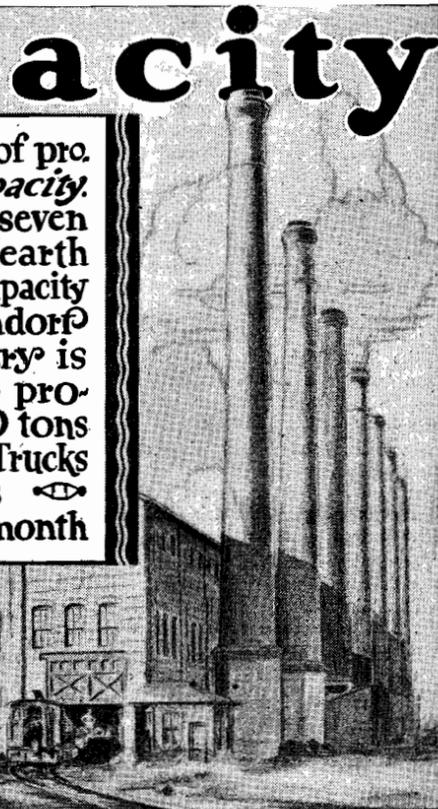
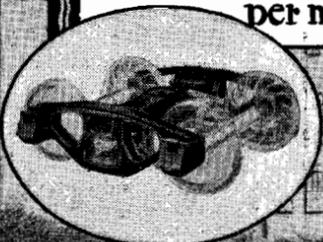
Irene McLaughlin, Steno in the Freight Agent's Office, spent her vacation in New York, with a girl friend from Dubuque.

Roundhouse employes have been making acquaintances in the Superintendent's Office. We like to see the different departments associate in this way.

Marie Faila and her brother Joe, are still abroad. We understand that they spent one month in England, there being a special attraction in that country for both Marie and

# Capacity

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



## THE BETTENDORF COMPANY

OFFICES AND WORKS

BETTENDORF, IOWA

Denatured and Wood  
**ALCOHOL**  
**LINSEED OIL**  
**TURPENTINE**

Gum Spirits—  
Steam Distilled Wood

SEND US YOUR INQUIRIES

**W. H. BARBER COMPANY**  
CHICAGO, ILL. MINNEAPOLIS, MINN.  
3650 So. 1501 Franklin  
Homau Ave. Ave., S. E.

### POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

### B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

**The Bird-Archer Co.**  
122 South Michigan Ave. CHICAGO

Joe. Possibly they may have companions on their return. We are all anxious for their return and know they will have heaps to tell us.

W Johnson and wife, Traveling Engineer, are spending several weeks in California visiting their son.

Marion Schultz, Clerk in the Roadmaster's Office, is spending a great deal of her time superintending their new home, that is the building of same.

G. P. Hodges and family are outing at Clear Lake for a few weeks. Their daughters Elsie and Hazel, who are working in Minneapolis, spent a week with them.

Supt. Ingraham is wearing a larger hat and a broad smile over the arrival of a baby girl at the home of his son William in Sioux City. "Congratulations, Grandfather Ingraham."

C. A. Montgomery, Roadmaster, has been confined to his home for the past two months account illness. P. J. Weiland, Section Foreman, is filling his place during his absence.

Mrs. Howard Farmer and daughter Emily Rae, spent a month in Mason City this summer visiting relatives and friends. Mr. and Mrs. Farmer were both formerly employed in the I&D Supt's Office. They are now located at Los Angeles, Calif. where Mr. Farmer is connected with the Statistical Dept. of the Union Pacific.

Miss Lillian Ong, former Timekeeper in the Master Mechanic's Office, has undoubtedly decided to make her future home in California. Miss Ong left the Milwaukee two years and went to Pasadena, Calif., saying that in two years she would make her decision, California or Iowa. The two years are now up and we understand Miss Ong has built a home in South Pasadena and is in the Storage and Transfer business with her father. We are glad to learn of her prosperity but had hoped that the Corn State would call her back here.

Mr. and Mrs. Wesley Harding, both of the Mechanical Department, spent their vacation thru Minnesota and parts of Canada. They report a very enjoyable trip.

Miss Grace Moran, Stenographer for the DF&PA, left Friday, August the 13th, for the "Dude Ranch" at Alhambra, Montana, where she will stay two weeks.

Irma Wilhelm, Station Timekeeper, accompanied by the Misses Luella and Marie Douglerty, will vacation at Yellowstone Park, going by the way of the new "Gallatin Gateway."

George Stevens, Foreman at the Roundhouse, and his family, spent two weeks at Pittsburgh, Kansas.

Jess Matthewman, Machinist, is sporting a new Hupmobile Sedan.

Mrs. Nina Moore, Timekeeper at Mason City Roundhouse, has shortened her tresses. Long hair is passe' in the Milwaukee Offices now.

Amos Moore, Engineer, has also gained the title of "Grandpa."

A. R. Calvin, Traveling Auditor, also vacationed in New York this summer.

F. J. McDonald, Dispatcher, Leonard Anderson, Chief Clerk to Divn. Storekeeper, and Ben King, Local Storekeeper are displaying their talent in Soft Ball this year with the Knights of Columbus League.

Leonard Anderson, Chief Clerk to the Divn. Storekeeper, spent several days at St. Joseph Mercy Hospital in July, after undergoing a tonsilectomy.

H. G. Crow, Ass't. Divn. Engr., who has been superintending the track work on the Black Hills Line, was at home a few days recently and it appears that the work has agreed with him. He is wearing a highly colored complexion.

Mae Quinn, Comptometer Operator, visited over Sunday in Milwaukee recently. What we would like to know, is who paid for Mae's

breakfast at Janesville?

Did everyone notice that LRM was endeavoring to raise some brush on his upper lip?

Mrs. Wm. Findlay, wife of Machinist took a trip thru the East and into Canada.

Jay Bailey (Track Timekeeper is not bothered watching for the street car, he has a two-wheeled affair that he can operate to perfection.

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

R. R. T.

Agent F. J. Alleman, is developing into a regular horny-handed son of toil these days, having acquired blisters and callouses as large as silver dollars in doing some concrete work in the basement of his house. However, when it is done, he will be able to exhibit it to visitors with justifiable pride as his own handiwork, and that is worth some trouble. A furnace will be the next thing to be installed in the basement, and then let the rainy weather come.

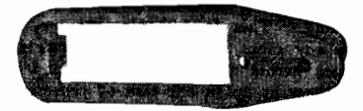
Mr. Alleman's Cleveland Sedan, which he has driven only a few weeks, was badly damaged in a rear-end collision at 11th and A streets July 24th; that is, some fool driver ran into the Cleveland contrary to all traffic rules for the purpose made and provided and then tried to blame it on Mr. Alleman. Fortunately the traffic policeman on duty had seen the accident and there was no difficulty about determining where the responsibility lay, so Mr. Alleman was at least not out any money, beyond the annoyance of having a new car smashed and having it in the repair shop the best part of a week. Equally fortunately nobody was hurt.

The really outstanding event of last month was the vacation taken by Emmett Maloney, our athletic Oriental Clerk, for the purpose of undergoing an operation for hernia on July 20th. The operation was performed at St. Joseph's Hospital of this city. The Milwaukee family expressed its cordial interest by sending Emmett some beautiful flowers. Emmett is such a good fellow and such a handsome chap in addition, that the nurses at the hospital fairly scrambled for the honor of waiting on him, in spite of his fiancée standing watch over him; and he has so many friends who came to call on him that the hospital authorities had to detail an orderly to act as traffic cop to direct the streams of arriving and departing visitors in order to prevent congestion in the corridors. It must be nice to be popular like that. However in spite of all popularity and being waited on, Emmett admits that hospital grub is not very nourishing and he was glad to get back home and make up for lost time. At the present writing he has just returned to work and is feeling quite chipper; needless to say that everyone is glad to see him back again. Emmett's approaching nuptials were of course somewhat delayed by this interruption but we expect to be able to announce something in our next.

This being the vacation season, Al Goldsborough, revising clerk at the Local Office and Universal Compendium of all Rates of whatever kind, is off on his vacation while we are writing, and Ralph Bement, our energetic Assistant Agent, is working himself to a shadow in trying to do both his own and Al's work. The Goldsborough family spent part of the vacation in a rail trip to Vancouver, B. C., the Mecca of all good Americans in these parts.

Another member of the Local Office force to go on vacation was R. L. Lowery, of the Demurrage Desk. He was away from July 24th to August 1st, on an auto trip to the Olympic Peninsula, with his family, camping at Lake Crescent and various other points. Likewise the fishing was very good up there and he

### BUCKEYE CAST STEEL YOKE



A single Integral Casting designed to meet fundamental requirements for A. R. A. car design. Conforms to A. R. A. Specifications for Grade "B" steel.

**THE BUCKEYE STEEL CASTINGS CO.**  
COLUMBUS, OHIO  
New York-Chicago-S Paul-Louisville-London

## Dearborn

**2,073 Years**

The combined years of active service with the Company of the present members of the Dearborn Organization total 2,073—years devoted to solving the water problems of the customers of this house. This represents an accumulation of knowledge and experience on this subject unequaled elsewhere, and it is at the disposal of every steam user.

**Dearborn Chemical Co.**  
310 South Michigan Ave.  
CHICAGO

## W. L. DECKERT

Distributors of

**Alexander Bros.**  
Leather  
Belting

5th Street -:- MILWAUKEE, WIS.

caught many big ones—not to mention that he is telling some big ones since his return. But then fishermen are that way.

Speaking of fishermen, Noah Waldron, Assistant foreman at Dock Two, and Mrs. Waldron recently went fishing at a lake on South Prairie near here and came home with fifteen large trout. This is authentic, but we refuse to pass any more fish stories for Noah unless he comes across with a fish now and then, just to cheer us up in our task of censoring his stories.

Miss Sophie Hanson, Local Office, has just returned from her vacation which she spent very largely in motoring to the many beauty spots in the vicinity of Tacoma. She is getting to be quite an expert driver, we hear, and as to traffic cops and highway police, why, she just smiles sweetly at them, and they snap into a respectful salute as she drives by.

We regret to learn that C. S. Ebbesen, Chief Accountant in the Oriental Department at the Local Office, who has been on an extended sick leave, has applied for another thirty day extension, as the state of his health still makes it inadvisable for him to try to resume work. We hope that his health may soon improve.

Frank Clover, Warehouse Foreman at the Local Office has returned to work after a two month's absence, which however can hardly be described as a vacation, as most of it was spent in good hard work in his berry fields. Still it must be nice to be a landed proprietor and receive big checks for your berries.

Mr. J. H. Rouse, O. S. & D. Clerk at the Local Office, took a weeks vacation early in July which he spent at home ministering with unflinching devotion to the needs of his wife, who has been an almost helpless invalid for years.

Ed Lindsley, Stenographer at the Local Office, did not exactly take a vacation but spent Saturday and Sunday recently in the forests near Morton and Ashford. Considering the large and dangerous forest fires in the vicinity of Ashford, which for a while threatened to wipe out the town, so that Mr. Rossiter, Superintendent, sent a train out there to load up the inhabitants and their goods in readiness for a hurried exodus, one would hardly consider that a very desirable summer resort at present, but Ed seems to have come back all right, without his hair being singed off.

Howard Baldwin, Assistant Cashier at the Local Office, is now getting stylish too and drives his old and faithful flivver on the collection route since the street railway company cut off the weekly pass system. Walking is good and beneficial, but H. M. has seen so much of it in his life that he sidesteps it where he can.

Mr. J. W. Stevenson, Division Freight and Passenger Agent at this city, and his family have given up their house on North Fife Street and have moved to the Burns Apartments on South Third Street, in the desirable Wright Park district. However that will make no difference in Mr. Stevenson's affability.

Joe Baughn, rate clerk at the City Office, went on a vacation the latter part of July, returning to work August 2nd. He spent much of the time at Pacific Beach, surf-bathing and clam digging and whatever else people do at the seashore. The Baughn family drove over in the new Whippet car which Joe recently purchased.

Roy Kidd, Chief Clerk at the City Office, and the Kidd family, Kidds and Kids and all, also drove over to Pacific Beach to spend a week end with the Baughn family. Says Roy: "I like to go to the Seashore; every time I tell a funny story there, the breakers just roar."

The Traffic Department, as far as it is located at Tacoma, had a lovely time at the big picnic to which its members were invited

July 10th at his summer home at Lake Stella-loom, near Tacoma, by Mr. Valentine, City Passenger Agent. Everybody connected with the Department was there, including Mr. Cummins, and Mr. Swanson who came over from Aberdeen on purpose, not to mention Division Superintendent and Mrs. Rossiter. Everybody went in swimming at least twice and eating was pretty nearly a continuous performance afternoon and evening, so no wonder the picnic was voted a great success. We wonder whether we as correspondent for the Traffic Department couldn't claim membership in the next picnic.

In a spirit of brotherly fellowship the Northern Pacific Traffic Dept. at Tacoma invited our Traffic Department at Tacoma to a joint picnic at Pacific Beach, August first. Meals were served on the train, to save time at the beach. The only ones of our people who could accept the friendly invitation were Mr. and Mrs. Shoemaker and Mr. and Mrs. Griffin; Mrs. Nelson and Miss Stone unfortunately had to plead previous engagements and not a few of the others were already at the beach. However the entire force appreciates the friendly spirit which prompted the invitation and thanks the N. P. force very cordially.

#### Fullerton Ave. Building

J. T. Griffin

A. G. Patock, Freight Auditor's Office was seen walking down the street with a bouquet of flowers under his arm. The boys were wondering what he had to square with his wife. Perhaps an all night poker party? What say ye Gus!

Every morning about 7:30 A. M. Mr. Kincaid, Car Accountant's Office stands in front of the building greeting each one who enters. There must be some reason for this early arrival. Tell us Les, was the Armistice signed November 11th, or is this a new war, and who won the battle.

This running backwards on Saturdays is certainly a new stunt indulged in by Earl Kulton. Tell us Earl since when has such a performance become Athletic Exercise and how do you get ahead running backwards.

Anna Seipp, Ticket Auditor's Office was united in the bonds of marriage to Thomas Haney of Philadelphia, Pa. on Monday, August 2nd, at Queen of Angels church. Marie Seipp assisted the bride, and James T. Harvey assisted the groom. Her gift was a set of buffet lamps from her co-workers, who extend their congratulations for a long and happy married life.

W. M. Rosenka, Freight Auditor's Office and J. W. Drackett, Engineering Dept., have returned from a trip through Seattle and Vancouver, and are telling everyone of the excellent service rendered them by J. E. Robinson, Dining Car Steward, and Mr. Finch, the Chef on Diner 5106.

Congratulations to Ethel Lindstrom of the Car Accountant's Office, who changed her name to Mrs. Olsen while away on her vacation. Twenty-two of her friends in the C Bureau attended a shower given in her honor by the Mrs. Genevieve Meyers (Nee Klein) on Aug. 2nd. She was presented with an end Table, a Lamp, a Kitchen Clock and many Kitchen Utensils. After all those little slips of the tongues, she really was surprised. A good time was had by all, especially by Miss Angela Seng, she loves to attend gatherings where they serve plenty of candy and peanuts. Behave yourself next time Anny.

Clara Mondry of the C Bureau in the Accountant's Office is very busy these days collecting beautiful poetry for her new "Poem Book." She says "Any donations will be greatly appreciated."

Every one reported a good time at the Woman's Club Picnic Saturday afternoon July 31st.

After the lunch, an enjoyable program was given by three young ladies of the Car Accountants Office. The program consisted of piano solos by Miss Sophia Sychowski, violin solos by Miss Elizabeth Porten and vocal solos by Miss Grace Rosier, also a very lovely duet by Miss Porten and Miss Rosier accompanied by Miss Sychowski. Many thanks to these girls who helped to make the afternoon such an enjoyable one.

The following communication was received from the Car Accountant's Office. dere mister saint paul:—

I taken my pin in hand to 'form you thet 8 of we girls went to linkon park & plaid tinnis & et supper last friday July 23, 1926. we all are champeen players & get a big kick outa the scrub players over their. We also plaid a new game called leap frog & wuz muchly plezed over same. our etes were swell & we et it all up so we wouldn't have to fetch none back. Them wuz present—Marie, Florence, Diana, Gene, Anna & 3 Ruths. Them absent wuz: Dora & Verna. No casualties wuz reported as they were no fites.

I hope this will go farther than youse waste paper container yours as B 4 Champeen Tennis Players of Car Accounting (C Bureau).

The Officers and employes extend sympathy to Margaret and Emile Freese, Death of Father. Katherine McClure Death of Father. L. J. Silver, Death of Mother.

#### Iowa (Middle and West) Division

Ruby Eckman

S. Green and wife of Eugene Oregon came east in July and spent that month and August visiting relatives and friends. Seigel was for many years chief clerk in the Savanna freight house and is still a Milwaukee booster. His son-in-law is chief clerk to superintendent Van Dyke at Austin and his sister, Mrs. John McIntosh lives in Perry. The Greens never miss a chance to secure routings via the Milwaukee and in addition to their own tickets from Minneapolis to Seattle over the electrified line they secured routing of two other tickets for friends in their home town.

Homer Lyons and wife, of Miles City stopped in Perry to spend part of their vacation with relatives. "Tony" is a switchman at Miles City and went to New York to see the sights.

At the time the news goes to the editor, all the talk on the Iowa division concerns the big picnic to be held at Atkins on August 21st. Our next issue will contain a full account as the picnic is being held at Marion this year and they promise to do big things.

The Milwaukee Kitten ball team, known in the Perry league as the Milwaukee Boosters, won the pennant in the 1926 summer series. Instead of taking the silver cup which was offered as a prize to the team the Milwaukee boys elected to take a check for the equivalent and turned it over to one of their unfortunate brothers. They were guests of honor at a chicken feed at the Country Club following the close of the series.

Engineer Ralph Owens' wife was called to California the latter part of July by the serious illness of a relative.

Alex Borg coal shed foreman at Perry enjoyed a fine auto trip to northern Minnesota and Canada in July with his son and a party of friends.

Conductor A. J. Dollison made a business trip to his home in Ohio in August.

Brakeman Delbert Baldwin and wife went to Denver in August for a short visit and to get their son who had been visiting his grandmother. Delbert has moved from Perry to Atkins to take the way freight run from Atkins to Ferguson.

The sympathy of the division is extended to train dispatcher C. C. Marchant of the Perry office and operator Marl Marchant of Atkins yard in the death of their mother on August 14th.

Vernon Buckles, son of the car foreman at Manilla returned in August from a months visit with relatives in Pheonix, Arizona.

J. H. Kinney section foreman at Trail City, South Dakota passed away on August first. The remains were brought to his old home at Perry for burial. As a mark of the esteem in which he was held by the residents of the little place he had made his headquarters three beautiful casket sprays were arranged for from funds sent down to the operating officials at Perry.

Operator D. A. Arrasmith who had been in an Omaha hospital for a number of weeks was able to leave about the middle of August and went to Grand Island, Nebraska to remain until he could resume work.

Word was received in Perry the fore part of August of the death of Mrs. Cary Beeler at the family home in Tacoma. The Beeler family made Perry their home for many years when Mr. Beeler was in the engine service. They went to a western city when the coast line was built.

Jimmie Saunders stenographer at the round house was off duty for several weeks on account of sickness. Miss Alice Bowman worked during his absence.

Howard Gentine a master mechanic in one of the steel plants in Chicago with his family visited relatives in Perry in August. Howard was at one time a Milwaukee machinist and Mrs. Gentiene was also an old rail, having been a stenographer in the Perry and Savanna offices.

Joe Frundle agent at Lemon, South Dakota, and wife spent a part of their vacation in Perry. They stopped off on their way back from a trip to California.

Paul Griswold for some time in the train service on the Iowa division had his back broken in an accident in Laramie, Wyoming in August. Paul is a nephew of Dell Coltrin one of the Perry yard foremen.

Engineer Lon Morgan and wife spent a delightful three weeks in Colorado. Long had the thrill of catching the limit of a days catch of mountain trout, in one afternoon.

Engineer E. Stoner and daughter Ivy and Engineer C. Stoner and wife left the middle of August for a several weeks trip which will take them to points in the east where they will visit relatives and take in the sights. They planned to go as far as New York.

Car repairer Paul Cushman's son was in the hospital at Iowa City in August for an operation on his throat.

Engineer J. E. Donahue's daughter who lives in Hershey, Cuba came home in July for a visit with her parents.

Billy West the eight year old son of Clayton West a Perry conductor won first prize in a Charleston contest staged during a weeks performance of a repertoire company in Perry. The \$2.50 in money looked pretty big to the lad.

Miss Louise Gibson young daughter of Machinist Dewitt Gibson of the Perry force returned the fore part of August from Birmingham, Alabama where she spent her vacation with relatives. Her father met her in Chicago on her way home.

Mrs. M. J. Flanigan and sons stopped off in Perry for a visit at the Heinzleman home after having spent their vacation on a motor trip to South Dakota and Minnesota.

Harley Woods has added another title to his name. Harley is an extra fireman on the Perry list but there isn't much work for him so he has been filling a job as clerk anti caller. Not seeing much chance for advancement in that line Harley bought a neighborhood grocery store to run as a side line and if he likes the business world he expects to enlarge the stock and branch out into that line of business.

Perry friends extend sympathy to former train master J. F. Anderson and family in the death of Mrs. Anderson's brother which occurred recently in Kansas City.

Conductor I. E. Conners and family and conductor Elmer Millard and wife entertained Mr. Conner's sister, Mrs. R. B. King of San Diego, California for a few weeks this summer.

Traveling engineer Ellis Schmitz and family of Montivideo, Minn., spent a part of their vacation with assistant superintendent W. L. Schmitz and family of Perry.

Miss Lucile Johnson daughter of conductor Frank Johnson was married July 26th to Chauncy Childs of Yale.

Donna Lou is the name which was given a fine nine pound daughter born to Will Jones and Wife of Perry, July 29th. Mr. Jones is employed in the Milwaukee roundhouse at Perry.

Dr. Frank Cornelius drove down from Bowman, North Dakota in August to visit his sister Mrs. C. C. Marchant at Perry and with his parents Mr. and Mrs. F. B. Cornelius at Marion.

Mrs. J. B. Wallis spent a couple weeks of July with relatives at Mineral Point, Wisconsin.

C. E. Hannagan was acting yard master at Perry a couple weeks while James Kanealy took his vacation.

Harley Potter and wife of Decatur, Ill. spent a few weeks in Perry visiting Mrs. Potter's parent's Mr. and Mrs. Oscar Woods.

FOR EVERY BOILER REQUIREMENT  
**STAYBOLTS**  
TELL-TALE AND SOLID FLEXIBLE STAYBOLTS  
CROWN STAYS RIGID BOLTS  
**FLANNERY BOLT CO.**  
FLANNERY BLDG. PITTSBURGH, PA.

The  
**B. F. Goodrich Rubber Co.**  
1925 South Michigan Ave.,  
Chicago, Ill.  
FACTORIES: AKRON, OHIO  
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  
Goodrich Axle Device Belting  
is known to the employes of every road today.

**KERITE**  
For Signal Service, Car Wiring, Lighting and Power Service  
**KERITE INSULATED WIRE & CABLE COMPANY**  
NEW YORK CHICAGO

**MAGNUS COMPANY**  
(INCORPORATED)  
**Journal Bearings and Bronze Engine Castings**  
NEW YORK CHICAGO

## Builders of Over 60,000 Locomotives

The first Baldwin Locomotive, known as "Old Ironsides," was built in 1832 and operated on the tracks of the Philadelphia, Germantown and Norristown Railroad Company, of which the present Philadelphia and Reading Railway is the direct successor.

Since that time Baldwin-built locomotives have been used on most of the important railways of the United States, as well as in nearly every country of the world.

Ninety-five years of skill and experience are back of Baldwin Locomotives today.

THE  
Baldwin Locomotive Works  
PHILADELPHIA

### CROSS TIES AND SWITCH TIES

WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods



## NASHVILLE TIE CO.

NASHVILLE, TENNESSEE

Sales Office, Storage Yard and Treating Facilities  
Terre Haute, Ind. A. D. Andrews, Representative

### Where Savings are Safe



Capital, Surplus & Profits \$2,000,000  
Resourses Over \$25,000,000

Conductor Phil Aeck was called to Sioux City in July by the death of his sister.

Boilermaker Wm. Powers is able to be out again after having been confined to his home for several weeks on account of sickness.

Robert Heiser son of brakeman Arthur Heiser pulled a motor cycle over on himself in playing near it and broke both bones in his right leg.

John Owens son of engineer on the east Iowa division stopped off in Perry in July on his way back from a trip to Idaho. The young man was sick and spent a few days here with his sister Mrs. O. G. Emerick before continuing his trip.

R. H. Gilliland who has been working as an operator and clerk on the Iowa division has taken a leave of absence and has gone to Puerto Castilla in the Spanish Honduras where he has been offered a position as conductor.

Engineer Charles Swift and family went to Seattle and Tacoma to spend their vacation with relatives.

Conductor George McLane and family spent their vacation with relatives in Texas.

E. O. Kinser agent at Coon Rapids has resumed work after a several weeks absence during which time he made a trip to California.

Mrs. John Conway and children went up to Aberdeen, South Dakota to spend a couple weeks of August with relatives.

### Illinois Division M. J. S.

CM&G Divn. Accountant Joe Cassell, wife and son Rhene, spent a week of their vacation at Minneapolis the latter part of July.

Trainmaster Jerry Hansen passed thru Savanna on his way to Madison, Wisc., his new post of duty. Everyone on the Illinois Division was pleased to learn of his recent promotion, and know he will make good on the Madison Division.

Ye Scribe, with a party of Chicago young ladies, spent a week's vacation at Winona Lake, Indiana, July 15th.

We note on the Miscellaneous Seniority List of Employes on the Illinois Division for July 1st, that our genial Office Mail Man, Janitor, and Savanna platform Baggage man, Walter, Dyer, heads the list with date of Jan. 1, 1891. A good "Vet" is he, and says he expects to attend the Convention at Milwaukee again this year.

Bob Tigerman was up from Kansas City, Mo., recently visiting with his brother Jim and friends.

Eunice Stevens, Steno to Supt. Thurber, spent a few days of her vacation in Milwaukee, Wis., visiting with friends.

Viola Donahue, Steno to Chief Dispatcher and Doris Calehan, File Clerk in the Supt's Office will spend their vacation at Mackinac Island and expect to have a thrilling time. From what Doris said she was going to do, we have no doubts about the matter.

Anna Bahne, Enginemen's Timekeeper, left on Aug. 14th on an auto trip to the Dells and to points in Canada. Anna expects to have an enjoyable time also—she won't have to worry about doing up her hair this year as it has been cut and a nice permanent put in.

Tony: When a feller gets a card signed L. A. M. K., what does it mean, huh?

### Savanna Roundhouse

Congratulations from Savanna Roundhouse to Illinois Division Engineer Chas. A. Shoop, account of his marriage, which took place July 30th.

Bill Sheetz has returned from his vacation, which was spent fishing in the lakes in Michigan. And he hasn't a single fish story to tell us!!!

Sympathy is extended to Iowa Divn. En-

gineer William Chase and wife, account of the death of their infant daughter, Priscilla Amelia, July 16th.

Our "Pale faced" chief clerk went on his vacation and has returned from an outing along the lakes in Wisconsin so sun burned that he now needs only a few brilliant feathers stuck in his hair to resemble the picturesque American Indians which once roamed our country.

We neglected to report the marriage of Ill. Divn. Fireman Wm. Stumphy and Miss Mabel Bowers, which was solemnized the latter part of June.

Walter: "Who was the Man Without a Country?"

Ilene: "Oh, Burr was."

Clarabel: "What Burr?"

Ilene: "Why, Clarence Burr, of course!"

Where, oh where, was Ilene's mind???

Congratulations extended to Boiler Maker E.

D. Gantert, due to his marriage to Miss Anne

Streicher, August 8th. Mrs. Gantert is the

daughter of Painter Chris Streicher of Savanna

Roundhouse.

Engineer Carmichael (Ill. Divn.) who was

taken quite sick, is now improving at the Sav-

anna hospital.

Here's to the future Illinois Divn. Fireman

Robert Lloyd, son of Illinois Divn. Fireman

Lloyd Kuntzleman and wife, born July 16th

Yes, Bobbie will have to follow in Daddy's

footsteps, because he was born on Lloyd's

birthday.

A vote of thanks is extended to Chas. Her-

sey, Carpenter at Savanna Roundhouse, for the

lovely bunch of gladiolas which he gave to the

DMM and Roundhouse Office force recently.

They were greatly appreciated, and their beauty

was admired by everyone who saw them.

Engr. James Bailey and wife of Elgin, and

Engr. Fred Griffing and wife of Chicago, and

Engr. Chas. Wright and wife of Savanna, attend-

ed the funeral of their relative, Mr. Gage, at

Sabula recently. Sympathy is extended.

Engr. M. W. Stark and wife, and Mrs. and

Mrs. J. L. Johnson of Savanna drove to the

dells of Wisconsin where they will spend a few

days vacation.

### Savanna Freight House Items

This is the time of the year when vacations are in order.

Russel Eaton, Foreman, has returned from a two weeks vacation. He and his family visited parts in Minnesota, and reports having a wonderful time.

Clarence Gray, Bill Clerk, has returned from a two weeks vacation spent in Whitewater, Wis. from all appearances he had a good time.

Mrs. A. J. Reinehr, Agent, and family are visiting parts unknown in Wise, no doubt, we will hear some fish stories when he returns.

It can't be long now. George has his "hope box" nearly completed. One more coat of paint, and then he will be all set. All donations appreciated.

Maybe Nell got a new alarm clock. She has been getting here earlier now. Something happened anyway.

Extract from LeRoy Goss's Diary, June 28th, 1926. Gert and I went on the excursion last night. Had a wonderful time. Gee, Gert you were as pretty as a wax doll, but you didn't remind me of a wax doll. You couldn't with that pep and action that goes with you.

Gee, Gert I felt just like eating you up when they played that waltz that we sat out. Gee with a night like it was and the moon so big and drowsy, how could a fellow keep from going wild over you.

### Savanna Yard News

Frank E. Brown, Savanna Tower, was in Chicago negotiating with a landscape artist

The Stamp of Character  
Means

MTC

Cross Ties Plus—

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS

for a site to sink a barrel to be used as a coal shed for the tower. Satisfactory arrangements were made and he came home the same day. A barrel will be sunk just north of the coal chute and will be convenient to keep filled, and at the same time will not mar the landscape, as a lilac bush will be grown over and around the shed.

Our heartfelt sympathy is extended to Miss Mary Kennedy, Car Record Clerk, account the sudden death of her father, Mr. Gardner at Kansas City on Friday Aug. 16th. Mr. Gardner was killed on duty as a lineman in that city.

Yardmaster Ray Kentner commenced his vacation Aug. 5th. Ray said he intended making several trips to Potosi, Wisc., as they have such fine soda water there. Mr. Kentner is spending most of his leisure time moving his household effects from Mt. Carroll to Savanna.

Sherm Correll, Jr., bill clerk, is now assigned to yard C 4:00 P. M. to 12:00 midnight. They say that all dances will now be discontinued account Mr. Correll's new assignment. (Hand-over papers please copy).

An error was made in our July items regarding the number of chances that Chris Jensen took on the Atwater Kent Radio. The item stated that Mr. Jensen took 7 chances on the radio; he advises that he took 8 instead. At five cents a chance, Mr. Juneau was doing tall gambling.

Love is a wonderful thing, so sayeth our Chief Caller Lawrence Smith. He says Davenport is not so far from Savanna, but Savanna is such an awful distance from Davenport.

The fruit is starting to come and everyone on their toes to see that it is given prompt handling. Mr. Dwyer, Pacific Fruit Inspector is complaining bitterly of the irregular time of arrivals, as he is not getting his regular beauty naps now.

Miss Jewel McGrail leaves Aug. 23rd on her annual vacation. She was figuring on paying Bermuda a visit on her way to China, but she found out that Bermuda is noted for its fine onions, so she is going to pass that place up.

Engineer Tom Daley gets his usual highball every day that he goes out on No. 20. Tom is sure there with the ladies, and always wears a broad smile past the Savanna Yard Office.

Mr. Chris Jensen spent Thursday Aug. 12th picking blackberries near Sabula. He says blackberries made nice pies, jam, jelly and wine, but he wants his used for jelly because you can get more out of them that way.

Mr. Joe Bell was seen recently driving a new Studebaker Sedan, but Joe says he is not going to buy a new car as the old Ford is good for a few more thousand miles, and besides he don't have to pay as much wheel tax on it.

Night Yardmaster Manson left on his vacation Aug. 1st. Mr. Grant Dahl is acting Night Yardmaster during Mr. Manson's absence.

Bill Clerk Chas. Hartford accompanied by his wife and child left Savanna Aug. 7th for an extended visit with his parents at Grand Rapids, Mich.

If you have never seen a big snake, have Engr. Fred Kraft tell you about the one he saw a week or so ago. It was a mile long and a foot thick, and Fred only took one look at it.

#### Davenport News

Terminal Train Master, J. J. Flanagan while attending a Safety First Meeting at Savanna, Ill., Aug. 9th, was reported seriously hurt and perhaps killed. We immediately wired the Dispatchers office at Savanna to verify report and we were informed that he was very much alive.

John Pierce, Terminal Train Masters Chief Clerk purchased a new car and has motored to the Dells to spend his vacation.

Engine Foreman O'Brien is planning a vacation in Canada. Look out Connie it is very wet there. Don't catch cold.

Engine Foreman Doyle is vacationing in North Dakota while looking after his farming interests.

Engine Foreman Peterson is on a fishing trip to Minnesota Lakes. Heres hoping Justice you are not as hard on the fish as you are on Speeders caught while passing thru the town of Bettendorf.

Car Foreman Collings and family are spending a few days in Sac City.

Engineer Nichols Schener is on his annual fishing trip to the land of 10,000 lakes.

Agent, Geo. H. Hull is very much pleased with his new asphalt platform west end of freight house.

R. E. Tathwell Chief Clerk is beginning to look like himself again, after a trying week spent on the Rate Desk.

Frank Carty, Rate Clerk is the proud father of a Baby daughter. Frank says after the first no more cigars.

Ray Schultz, Claim Clerk, is trying to camouflage his car by giving it a coat of paint. Can't fool us, it is the same old Buick.

Genevieve Baird and Anna Murphy had a wonderful time on their vacations and are ready for another years work.

Car Clerk Ryan prepared himself with fishing paraphernalia before leaving on his vacation with expectations that he would be able to treat us all to a fish dinner on his return.

Abstract Clerk Albright will no doubt be leaving soon for the North as the sneezing season is near.

#### Deer Lodge Notes

W. B. S.

Since the lady down at Three Forks has called attention to the fact that there has been no news from Deer Lodge lately, I guess I will have to get busy again. You can tell she's married. Always tryin' to boss somebody. Nobody would have known there hadn't been any news if she had kept still. Besides I've been on a vacation.

Speaking of vacations, following are some of those fortunate ones taking a vacation and the places they visited:

Master Mechanic Sears toured Yellowstone Park and visited the Custer Battlefield Machine Shop Foreman Wagner made the Park trip, also Hilda Sickla, Gertrude Hill, Gordon Craig, Florence Shirck, Clarence Keer, Sibel Hobart went to New York. Rosemary Sullivan went to Detroit. Harold Foster spent his vacation at Lake Mary Ronan. Hugh Evans made an auto trip to the Coast. Chief Timekeeper Anna Goldie spent the summer in Alaska. Joe Josephson also visited Alaska. Car Foreman Earl Medley spent this vacation in Coast cities. Pearl Jones was a Park visitor.

Mr. and Mrs. J. W. Slatterer spent a month visiting in Wisconsin.

Mr. and Mrs. Wm. Elberson and family visited for a month in Illinois and Minnesota. Dispatcher Neill Grogan spends all of his spare time stocking the streams of this county with fish for the Deer Lodge Anglers Club, of which organization Mr. Grogan is secretary.

Mr. and Mrs. C. A. Olson and Mr. and Mrs. D. C. Peck motored to Lake Louise and Banff, Canada, during the earlier part of the summer.

Master Mechanic Sam Wyatt, of Raymond, Washington, visited friends in Deer Lodge and while here went on a fishing expedition to Rock Creek. From all accounts he landed at least

one big fish.

Mr. and Mrs. D. J. Hagerty have moved to Avery, Idaho, at which place Mr. Hagerty's headquarters are now located.

#### Chicago Terminal

Guy E. Sampson

Mr. George Cooper foreman at the Bensenville round house accompanied by his family spent his vacation visiting his mother in Ohio.

Chief yard clerk Tom O'Brien spent his vacation in a big touring car with his daughter and her husband as companions. Just driving over the country stopping wherever they saw fit, going on when they felt like it. He reports having had a wonderful time.

"High Wind" who resides at Roselle, but works daily in the yard office at Bensenville, has returned to work after a few days vacation which he spent beautifying his home property.

Miss Elseba Schwemler, stenog at the North Hump office was absent for a couple of weeks. Before leaving she showed the other employees at the office a pretty green rain coat a dollars worth of postage stamps and also whispered to one of the other girls that she had purchased a "niftie" little bathing suit and that she was going to Ephram, Wisconsin. As it seldom rains at these Wisconsin summer resorts in the summer time we were led to believe that the rain coat was more for protection from mosquitoes and to keep the sun off the bathing suit.

Sidney Gracer clerk in Camerons office says that he made his new bus cover some ground during his vacation.

Yardmaster Walter Christianson spent his vacation selling real estate on the North Side. Understand he sold a lot of lots to people to build homes on. At any rate he had not returned to work several days after his vacation had expired.

Yard Master Harry Stockwell also enjoyed his vacation this month but we did not learn how far he got away from Chicago.

General Yard master H. E. George started his vacation July 25th on which day himself and family departed for Seattle where he will visit a sister whom he had not seen for many years. Everybody glad to see "Hurkly" enjoy a much needed rest.

Mrs. Miller and children, family of car department employee at Bensenville, spent the latter half of August visiting relatives at Wauzeka, Wisconsin. Mr. Miller going up and returning with them in time for the opening of school.

Yard Master Lee Smith took his annual vacation last month and with his family and grand-son Leroy Scherer toured Illinois, Wisconsin and upper Michigan.

Switchman Abner Snell took a months leave of absence during which time he too kcharge of the constructing gang who put in the new sewer system in his home town, Franklin Park. The village board sure used good judgment in selecting one of its property owners to oversee the work.

Miss Bretman, stenog at the Bensenville round house was absent from duty last month taking her vacation. Breuer said he missed her especially when reports and unanswered letters got so numerous that he had to head in and back out of the office.

Mrs. Sampson and children spent three weeks at the home of her parents Mr. and Mrs. J. H. Miller at Wauzeka, Wisconsin.

#### Notes from Galewood Station

Sidney Beaubien and wife enjoyed their vacation at Mud Lake, Ind. but were somewhat surprised when they came down to the beach (?) one morning and found the lake had dried up.

Bill Wiegref is back on the job after a two

# Dependable

# RAIL ANTI-CREEPERS

CHICAGO **THE P. & M. CO.** NEW YORK

weeks' vacation which was spent around Garfield Park. We are sure glad to hear Bill's voice back on the air again.

John Johnson motored up to Eagle River, Appleton and Shawano, Wis., visiting friends and relatives, and John did some fishing and reports fishing was great.

Uncle Fred Story has just returned from a two weeks' vacation which was spent on his ranch at Rib Lake, Wis. The Uncle says he never saw Buck Wheat look so good before and reports his crops in very good condition.

The Misses Elinor and Ethel Gibbs returned from their vacation all smiles. After we were given an account of the trip, we had reason to believe that the smiles should be there. Ethel is making plans already for next year.

It seems that all the news we have this month is vacation and accounts. Here is another—Ruth Johnson and Mae Sherman spent their vacation at Colorado Springs and Denver. None of these girls, or fellows, seem to be sporting sunburn. In fact, they all seem to be going out West or North where it is rather cold.

Robert Hermann has been promoted to position of Car Record Clerk. We all wish Bob success in his new work.

It seems that everyone is traveling this year. Henry Doornbosch and family went to Niagara Falls and had a fine time.

Flo Follette went to South Haven for her vacation and says she had a wonderful time. She went via the boat route and reports fine weather going, but coming back the lake was very rough.

Marshall Merriman decided to stick around home. So he went to St. Charles and Elgin in his new car.

Found—By Mabel Grannan—A fine place for rest and comfort. Its a wonderful place she thinks. Nope, it's not in the North Woods, nor anywhere near there. It is just Fox Lake. Well, anyhow Mabel, we are glad to hear you enjoyed yourself.

Our Claim Clerk, J. P. Mattes, spent his vacation in California. According to him, I think California must be heaven.

We are sorry to hear at this time of the illness of Martin Linehan, and Emil Krueger. We all wish them a speedy recovery.

Genevieve Piszczek of Galewood spent her vacation in So. Haven, Mich., and we sure did miss her, and glad she did come back a Miss or it would have been a great disappointment to the Sheiks of the office.

The old saying "They all fall sooner or later" seems to bear some truth, especially around the Galewood Office, since Hulda Johnson and Jane Haworth have had their beautiful long tresses cut off. They are out of luck now, because all the bathing beauties have long hair, you know.

Milton Johnson, he's not all there anymore.

He just got back from the hospital minus his tonsils and adenoids so here's hoping that the employes at Galewood will be as gentle as possible with the poor unfortunate victim.

No doubt you have noticed how "High Powered" Rose Dyba has been acting lately and you are probably wondering what has caused the great change in the little girl. No, she hasn't fallen heir to a million, but she is supposed to move into a dandy little bungalow soon. We were hoping it wouldn't make too great a change in her sweet disposition, but money can do a great deal. Don't forget, Rose we still want to be your friends.

Mr. Ryan finds great amusement in seeing how many flies he can catch on that fly-paper of this, but we should worry, as long as he rides the office of the pesky things.

Julius Baker spent his vacation climbing the mountains of Mont Clare and trotting the bumpy roads of Hanson Park. Don't wander so far from home next year, Julius.

Don't let Harry of the Car Record Dept. catch you looking at him, but when you get a chance see if you can determine what that dirty spot is under his nose.

Ethel Bernbrock has just returned from a trip in the 'Sunny South'. She spent most of her vacation visiting her married brother and family on Mobile Bay, Ala. She reports having had a wonderful trip.

Anna Esbensen has just received booklets on Alaska. Wonder what's up her sleeve now.

Since Central Ave. has been paved from North Ave to Grand Ave., the Trainmaster has started to 'Doll Up' his office with new rug furniture and paintings. They evidently expect lots of company.

We are glad to see all our day operators back on the switchboard again. Chief Operator, Molly Slater spent her vacation at home this year. Mary Hora spent her two weeks' vacation in Michigan and Helen Merriman spent two weeks in Pittsburgh, Pa. We think she pitched there. They all reported having had a splendid vacation. Tillie "The Toiler" relieved them.

The Accounting Departments have been doing fine work as is evidenced by the uncollected figures, July 1926 \$15695.39 and July 1925 \$43207.14, a decrease of \$27511.75.

The employes are all on the lookout for freight and passenger business and have been able to furnish the general office with some good leads. This is certainly appreciated.

#### Sioux City and Dakota Division

H. B. Olsen

Superintendent A. J. Elder has been confined to his home with illness.

At this time, we find Trainmaster W. G. Bowen confined to the hospital on account of some form poisoning. We hope for a speedy and complete recovery.

## MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

**Pacific Creosoting Company**  
Northern Life Building Seattle, Wash.



PRIME'S PLUGS

**THE PRIME MANUFACTURING CO.**  
MILWAUKEE, WISCONSIN

#### Tie Plates :: Derailers

## Highway Crossing Signals and Accessories

**THE RAILROAD SUPPLY COMPANY**  
BEDFORD BUILDING CHICAGO, ILLINOIS

Established 1889

# Ed. Bulfin & Son

## Commercial and Railroad Printing

355-357 East Water St. Milwaukee, Wis.

"PROMPT EFFICIENT SERVICE"

## THE SERVICE SUPREME

A

### "CONTINENTAL"

Policy means

PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION ARE STOPPED.

Continental representatives may be found on every railroad division in the United States and Canada.

### Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

**CUT OUT AND MAIL TODAY**

Continental Casualty Company  
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM

Division \_\_\_\_\_

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is \_\_\_\_\_

My occupation is \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

# Delicious coffee!



Miss Helen Flynn has a new Ford Tudor.

Little Jack Lovejoy, son of Opr. E. E. Lovejoy at Sioux Falls had quite a thrill when he returned from Grandma Jackson's at Mitchell, on the train all alone. Jack is but six years old and while he made the trip nicely in care of the train crew, we believe he would just a little rather "Dad" or Mother had been with him.

Assistant Superintendent L. B. Beardsley is visiting relatives in Fort Dodge, Ia.

Ask Operator Elmer Taylor how he happened to bump his knee. It's worth listening to.

Miss Ann Hanson spent her annual vacation in Sioux City and is now ready for another year's work.

Miss Ruth Bershon spent her vacation in northern Michigan where she had a most delightful time.

Chief Dispatcher J. Jamison, wife and daughter Lovice spent their vacation at Denver and Colorado Springs.

Miss Ethel Jacobs, Assistant Cashier at Sioux Falls is on her vacation, but Ethel did not say where she would go. We know she will spend a part of the time with home folks at Rock Valley, Ia.

Mrs. Chas. Koan and daughter Lois, spent Sunday with Condr. Chas. Kean at Sioux Falls.

Mrs. H. B. Olsen, and daughter Evelyn, family of ye scribe, spent their vacation with home folks at Alta and Storm Lake, Ia.

Section crews from Canton, Hudson, Hawarden and Fairview have been moving tracks in the Company gravel pit at Fairview the past week. Considerable gravel will be loaded for the Iowa Divn., soon.

Owing to copious showers well distributed over the entire division, corn crop is looking much better and if Jack Frost will retard his visit for the corn to mature, the crop will be safe and of good quality as well as quantity.

Agent Gorman at Parkston who is taking his annual vacation, is being relieved by Opr. R. L. McNertney. Extra Agent Kenneth Gray relieved "Mac" at Fairview.

Mr. and Mrs. Glen H. Rowley, on their way to Mitchell, S. D., from Chicago made a short visit at the Superintendent's office enroute. It surely seemed great to see them again and we hope they will come often.

The Lake Andes Excursion was a success, even the fish striving to please, judging from the string held by D. F. & P. A. B. O. Searles and Superintendent A. J. Elder. We wondered, though, if so many fish could be caught in such a short time?

Mrs. Fay Ness is spending her vacation in Chicago.

Mr. C. H. Buford was on the Division last week.

Storekeeper L. R. Lange and family spent

their annual vacation at Denver, Colo.

It is said Miss Gertrude Mahoney is the prize winning cake eater—at least twelve pieces at the Women's Club picnic.

In many cases the trucks operating throughout the country are a menace to the railroads, but the Geddes-Rosebud truck operating between the Rosebud and Geddes is a "feeder" to our line. Freight is hauled to the Geddes station for points beyond therefore supplying transportation from the out-lying districts.

Our old time friend, Albert Amundson, relief Agent on the Platte line during the winter season, has opened a summer resort at Lake Andes and has a fine set of cottages, close to the beach with a goodly supply of boats and fishing tackle. Albert's cottages are located in among the shade trees and is considered one of the most beautiful spots on the lake shore.

During the dry hot days in the latter part of July the roof of the passenger station at Sioux Falls caught fire. Considerable damage was done before extinguished. However the B. & B. crew have repaired the damage and the station is again as good as new.

Master Thomas C. Thompson 13 year old son of Opr. "Bob" Thompson, Vermilion, is visiting his grand-parents at Storm Lake, Ia.

D. E. Sullivan, Agent, Vermilion also the rightful heir to the Throne of Ireland, has a brand spanking new Ford Sedan. "Sully" is making good use of his new purchase by taking the station force to the Big "Muddy" on fishing trips.

Conductor Peter Smith takes this means of thanking the employes on the division for the beautiful flowers and their kindness in assisting him during the illness and death of his wife

The Women's Club are always on the job. During the hot weather when the temperature hovered around 107 above, this Club erected a "pop" stand near the flagman's shanty on Sixth St., Sioux Falls and we understand they received their share of patronage.

Switchman Henry Hurt, Sioux Falls, is now rated as one of our best farmers. He has harvested two crops of alfalfa so far this season and will surely get the third crop. He also raises wild ducks, geese and chickens. It's necessary for Henry to "lay off" occasionally to catch up with the farm work.

Lineman A. Erickson and family have gone to Northern Minnesota where they will visit relatives. "Al" expects to do some fishing while among the lakes.

Mrs. G. W. Wean, daughter Margaret and son Lawrence spent last week in Chicago.

Charles Carlson, our veteran crossing flagman at West 3rd and Sioux Streets, Sioux City, passed from this life on July 22nd, after being ill only a few hours. Mr. Carlson was

78 years of age at the time of his death and has been an employe of the "Milwaukee" for over 30 years.

Mrs. George Raines, son and daughter are visiting relatives in Wisconsin thus leaving "George" to batch during their absence.

Chief Clerk Herman O. Burke, Vermilion, S. D., has gone to Minneapolis to consult Physicians regarding his illness, he having been gassed while in the World War

Operator "Bob" Thompson, Vermilion is enjoying a visit from his brother J. M. Thompson of Arlington, Minn., whom he has not seen for ten years. "Bob" says it's like getting acquainted again.

It is rumored that Conductor "Jack" Alyard won the three legged race with the assistance of Tom Clark. We have it right do we boys?

Freight Agent W. D. Griffiths and family are enjoying a two weeks outing at Arnolds Park, Iowa's Greatest Summer resort.

Switchman John Tiltman and wife spent their annual vacation in northern Minnesota. "Jack" related several sad stories of how he burned out a connecting rod and had to be pulled in but outside of those minor mis-haps he reports a wonderful time.

Mary had a Thomas cat,  
It warbled like Caruso;  
A neighbor swung a baseball bat—  
Now Thomas doesn't do so.

Thanks for The Buggy Ride

S. M. East  
R. G. E.

Everything is all set for the first Official Train into Hollandale. The train will leave Austin at 12:30 P. M., carrying about 500 Austin people. Tickets have been on sale for the past week and all reports are to the effect that they are "Going Like Hot Cakes." Contributions are being received to carry on the Special to Hollandale, the Austin Boy Scout Band The East Side Band and the American Legion Drum Corps. The camera man will be on hand to take "Movies" of the departure of the train from the station at Austin. President H. E. Byram and other officials will be present. There will be speeches by President Byram and Governor Christianson. The return trip will bring the Austin residents home before six o'clock that evening.

R. H. McCoy has taken a two weeks vacation from his duties in the Austin Freight Office. He and his wife spent one week at LaCrosse where they visited at the home of Conductor and Mrs. R. C. McCoy. The rest of the time they spent at the home of Dispatcher Wood at Madison, S. Dak. While at Madison, Red had a chance to devote some of his time to his favorite past time, fishing.

Assistant Baggage man Kneeskern has been on the sick list for the past few days. Everyone is in hopes that he will quickly recover. We sure miss Tang around the station.

Chief Dispatcher Valentine and family took enough time off from their duties at Austin to take a motor trip through Wisconsin. Mrs. Val has promised us a picture of the "Old Man" pitching his tent but to date this favor has not been received. We're patiently waiting for it.

On July 17th, 1926 several of the boys from the Superintendent's Office at Austin piled onto No. 3 enroute to Minneapolis to spend the week end. They didn't have much time to eat a lunch before leaving Austin and got powerfully hungry on the way. The Guardian Angel came to the rescue in the form of Miss Ruth Scott of the Mason City Office. It happened that she was on this same train, enroute to Yellowstone Park for a two weeks vacation. It also happened that this day was her birthday and she celebrated by feeding the hungry Austin group with some of her birthday cake. It was appreciated by us

very much, Ruth Here's hoping you have a lot more birthdays.

Born to Mr. and Mrs. Howard Olson at Lanesboro, Minn. on July 24th, a son. Dad is pretty proud and says his boy has all the earmarks of becoming "A Railroad Man."

Traveling Engineer Austin has returned to work after a two weeks vacation trip in Iowa and Wisconsin.

Miss Evelyn Wigness has returned to her work in the Master Mechanics Office after a two month's leave of absence. The first month she spent in California where she met all the movie stars. The next month she rested.

John Ryel suffered a sprained ankle the other day while stepping from an engine at Wells, Minn. The first few days John was laid up entirely, soon after he was seen about on crutches, then a cane and finally he abandoned that. We all hope that it will not be long before he struts on his regular run.

S. C. Sorenson is back to work after a two weeks vacation, most of which was spent at Mankato, Minn.

Chief Dispatcher Wood visited at Austin during the early part of August. He is on his annual vacation. Understand he called at the Dispatcher's Office but forgot that there was such a thing as a Superintendent's Office. He went to Janesboro for a short visit at the home of his mother before returning to work.

Cliff Oeschgar is back to work at his desk in the office of the Division Storekeeper after a ten days trip over the Great Lakes. Cliff says he was treated royally on the ship, they served six meals the first day out, three down and three up. He also made some remark about "Six Laps Before Breakfast," and it is our only wish that we could have seen him on the job. Even though he apparently enjoyed his short trip, he became for Austin, or perhaps someone in Austin that he returned three days before he had planned to return.

Steve Kloechner contemplates trading his Chevrolet for a new Pontiac. A little advice to Steve—if you don't keep the Pontiac out of the way of oncoming trains any better than you did your motor—Smash goes the Pontiac.

It is regret that we report the death of Mrs. A. Satterlof. The sympathy of everyone on the division is extended the Mr. Satterloff and his family.

Division Accountant Piper is taking a two weeks vacation from his duties at Austin. Art is spending his vacation at his home in Sioux City.

Ray Hoffman, I & M Roadmaster's Clerk, is on a two weeks vacation—He would give no information as to where he was going and why, but we will try and extract this information from him on his return.

Miss Rose Krulish is taking a two weeks trip through the Black Hills. She expects to return to Austin about September 1st.

Another Benedict on the payroll—Martin Crosby, Switchman at Austin was hit by Cupid's Arrow and marched to the Alter. Sarg passed around the cigars. Mr. and Mrs. Crosby are making their home on West Maple Street.

### News of Iowa (East) Division and Calmar Line

E. E. E.

The fourth annual Iowa Division Railway Employes Picnic is to be held at Marion August 21st, it is to be held at Thomas Park and Athletic Park Marion, there are to be an auto ride around Marion and Cedar Rapids, two ball games, athletic sports of all kinds, a big supper at 6:30 P. M. and a big dance at Cedar Park in the evening. The local committees are making great preparations and this should be a great get together day for the Iowa Divn. employes and their families.

Condr. John Dignan was off duty for sever-

# IMPORT PAPER CO.

Largest Distributors of

## Lightweight PAPERS

Also Carry a General Line of

BONDS - WRITINGS - LEDGERS  
INDEX BRISTOLS

620 S. Wabash Avenue  
Wabash 3342

## Use Globe Boiler Tubes

The GLOBE standard of inspection and testing insures the highest possible quality at every stage of manufacture. Such tubes merit your regular use.

We Hot Finish 2" to 5 1/2".

### GLOBE STEEL TUBES CO.

MILLS—Milwaukee

## Massachusetts Bonding and Insurance Company

is issuing the

### "HEADLIGHT"

Accident and Health

## POLICY

It is especially designed for

### Railroad Employees

and is the Most UP-TO-DATE Contract, containing the BROAD-EST and MOST LIBERAL BENEFITS Yet Offered

See our agents today or fill out coupon below and send to Supt. Railroad Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts.

.....

Gentlemen:

I am interested in an agency proposition.

I am interested in a "Headlight" Policy.

Name \_\_\_\_\_ Age \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_

Employed by \_\_\_\_\_ R. E. \_\_\_\_\_

## IT IS NOT IMPERATIVE

THAT YOU KNOW A THING  
SO LONG AS YOU KNOW  
WHERE TO FIND IT

▼▼▼

YOU WILL FIND EVERY  
THING FOR THE OFFICE

AT

**H. C. MILLER CO.**

Manufacturing Stationers  
Loose Leaf Specialists

342-346 Broadway, Milwaukee, Wis.



### JUST A MOMENT!

Stop and think of this when you want real high grade Jewelry at right price. I invite your personal inspection of my stock and a rigid investigation of my methods.

Should you wish to purchase a very fine Diamond allow me to compare quality and prices as I ask; I guarantee every Diamond I sell to be absolutely perfect or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

C. M. & St. P. R. R. Watch Inspector

## MILTON PENCE

High Grade Diamonds  
and Jewelry

Room 701 Heyworth Bldg.  
29 E. Madison St., Chicago, Ill.

al days making a business trip to South Dakota. Condr. Thos Costello was on the Farley Passenger during Mr. Dignan's absence.

Passenger Brakeman A. F. Hutchins is off on a months vacation and has gone to Wisconsin. Brakeman H. R. Perrin is relieving on Trains 8 and 19.

Brakeman F. Barger was off duty one trip on account of sickness.

Brakeman Lee Mulr6y was off duty for several trips, while he was off he moved his household goods from Davenport to Milwaukee where his lay over now is. Fay Marsh relieved him.

Condr. Chas. Cornelius has taken a 60 days leave of absence. Condr. H. O. Whitlock is on his run on Trains 4 and 3 between Omaha and Marion.

Condr. J. Higgins is off duty on account of sickness. J. T. Reagan relieving.

Brakeman J. H. Reimers is off duty on account of the serious illness of his sister-in-law. Brakeman Chas. Carrington is relieving him on Cedar Rapids—Monticello Way Freight.

Condr. W. P. Kelly is off on a vacation. Dan Hickey is relieving him.

Brakeman L. A. Franke was off on a two weeks vacation visiting with his son Wayne at Humboldt, Iowa.

Passenger Condr. Wm. Lally is taking an indefinite leave of absence. Condr. Craig is on his run on Trains 7 and 20.

Passenger Brakeman Geo. C. Adams has taken a 90 day leave of absence and has gone to Chicago.

Condr. Wm. Brubaker and Brakeman C. Westcott and E. Wilbur and families motored to Buffalo Lake, Minn., where they spent a two weeks vacation.

Passenger Condr. J. L. Roberts was off duty a couple trips to attend the wedding of his daughter Helen. We have not learned who the lucky bride groom is. The Magazine extends heartiest congratulations.

C. R. Youtzy of Supt's. office is spending a weeks vacation at Clear Lake.

C. S. Cornelius, Asst. Timekeeper, Supt. office Marion, and wife are enjoying a two weeks trip through the west, they will visit Mr. Cornelius's sister at Seattle and return home via the C. P. R.

Opr. M. J. Marchant, Atkins Yard is off duty on account the serious illness of his mother. Opr. R. Tarr relieving

Wire Chief J. T. Gallivan was off duty for several days on account of sickness. E. E. Edwards relieved him.

Train Dispatcher L. S. Dove and family left Marion by auto August 3rd for Lake Pequot, Minn., where they will spend a four weeks vacation at their summer cottage.

Agent J. B. Howe of Oneida is enjoying a

months vacation motoring to Vermont where they will visit relatives. Relief Agent L. G. Ireland relieved Hr. Howe during his absence.

Opr. L. A. Huffman has returned to work on 2nd trick Oxford Jct. after being off a month.

Opr. L. A. Patton of Indian Creek has been appointed Agent at Waucoma and will move there the latter part of August.

G. E. Madsen Agent at Waucoma has bid in 3rd trick at Council Bluffs Yard and is moving to Co Bluffs.

Mrs. Ogden of Ontario, Calif., sister in law of Condr. Wm. D. Shank who was visiting at Marion was taken suddenly ill and passed away at the Shank home. The remains were sent to California for burial. The Magazine extends sympathy to Mr. and Mrs. Shank.

Agent H. E. Ramsey of Oxford Jct. who has been spending a months vacation in Montana visiting Glacier National Park has returned to work.

Agent A. J. Gibson Dixon was away on a two weeks vacation last part of July. P. C. Erdman relieving.

Chief Clerk C. A. Le Roy left Marion July 17th on a two weeks vacation which was spent in Minnesota, he also visited Supt. H. F. Gibson at Beloit before returning home.

Dynamo Baggage man R. J. Kendall and family spent a two weeks vacation at Larch Lake, Minn.

Passenger Brakeman Fred Holsinger and family and Ralph Seager and wife spent their vacation at Lake Osakis, Minn.

H. J. Murphey and daughter Clara Belle of Marion spent the week end July 25th at Minneapolis visiting relatives and friends.

S. M. Klink of Marion spent a few days visiting his sister at Minneapolis, his son David and daughter Kathryn who have been visiting there for some time, returned home with him.

Born to Mr. and Mrs. J. F. Lilley at Minneapolis July 29th, a daughter. Mrs. Lilley was formerly Miss Marcella Maher and was employed as stenographer in Supt's office at Marion. Her many friends at Marion extend congratulations.

Passenger Brakeman John Cone and wife left Marion August 19th for Denver where they will visit relatives.

Passenger Brkeman A. F. Hutchins spent several days at Freeport and Fulton, Ill. where he was attending a convention of The Mystic Workers.

Round House Foreman W. E. Copper was called to Spearfish, S. D., on account of the death of his mother at that place. The Magazine extends sympathy to Mr. Cooper and family in their great loss.

## Coast Division

C. C. C.

Many tales have come out of the West. Tales of romance, adventure and daring, so thrilling that one might almost think some of them were twisted. But it was left to the Coast Division to discover a twisted tale, which must be given to the public in its original twited condition, or it simply degenerates into just the plain tail of a cow. One day recently, while the crew of train 215 were jogging along, thinking of the good supper awaiting them in Everett they discovered a cow disputing the possession of bridge FF 898 with them. Preferring argument to force they stopped the train and were about to assist the misguided bovine from her precarious position. Just at this moment a passenger, fired not with enthusiasm as much as with liquid fire, came out on the bridge, and thinking that his help was needed, and not realizing that flivver tactics would be impracticable in dealing with a Jersey model, seized the cow's tail and went through the motions of starting a flivver, and here the first evidence of similarity between the Jersey and Ford models became evident. The Jersey back fired and the helpful passenger was precipitated off the bridge and down into the gulch about twenty feet below. Fortunately only a missing tooth and a request for a little more liquid encouragement were the results of our friends efforts. The cows attention was diplomatically directed to greener pastures off the right of way and traffic on the Everett line is now proceeding as usual.

Miss Daisy Webb who has been on leave of absence for the past two years has regained her health, and returned to work, taking the position of Mrs. Florence Ellis in the Dispatcher's Office.

Mrs. Fred Rasmussen entertained the Clerks of the Dispatchers Office at luncheon July 29th, honoring Mrs. Florence Ellis, who is taking a leave of absence. Her guests were Miss Josephine Carpenter, Miss Daisy Webb, Mr. Harry Anderson, Mr. Rasmussen and the honor guest Mrs. Ellis.

Many of our folks in TACOMA are very fond of the exhilarating air and wonderful scenery of this Sound country, as absorbed and viewed in a bathing suit. In order to get more air quicker, some of our bathers like to frequent the toboggan at the bathing beaches. Our good natured Trolley Maintenance Foreman "Dick" still enjoys this form of sport notwithstanding the near catastrophe which befell him recently. While sliding, the toboggan got eliminated in some manner from between him and the rollers and while his descent toward the water continued, it was with more difficulty and wear and tear than usual—the wear and tear being applied directly to the seat of the disturbance, and the result was a much larger area for direct air exhilaration than is usually allowed. However it may be that with proper mending, the bathing suit will again be able to assume its rightful place among the panoramic scenery of Puget Sound.

Miss Florence Hall was hostess at a luncheon July 28th at the beautiful new home of her sister, Mrs. Bement. The table decorated with a large bowl of flowers in pastel shades, was set in the large living room, and the following guests were invited, Miss Rose Lindquist, Naomi Hood, Anna Johnson, Millie Anderson, Daisy Webb, Florence Ellis.

In an interview with Mr. Ed. Herzog he strenuously and emphatically denies the persistent rumors to the effect that he is contemplating matrimony. We hope for the best but we have our doubts.

M. Leonard Parkins, Engineer on the Coast Division succumbed to a heart attack while in swimming at Steilacoom Lake July 20th. Mr.

Parkins, together with Mrs. Parkins and E. S. Kirkpatrick and family had gone to The Oakes for a picnic supper and swim, and it is believed Mr. Parkins went in swimming too soon after eating a hearty meal. To Mrs. Parkins we extend our sincerest sympathy.

Mr. Chas. Negley has recently completed extensive repairs at his country home "DUN-MOVIN" at Puyallup, and he and Mrs. Negley have invited all Milwaukee friends to drive out and view the gardens, which are especially beautiful at this time of the year.

Mrs. Clara Carrotte and Miss Josephine Carpenter spent Labor Day with friends in Portland, enjoying a drive up the beautiful Columbia River driveway.

A fire which started August 4th in a garage at Ashford and which threatened the entire town for several hours was extinguished through the prompt efforts of Mr. J. F. Reardon, Fire Marshal, and his crew, and Ernest Bublitz, water service foreman. Use of a fire car which was fitted up a year ago, to fight fires along the right of way was directly responsible for the fire being kept under control. The loss was confined to a garage, eating house and several small buildings, all of them being privately owned.

Mr. Ed Mason, Cashier at Everett, who has been seriously ill for several weeks, has returned to his duties at the station again.

Mr. George Hill, Trainmaster on the Idaho Division, was a visitor in Tacoma, August 8th and 9th. Mr. Hill was formerly Chief Dispatcher on the Coast Division and his many friends are always glad to have the opportunity for a visit. We hope to see him again soon.

Mr. H. J. McMahon, together with Mrs. McMahon and daughter "Bobby" have returned from their annual vacation visit with relatives in Deer Lodge and report an unusual fine time in their old home town.

Mr. J. S. Eccles left August 18th for a short visit with relatives in California, Mrs. Eccles and son Bob who have been in California for several months returned with Mr. Eccles.

## Chicago Terminals

Guy E. Sampson

Switchman Thor Kleven, who was somewhat under the weather laid off for a week and took his family down to the sand dunes near Gary, Ind. Said he had a wonderful rest and returned feeling much better.

Our readers will be pleased to learn that letters received from Tom Day, Albert Ritter, Carl Strum and Claud Steel, all Chi. Terminal switchmen state that all are improving in their southern health resorts. The boys are all members of B. R. T. Majority Lodge No. 119 and were sent to the health resorts by that organization as it has set aside a fund for that purpose.

The boys all get the Employees Magazine every month and enjoy reading what the correspondents of the different divisions have to say. May they continue to improve in health and get back among us hale and hearty.

Assistant Supt J. H. Valentine has moved his family from Ottumwa, Iowa and is now at home at Bensenville.

Switchman George Stoddard laid off a few days last month and went to visit his family who are spending their summer in northern Wisconsin, their former home.

Yard Master Wm. Tessendorf on vacation last month and Johnnie Melvin held down his position during his absence.

Miss Laura Franzen who is employed in the office of General Supt. of Transportation, J. L. Browns enjoyed a weeks trip and spent the time at Excelsior Springs.

Switch tender Wm. Cuneen and wife took an auto trip to Decorah, Iowa where they visited

"Standard'er the earth on  
account of greater work"

## Steam Turbo-Generators

500 Watts to 7½ K. W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal  
Reflectors—Metal and Glass

Portable Headlight Cases

Floodlights

Searchlights

Lamps for rear of tender

Lighting accessories, such as switches  
(open and enclosed), sockets, dimmers,  
connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass  
Reflectors for Locomotive Headlights

## FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units With  
"Pyle-National" Floodlights,

**THE PYLE-NATIONAL CO.**

The Pioneers and Largest Manufacturers of  
Locomotive Electric Headlight Sets

General Offices and Works  
CHICAGO, ILL.

## THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

## D. C. SHOEMAKER COAL CO.

INCORPORATED FOR FUEL SERVICE

MINING and DISTRIBUTING  
BITUMINOUS COAL

## HYMERA-PREMIER

Telephone Wabash 0076 743 McCormick Bldg.

CHICAGO

## THE NATIONAL LUMBER & CREOSOTING CO.

SALES OFFICES

Texarkana, Texas

Kansas City, Mo.

Houston, Texas

St. Louis, Mo

Treated Cross Ties, Switch Ties, Bridge Timbers, Piling and Poles.

Large stocks at our treating plants enable us to make prompt shipments.

National Creosoted Pine Poles have full sapwood penetration, clean surface  
and do not bleed.

TREATING PLANTS AT

Texarkana

Houston

Kansas City

Finney, Ohio

relatives. Seems as though everybody that goes on a vacation gets the old bus out and gets away from the railroad entirely. Suppose it does give them a rest.

Tom Rycroft has been appointed Chief clerk in Assistant Supt. Valentines office while "Little Willie Doyle" steps into Toms old job as the "Big Chief" in Camerons office.

Engr. Floyd Rowan and brother spent a day at Kirkland visiting their father. There used to be a saying "Let George do it" but acting General yard master Billie Walther always says "Let Kickapoo do it."

Another well earned promotion has just been made in Chicago's Term, when Mr. Jerry Hansen, chief clerk in Supt. Whiting's office for several years was appointed train master of the Madison division. During his stay here Jerry has made a host of friends by his honest cooperation and we all wish him the best of success in his new position. Mr. Al Thor, chief clerk in Asst. Supt. J. H. Valentines office will succeed Mr. Hansen as chief clerk in Mr. Whiting's office.

Yard master John Baker spent his vacation at Delavan Wisconsin back on the lake away from the hum of the box car wheels. Says it was sure a great rest.

On July 18th while driving with his wife and children, switchman Frank Osgood's auto was struck by another car which resulted in the death of Mr. Osgood and one of their sons. Mrs. Osgood and another son three years of age were badly injured. Both father and son were buried together Wednesday July 21st. The sympathy of all employes is extended to the bereaved family.

Switchman Byron McLaughlin is still at the Speedway Hospital and a visit from any of his co-workers is more than welcome.

Al Thor says he had a wonderful vacation. Drove his new car to Minneapolis and back. Some wonderful roads on the trip.

Switchman Chas. Slomome and son "Bud-die" enjoyed a trip through the Yellowstone Park recently and report having had a "big fun."

Born August 10th to Mr. and Mrs. Floyd Sullivan, a bouncing baby boy. Floyd says he will now have some help at Tower B where he holds down second trick.

Several Bensenville people while motoring through the country during their vacation have made Mason City, Iowa one of their stops and all enjoyed a good visit with the W. F. Ingraham family. One never forgets real friends.

Galewood's first trick, Train Director, Wm. Dorgan and family have just returned from a trip through the Eastern States and Canada. Will reports having had plenty of the best—times.

Allen Cooper, pipefitter, also said it recently (with flowers?) and we understand that he and Genevieve Sullivan are to be married about September 8th, and it is said that they are going way off in the wilds of Michigan on their honeymoon.

Mr. Joe Jelley, alias, Alibi Kid, is back from his vacation and advises that he is all caught up on sleep. He didn't do anything worse than attend a movie every night, so that accounts for him being as fresh as a flower.

Pat Carey, Ass't. Foreman is on his vacation, whereabouts not definitely known. It is said that he took in Minneapolis and Saint Paul and then went to Pittsburg.

John Burianek, Machinist at Bensenville Round House, is spending his vacation at Philadelphia, where he is attending the Sesquicentennial Exposition.

Walter Taylor, Machinist Foreman, is also going on his vacation. Leaving on payday, and will return on payday—regular sly old fox. He has been taking about playing post

office lately. Wonder if that has anything to do with his vacation.

#### General Office Items

##### Vila

Miss Jeanette Goldberg, file clerk in the office of the General Superintendent of Motive Power, and Miss Dorothy Shanberg, stenographer in the Freight Traffic Department, left for New York on the Manhattan Limited of the Pennsylvania Railroad, Saturday, July 31st for a vacation in the East. While in New York Miss Goldberg will obtain the latest women's wedding apparel in preparation for her marriage to Mr. Edward Miller September 29th.

The office force of the General Superintendent of Motive Power presented Miss Goldberg with a beautiful wedding gift. Her many friends in the building extend their hearty congratulations and well wishes.

Rudy Binder, one of the happy, industrious, young Milwaukee employees is fulfilling his ambition to become a power in the railroad field by advancing another step from the Freight Claim Prevention Bureau, under the able tutelage of Roy Doherty, to secretary to F. H. Johnson, Assistant to Receiver, replacing Alice Haun, who left the Company's service to take a position nearer her home.

Don Aylward of Room 853 used to have a very pretty red stone ring. Now see Anna Mae Brown wearing it. How about it, Don?

Mr. P. A. Jones, Asst. Chief Clerk of the General Superintendent of Transportation Office is now spending his vacation in the wilds of Garfield Park and thence to the farm at Stuart, Ia., for a long needed rest.

Mrs. E. W. Soergel has recently returned from a trip to Denver Salt Lake City, and Yellowstone. Mrs. Soergel was accompanied by her cousin Miss Pauline Brock.

What! another engagement in the Comptroller's Office? Yes. Crystal Malone of that office has a sparkling new diamond ring. We wish you an abundance of happiness Crystal.

We had a very pleasant surprise a few days ago when Jessie Lyon, formerly of the Engineering Department, came to visit us.

There is nothing more exciting or entertaining than a good fish story and we hope Mr. Yeaton will not disappoint us on his return from a piscatorial vacation.

Mr. Arthur Wiemerslage of the Comptroller's Office spent his vacation viewing the wonders in Denver and its vicinity. Other vacationers of this office were Crystal Malone who enjoyed hers at Dallas City, Lucille Wickstromat, Lake Geneva, and Margaret Pagels who tried to see how many luncheons and dinners she could attend and at the same time get acquainted with Chicago and its surroundings.

Miss Ruth Rockenbach, who handled the AF E's in the General Manager's Office is now employed in Mr. Whiting's office. Well Ruth we are glad you didn't leave us altogether and we will get a glimpse of you once in a while.

Miss Florence Anderson returns Monday from a sight seeing trip to Canada, and I believe Mrs. Peterson, who handles the files for the General Manager's office will also return from her recreation.

Miss Edith Carlson is looking forward to her western trip which starts Aug. 21st. We hope her journey will be much enjoyed.

And how we did miss George Schreiber for two weeks. Guess he knew how we felt about it so he dashed in here one day to see us; very considerate of him. (You did come just to see us didn't you George?)

Thank you "Contribs" for the items you submitted. I appreciated them greatly, and hope to hear from you again.

#### Minneapolis Shops

"General Freight Car Foreman, John Hemsey, who is being transferred from Minneapolis to Miles City, was the recipient of a lovely watch and chain as a remembrance from the employees of the Car Department at South Minneapolis. Mr. Hemsey was very well liked by all and highly esteemed. His leaving Minneapolis is a keen loss to everyone who knew him. All join in sending hearty good wishes in your new venture, Jack, and please remember there is always the "glad hand" awaiting you from all your friends at South Minneapolis."

#### River Division News

##### M. M.

The employes of the entire Division were most terribly shocked when the news of the death of Condr. Frank Higbee passed from one to the other. Mr. Higbee, one of the most popular and well known conductors on the River Division was on the work train between Winona and Minneapolis. The work train was standing on the east bound track about six miles from Winona near Homer and the Olympian was a few minutes late. In some way or other Mr. Higbee stepped from the cab of the engine of train of which he had charge directly into the path of the speeding train. He was struck by the fast oncoming train and he was almost instantly killed. It will always remain a mystery how it exactly happened that Mr. Higbee did not notice the speeding train as he was always a most careful and conscientious worker. But life is like a summer rose that opens to the morning sky and ere the shades of evening close, is scattered on the ground to die.

Mr. Frank Higbee was about 35 years of age and a resident of Minneapolis. His untimely death will be keenly felt by all the employes of the Division but most of all by his wife who mourns his loss and to her, our most heartfelt sympathy is offered.

Mr. Higbee's congenial disposition won him a host of staunch friends. The high esteem in which Mr. Higbee was held was shown by the profuse floral offerings and the large attendance at his funeral.

Failure is, in a sense, the highway to success, inasmuch as every discovery of what is false leads us to seek earnestly after what is true and every fresh experience points out some form of error which we shall afterward carefully avoid.

And what is so rare as a vacation at Wabasha.

Then Sharp tries it out with no success. Passenger Brakeman Russell Thomas was married Aug. 4th and took a week off to celebrate. Well some experienced advised him to this effect cause he couldn't lay off any more.

The Traveling Engineers held their staff meeting at Milwaukee Aug. 1st and 2nd. Mr. F. G. Hemsey, Traveling engineer on River Division attended the meeting.

Condr. Jim Hayes has resumed work after having spent some time at the hospital. Mr. Hayes is feeling much better and his many friends hope he continues in good health.

Condr. Funke is certainly a proud man, the cause being the arrival of a son at his home June 28th. Almost believe he is able to vote or even play golf by this time.

William Burns, messenger boy at Chicago, and a nephew of Jerry McGraw arrived here from Chicago for a short visit. William is very young in the railroad game but being true to his ancestor he enjoys the work.

Lineman W. W. Dinnels and a party of companions made a trip up the Chippewa River and spent the time luring some fish. And the stories of their experiences are well worth recording. In his party were Mr. W. B. Webb,

Mgr. of Wabasha Roller Mill; Mr. Frank Goss, a county official and Dr. Carrels. Some day we will have Mr. Dinnels tell us about it in his descriptive way.

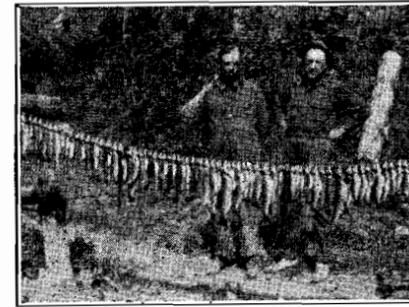
Another important item and almost forgot to mention it was our Trainmaster Mr. J. W. Blossingham enjoyed a two weeks vacation—let me see—it was spent catching fish.

Once more Death paid a visit to one of our employes, Carman John Houts. Mrs. Houts, wife of John Houts passed away at the hospital at Wabasha the latter part of July. Mrs. Houts leaves her husband and five children who deeply mourn the loss of kind and devoted wife and mother. The sympathy of the employes is extended to Mr. Houts and family.

#### Tacoma Shop Notes

##### "Andy"

Mr. J. A. Wright, together with Bill Brautigam, Roundhouse Foreman at Deer Lodge, spent their vacation in the wilds about 15 miles above Avery on the St. Joe river. From a snap shot taken it is evident that the main source of amusement was catching fish, as they are shown with a mess of 93 trout. We are sending in the picture with a hope that the editor will see fit to print it so that all you fishermen can feast your eyes.



Among the latest purchasers of automobiles at Tacoma shops are Burton Trout, an Overland "6", Clarence Turner, a Dodge, and H. W. Anderson a Chevrolet.

Chas. Stevens and Joe Mason, Price clerks in the Store Department have collected more than catalogs in their catalog cabinet for the other day the cat left three kittens there. We were wondering if they will be priced and indexed like the rest of their stuff, or just pass them out for rabbit sandwiches.

Ethel Schmidt has just returned from a vacation, which we understand she spent mostly in the vicinity of Tenino. She reports as having a very fine time. By the way we might also mention (for we know you will think it anyway) but Walter also had his vacation at the same time—very coincidental.

On and after August 12th 1926, W. I. Shiplett, more commonly known amongst the police and his friends as "Wiggs," is a changed man, for on that eventful day he became the proud papa of a bouncing baby boy, and reports the mother and baby as getting along fine. Wiggs, had to come to work hunched because the stores were not open yet and he could not buy a new hat, and the old one of course does not fit the same head any more. Well, anyway, congratulations are in order. Thank for the cigars.

Our notorious messenger Bill Owens, is again in the limelight. For a long time he has been trying to impress upon our mind the fact that as hiker, he was the cat's whisker. A fourteen mile hiking contest was recently held by the Rialto theatre—there was Bill's opportunity to spread his dogs and demonstrate to the world his super ability as a walker—but alas—ah, tis a sad tale—his grand stand stuff failed

again. Bill came in so late that the company in charge were seriously contemplating sending out the ambulance for him. The 13 year old boy who beat Bill by a very comfortable, yeh bo, we could even say an enormous margin, our hero claims had youth in his favor and he did not even have to stop and shave, and the 90 year old man who beat Bill, he claimed was more experienced, and he did not have to shave either.

Fred Lowert, has been substituting for the Roundhouse Foreman at Cedar Falls, while H. Thomas, was on his vacation. Fred must have hit some pretty rough traveling up there as he broke a wheel on his auto.

Mrs. Carey Beeler, wife of our veteran Turntable Operator passed away recently. Our heartfelt sympathies are extended to those left to mourn her loss.

Joe Cregan, Roundhouse Clerk, is on his vacation. Howard Reynolds is taking care of Joe's work during his absence.

P. R. Horr, has just returned from Raymond, where he has been substituting for S. A. Whyatt, Roundhouse Foreman, who was absent on account of death of brother.

A. C. Beinert, is getting ready for his vacation, which he expects to spend in his old home town somewhere in Missouri. Watch your step Art so you don't slip.

We have heard that Fred Bretzer, our Painter Foreman has bought a very desirable corner plot on the new Tacoma—Seattle highway in the vicinity of Fife. Fred is probably going to raise vegetables or chickens, but we would recommend a gas station as he has more experience in handling gas.

James Lester, Veteran Bricklayer in the Boilershop celebrated his birthday on August 8th with some good old South African cape smoke. Wm. Schukart, Boilermaker Helper has just returned from a 12,000 mile auto tour. He had a very enjoyable trip. He must have seen a lot of scenery in that distance. We understand he wore out two sets of tires.

It has been reported to us that Geo. Haas has been seen quite frequently in the company of a very attractive lady who wears a feather in her hat—ah ha—der plot tickens.

August Mace, Bolt Cutter in the boiler shop, on a recent trip to Moclips beach burned out a bearing in his car, however this did not deter August as he is an old railroader and a resourceful one, o he just took out the bearing, ran on three cylinders and came in on time.

E. K. Sheehan, got himself a Ford, we will not mention what it cost, but will say that he got a bargain. This car is so efficient that it will run without spark plugs—of course it will also run with them.

Dennis Yant we have heard is an expert in berry raising in the Puyallup valley. Having been at one time Superintendent of the Water Works of Puyallup, he knows where the good berry raising ground is located.

As a gardner we understand that Electrician Apprentice Vatersneck holds the ribbon. His specialty is Dahlias, of all kinds and descriptions.

Sam Virgil has just overhauled his car. Sam claims that account of his being out camping on Hoods Canal it gave him a splendid opportunity to do his work according to his own ideas. Sam evidently works better when the boss is out of town.

Geo. Healy, Electrician has been ill for some time and we hope that he will soon recover and that he will again be back on the job with his congenial smile.

We were just going to mention something very interesting about that handsome bird Geo. Girard in the Armature Room, but on second thought, we had better wait until we get more particulars.

Baseball season for the Commercial League

## The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably want one, and will buy one if given half a chance.

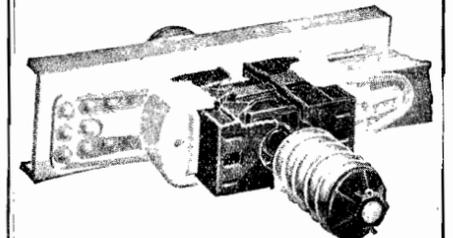
Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

**The TRAVELERS**  
INSURANCE COMPANY  
HARTFORD :: CONNECTICUT

## CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT  
GEAR COMPANY**  
CHICAGO OFFICE: HICKOROCK BLDG.  
CANADIAN OFFICE: TRANSPORTATION  
BUILDING MONTREAL

## Per-fex-ion Auto Black

mak s any small car look bet-  
ter, last longer and worth more  
A few hours work and you  
car will look like new. Clip  
this ad now and send with \$2  
for 1 qt. Auto Black, 1 pt. Top  
Dressing, Sandpaper and Brush.

THE  
THRESHER VARNISH CO.  
MANUFACTURERS  
Dayton, Ohio

10 Days'  
Trial

Course in Touch  
Typewriting  
FREE  
Without a Flaw  
The World's Best  
TYPEWRITERS  
In Prices and Terms  
Young Process Really Re-manufactures Typewriters

Only  
\$3.00  
Down  
All Standard  
Makes



We  
Give You  
A Year  
to Pay  
FIVE Year  
Guarantee

### FROM FACTORY TO YOU

We can make this long guarantee and sell the world's best typewriter at lowest prices because they are sold direct from our factory to you. We live you a 10-day free trial. The reason that we can do this is that we know that our machines are the World's Best!  
**SAVE \$40.00 TO \$50.00**  
This is a saving worth while, isn't it? Let us send you our big free illustrated catalog—it tells you all about the world's best.  
Young Typewriter Co. 1267 454 W. Randolph St. Chicago, Ill.  
YOUNG TYPEWRITER CO.  
Dept. 1267 454 W. Randolph St., Chicago, Ill.  
Please send me your free book on the World's Best typewriters. I am not obligated in any way.

Name.....  
Address.....  
City..... State.....

came to a close with the Milwaukee team second. Baseball enjoyed a very good season in spite of its brevity which showed that the management and players knew their stuff and performed wonderfully.

We have a report to the effect that Frank Kinser ("Mort") expects a heavy schedule at the Merrick dancing school this coming winter.

We are glad to report that Bill Smith, Stenographer in Shop Accountant's office is back on the job looking finer than ever following his operation for appendicitis.

### Musselshell Minutes

H. K.

Here's where I cut a nick in the post sure enough—biggest surprise in my life—I got a few notes from the freight house and here they are:

Shorty Rodgers is now holding down the Chief Clerk's chair formerly occupied by Mr. Bennett who is sojourning in California.

Leonard Peden has also gone to California for a vacation. Bert Jeffers is spending his vacation in Spokane.

Ann Butcher has returned from her vacation spent in Denver, Manitou and Colorado Springs. This is a pretty short news item for such an extended vacation and I must have a few more details for the press—Shorty, can't you give us the dope?

All right Freight House—Come again!!

Jim Brady is filling the vacancy which occurred in the Dispatcher's office when Shorty went to the freight house.

Mr. and Mrs. A. C. Bowen spent a few days in Seattle recently.

Mrs. Cullen wife of Chief Carpenter Cullen, of Harlowton, visited our City this week, preparatory to moving here later on in the fall. We surely welcome this nice lady to our midst.

Mrs. Carpenter Kendall stopped off No. 15 not long ago on her way to the Gallatin Gateway and we were very glad to see her. She was only allowed to leave after she promised to visit us in November, when she expects to attend a meeting of the Milwaukee Women's Club of Miles City.

Miss Betty Lane, formerly a Milwaukee employee, visited relatives in the city last week. Miss Betty has been working in Honolulu.

Mrs. P. J. Burns is enjoying a vacation in Chico Springs with her son Parker Burns. If she don't scald herself to death in the plunge up there, we ought to get quite a little vacation story from her.

General Roadmaster Shea spent some time with us on his way from Chicago to the Coast.

Mr. E. C. Olson and family are enjoying a vacation in Seattle just at present.

Edith Urban expects to leave for a visit with home folks in New York State. Quite a long way Edith, don't forget the way 'home' to Montana.

Duncan Ritchie is working at Mrs. Parker's desk in the Superintendent's office while Mrs. Parker is handling the work on Mrs. Boltz' desk during the latter's leave of absence.

We have never mentioned our new Dispatcher—F. R. Doud, I believe, and he is quite worthy of honorable mention we feel sure. This will introduce Mr. Doud, who has a very pleasing personality.

We have also forgotten to mention the new draftsman in the Engineer's office, Mr. Carl Hahn of Seattle, and he too is well worth a second look.

Now, didn't I do well by those two gentlemen?

Miles City and vicinity has had some much needed rain and the crops are beginning to look as if we might have a pretty good harvest after all.

We have just learned of Mr. T. J. Hanrahan's death and we wish to extend to Mrs. Hanrahan and her family our heartfelt sympathy in their sad bereavement. Mr. Hanrahan has been in the employ of the Milwaukee for a number of years. He came here, when the road was first laid, from Iowa, and he was held in the highest esteem by every employe who knew him. Mr. Hanrahan was a good citizen and a true friend—a loyal fellowman.

Felix Wagner, wife and daughter Delores spent a few days in Billings recently. They made record time coming back—something like 3 days and five nights. We hasten to explain that he didn't travel via Milwaukee—Moral? C. M. & St. P.—of course.

Mrs. E. D. Mattheisen spent a few days in Minneapolis recently visiting friends.

Trainmaster Faulk and family returned from a trip through the park the other evening and as he looked pretty tired and worn and the car was all over mud, and having been a tourist myself, I thought that it wouldn't do to stop and ask if him if he had had a good time just then. When we find out all about his trip we'll give you folks the story.

Mr. Custer Greer also visited the park and we take it for granted all these folks went

thru the Gallatin Gateway, and I did get up the nerve to ask Mr. Greer if he had a good time—but this was the next morning when he appeared on the horizon, all spick and span and smiling—it didn't require much nerve in that case, you see—anyhow, he said "Yes, had a fine time." And—he looked it.

Mrs. Green, wife of section man at Dodge, has been quite seriously ill in the Miles City Hospital with typhoid fever, but she is reported as being very much improved at present.

Yours truly is enjoying a visit with her sister Lauretta who is on her way home to Nebraska after an extended tour thru Montana, Washington and Oregon.

### Dubuque Shops Jingles

"Oosie"

Into a popular jewelry store, a LITTLE maid did go, she came out blushing sweetly and said to her waiting beau—don't you like it Joey? It has orange blossoms—see; (too bad there were witnesses handy, listening attentively).

The Chief Carpenter and General Car Foreman went on a fishing trip it was whale they caught, by golly, to send it home they chartered a ship.

Esther did you Cedar Rapids?

Herman gave a party—a very select affair cannot give you all the details because I wasn't there, but to "break up" was its purpose and methinks they did it fine—next time don't be exclusive and we'll keep it out of the line.

T. P. J. has a woebegone look, since he came back from Cuba—it wasn't the climate he minded to leave, but the stuff that is sometimes called UBA.

Skulie caught a lot of fish—way up in Wisconsin, but he felt sorry for them, and threw them all back in. (Another fish story.)

Walter bought a good car cheap—had been used little more or less, in the checking the parts he found right soon—there were more parts missing than less.

Looie S. sez if he can only live until 1929 he will live forever. Here's hoping he makes it.

Roy Cronin has returned from Clear Lake well satisfied—he found the lake clear.

Side lines of famous folks—

JS butern eggs.

JCM trading old wornout car for a brand new one.

CB making old furniture as good as new. Sully drawing out his savings.

"Pete F." keepin' cool.

Leo Drouillard is spending two weeks around the country, mooching off his relatives.

Lucille Laude is spending her vacation in Washington, D. C.—the guest of the President (I guess.)

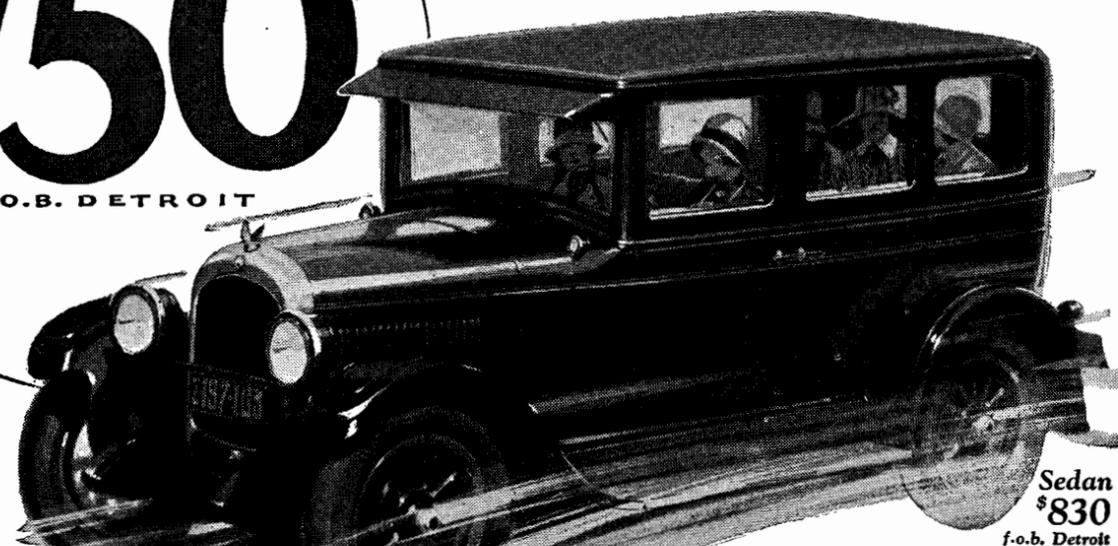


Akira Hanakiri and Makato Hanakiri, Twin Sons of Shop Employe at Deer Lodge, Montana; and "boy friends" of Mr. G. T. Spaulding, Electrical Inspector, Deer Lodge, who sends the picture to The Magazine.

# New CHRYSLER "50"

FINEST OF FOURS

\$750  
F.O.B. DETROIT



Sedan  
\$830  
f.o.b. Detroit

## Greater Comfort—Greater Beauty— Greater Economy

Roomier by far than any car of comparable price—yet giving you 50 miles and more per hour speed, and the lasting economy of 25 miles to the gallon of gasoline—that is the new Chrysler "50".

But that is not all. It has power and smoothness such as you never had before in a car of its price. Thanks to its extra large body you have all the room and comfort of a high-priced car.

These extraordinary comfort features come to you as the result of the enormous Chrysler volume, and their lasting quality is assured by Chrysler's plan of standardized quality—

producing under one name, one management and to a rigid high standard of precision and accuracy, four lines of cars for the great quality field.

All at a price that is not only easy to pay, but also at operating costs so low as to be astonishing.

Get the most the market affords for your money. Examine and ride in the Chrysler "50" and you will not consider any other four-cylinder car.

Coupe \$750; Coach \$780; Sedan \$830

All prices f. o. b. Detroit, subject to current Federal excise tax.

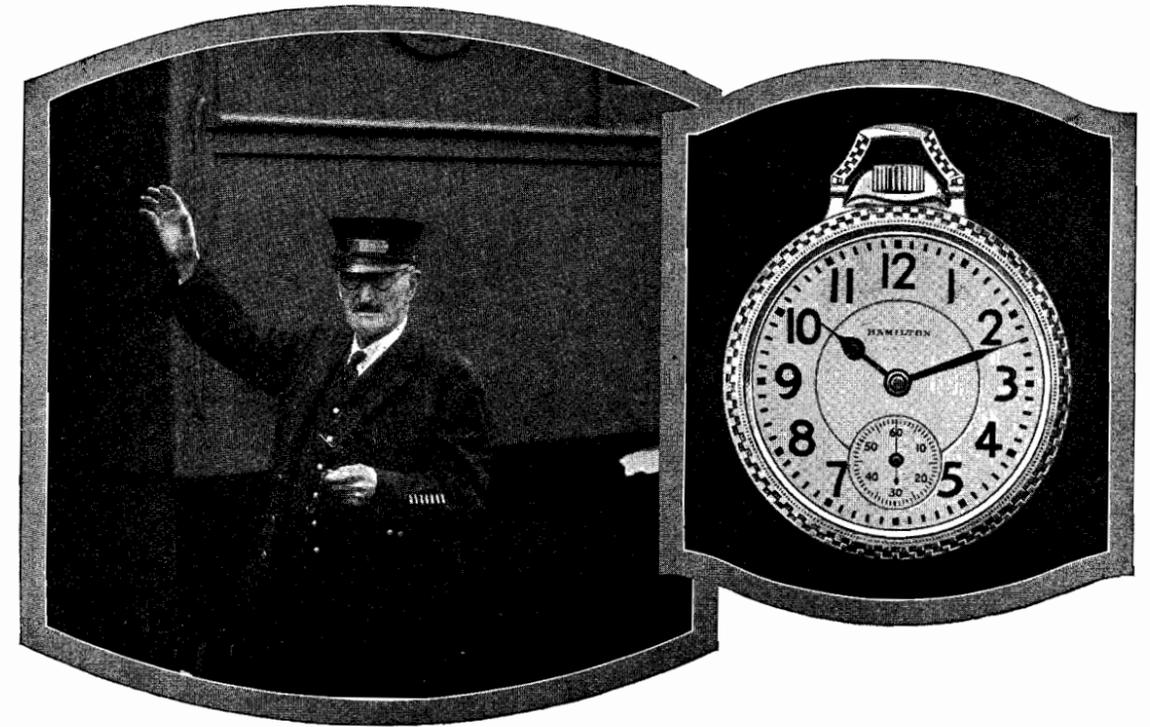
CHRYSLER SALES CORPORATION, DETROIT, MICHIGAN  
CHRYSLER CORPORATION OF CANADA, LIMITED, WINDSOR, ONTARIO

# CHRYSLER "50"

BUILT AS ONLY CHRYSLER BUILDS



Chrysler Model Numbers  
Mean Miles per Hour



## —And Naturally He Bought a Hamilton

Conductor E. J. Crane, of the Erie, has fifty-three years of active service to his credit. He has been a conductor for forty-three years. When Conductor Crane desired to buy a watch to serve him on duty his choice was a Hamilton. If you ask Conductor Crane why he chose a Hamilton he will tell you that he had to have accuracy and wanted dependability, too.

And that, in a nutshell, is why so many railroad men are buying Hamiltons today. They know that when they purchase a Hamilton they at once take the guesswork out of watch-buying and are sure they have bought the best that can be had.

Ask your jeweler to show you the new railroad cased models now available. They are a combination of the famous Hamilton "992" in a sturdy case designed particularly for railroad service. And remember, as you look upon these models, that they are the kind of watches that have helped make railroad history—and will be doing the same thing a generation from now.

You will be interested in a new folder about these watches that is yours for the asking. With the folders we will send you a copy of the Hamilton Time Book, which you will find very useful. Write for these today.

HAMILTON WATCH COMPANY  
1000 WHEATLAND AVENUE  
LANCASTER, PENNA., U. S. A.

**Hamilton Watch**  
"The Railroad Timekeeper of America"