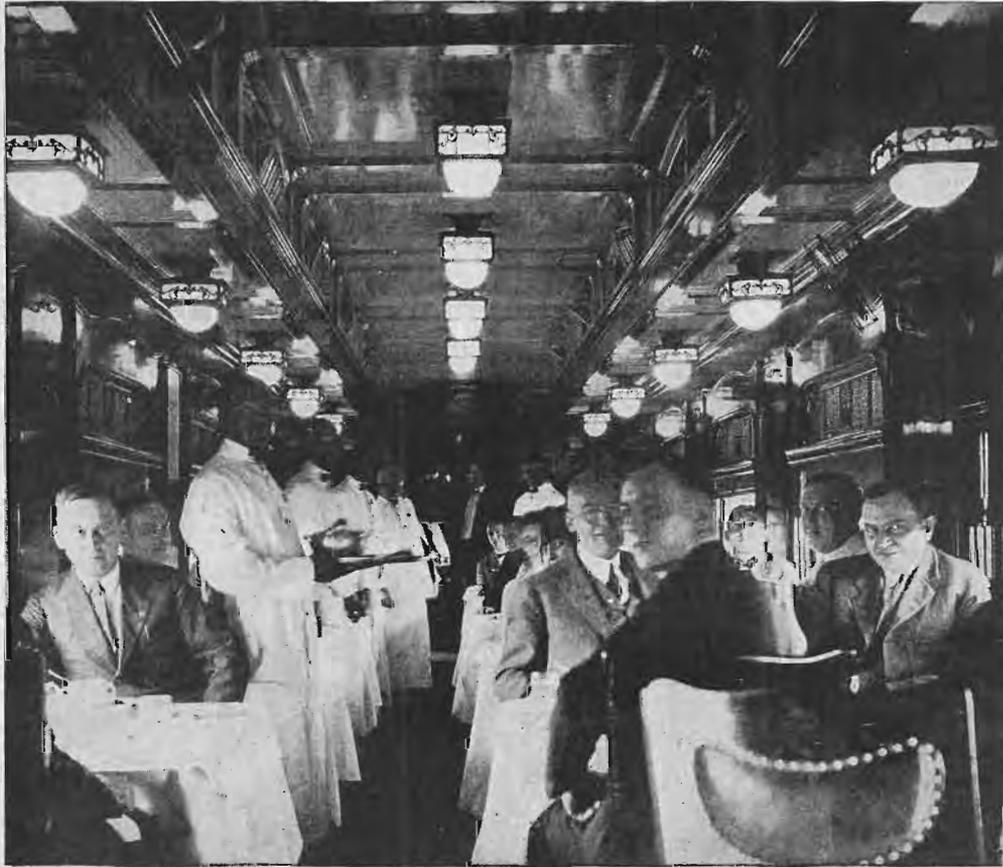
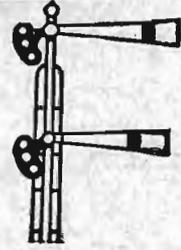
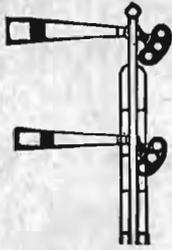


THE MILWAUKEE MAGAZINE

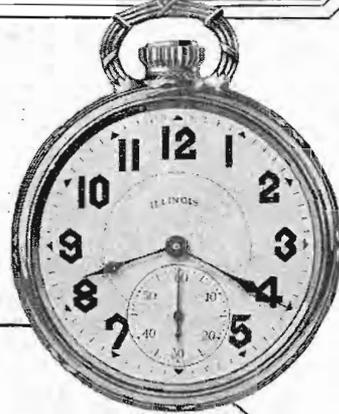


MAY, 1926

Sangamo Special

THE 6 POSITION 60 HOUR WATCH

A 23 Jewel, 16 Size, Railroad Model



SAFETY

Every year safety appliances and safety campaigns cost the railroad companies millions of dollars.

The 60-hour feature incorporated in the Sangamo Special is the greatest improvement made in railroad watches for years, and is a most important factor of safety that costs nothing additional in the purchase of a railroad watch.

The Sangamo Special may be had fitted in 14K filled regular, green or white gold, Wadsworth cases **\$90.00**

Illinois Watch Company
Springfield, Illinois

Makers of high-grade watches exclusively

Buy American Watches
Made By Americans
Under Ideal
Working Conditions

The B. & O. National Limited
on top of the Alleghenies

Drawn by Philip E. Thomas

The Best mountain type passenger locomotive in the world



*You'll be
proud to say,*

"I Wear the New #91 Lee Overalls"

HERE at last is the overall that railroad men have been looking for. The new #91 Lee Overalls—a revelation, a pleasant surprise to every man who puts on a pair.

You don't have to look far to find the reason why. Lee textile experts, after months of research and experiment, perfected the *new Lee Denim*—a new fabric with 50% more strength than any denim yet produced. And only in #91 Lee Overalls is this new Lee Denim used.

The combination of this new Lee Denim with the following Lee features of design and construction that have long been favorites with railroadmen, makes the new #91 Lee the standard by which all other overalls are judged:

New improved cut-in-one piece, two-ply broad suspenders—lie flat on shoulders.

Extra high form fitting bib—no gap at sides—double stitched to overalls.

Extra long easy stride crotch fork.

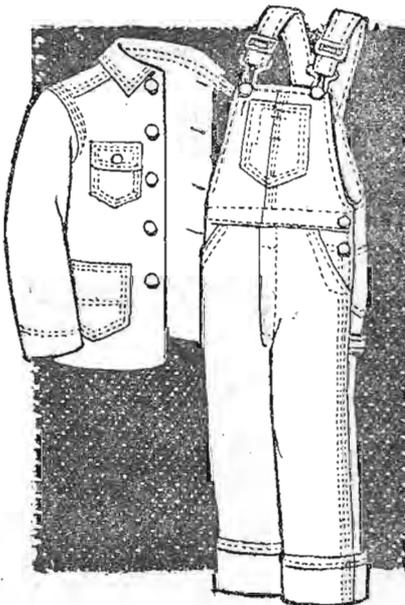
Self-locking rule pocket on right and new plier pocket on left side.

New extra heavy sail cloth, deep front pockets, triple-stitched. Special match pocket, the only match pocket in which matches lay flat to prevent falling out.

Large, roomy, form-fitting, extra long jacket.

Three-button cuff and extra long set-in sleeve—extra roomy armholes and elbow.

Riveted jewelers brass flexo buttons—will not rust or come off.



New can't slip suspender slides and new solid brass can't rust buttons.

Famous Lee 3-in-1 safety watch, notebook and self-locking pencil pocket.

Large double wear deep reinforced and lined pockets.

Triple stitched seams and rip-proof buttonholes, made with 7-lb. tested thread.

Reinforced side openings—prevent splitting and tearing.

Extra wide hammer loop.

Cinder-proof collar—adjustable tab extension.

Deep, lined and reinforced large side pockets—right breast pocket with buttoned down flap, left breast pocket the famous Lee 3-in-1.

Two inside pockets.

But only by seeing the new #91 Lee Overalls can you fully appreciate them. Feel the new Lee Denim. Note the features listed above. Then wear a pair. You cannot lose. The Lee guarantee protects you.

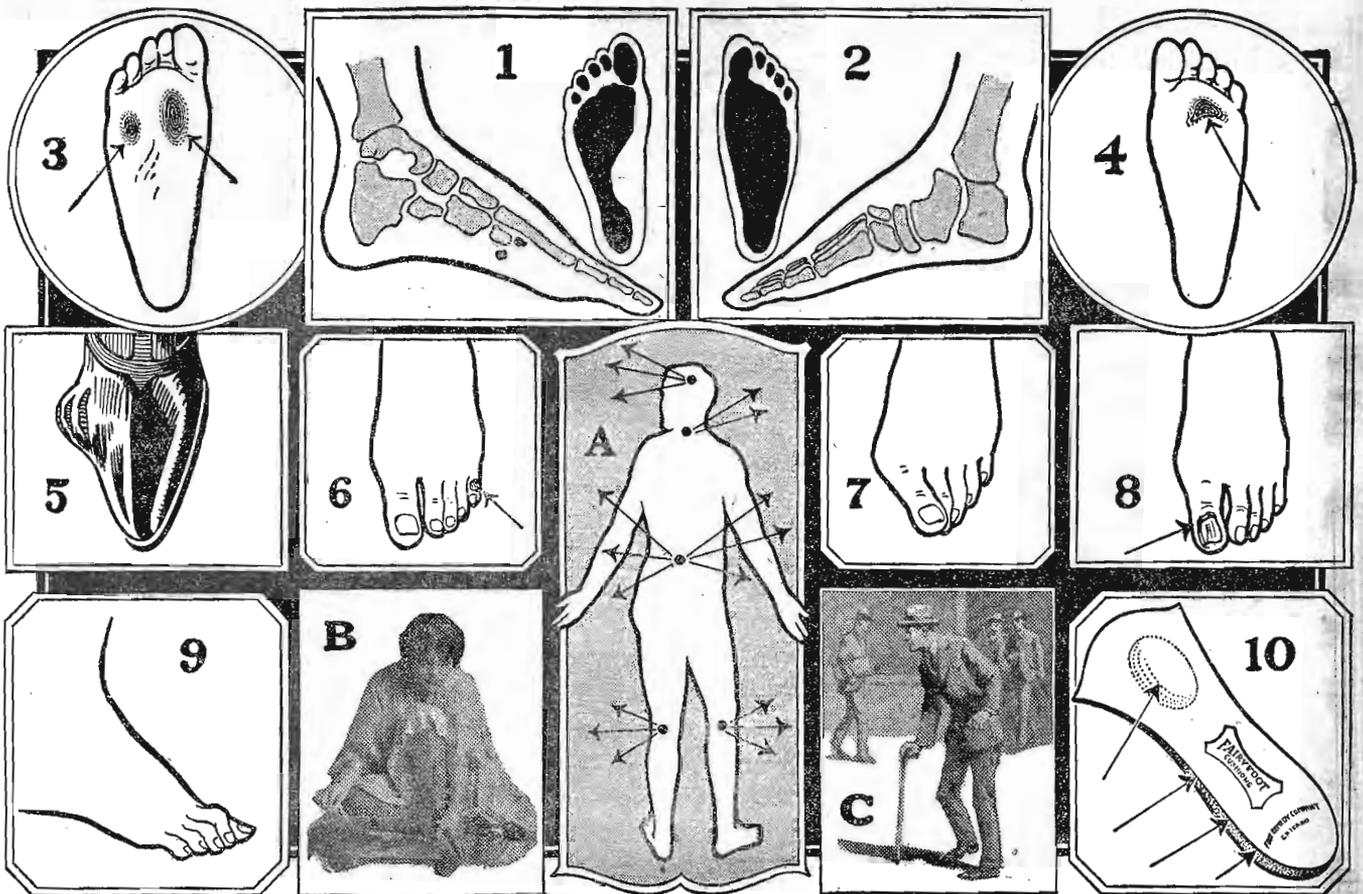
And once you wear the new #91 Overalls you never again will be satisfied with ordinary overalls. You'll say with pride, "I wear the new #91 Lee."

THE LEE GUARANTEE

If you do not find the new #91 LEE Overalls to be the most satisfactory and best value-giving overall you have ever worn, you can get a new pair or your money back.

The H. D. Lee Mercantile Company
Kansas City, Missouri

TRENTON, N. J. SOUTH BEND, IND. MINNEAPOLIS, MINN. SAN FRANCISCO, CAL.



Why Foot Pains Go in 5 Minutes

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

What Ails Your Feet

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

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

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

How Fairyfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians)

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

Fairyfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch. Stiff metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. They are heavy and clumsy. Pads and bandages are mere makeshifts.

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

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

Heed the Danger Signals

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

Key to Diagrams

1. Normal Position of Arch and Print of Normal Foot.
 2. Fallen Arch and Print of Flat Foot.
 3. Calluses.
 4. Morton's Toe caused by arch breaking across fore part of foot.
 5. Bunion.
 6. Corns.
 7. Crowded Toes.
 8. Ingrowing Nail.
 9. Hammer Toe caused by foot pressing forward.
 10. Fairyfoot Cushion. Showing built-up flexible layers and device for "positioning" foot.
- A. Pains in Legs, Back, Neck and Head, originating in Feet.
B and C. Result of neglecting foot troubles.

Proved by Thousands

Letters like these, from former foot sufferers, show what Fairyfoot Cushions will do: "I had to hobble on a cane. With Fairyfoot Cushions I walk perfectly."

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

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

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

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



How to Order

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

Send No Money

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

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

FOOT REMEDY CO.
22nd Street and Millard Avenue
Dept. 141 Chicago

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

Name _____
Address _____
Size Shoe _____ Width _____
Check Man Woman Boy Girl
© 1925 F.R.Co.



Black Diamonds

By J. E. Bjorkholm, Ass't. Supt. Motive Power

Some twenty years ago the writer was working in marine service of one of the European nations classified among the so-called nonproducing nations in the world's coal market and the importation of coal was one of the largest items on the navel budget. As a result, conservation of fuel was a lesson brought home to the young fireman from the very first introduction to this commodity and on many vessels the chief engineers even went so far as to measure out the coal to the fireman and those having a standard below the average in steam produced by pound of coal burned, usually were admonished for their wastefulness in some of the choice language only to be found in an old mariner's vocabulary. The coal was referred to as "Black Diamonds" a term that is oftentimes applied to coal in this country, but when the writer heard it on shipboard, there was a certain respect attached to the term because the men in the fire rooms were really taught that it was a most valuable article.

In this country where coal is plentiful, only lately have the opportunities for conservation of fuel been given earnest attention. However, since this most important matter began to interest those having the efficient operation of the American railroads in their charge, the possibilities of materially reducing the consumption of fuel have been fully realized, so today on every wide awake railroad a perpetual fuel campaign is considered one of the most important factors entering into the efficient management of the property. Efficient management in all its details becomes more important each day, as the railroads, like other industrial enterprises, are facing an increased cost in all facilities necessary for their operation but unlike other industrial undertakings, not permitted to arrange their earnings in relation to their expenditures due to regulatory restrictions and therefore if the carriers are to be enabled to meet their obligations, everyone in any manner connected with their operation must do his or her share to insure against unnecessary expenditures among which waste of water nature takes a prominent part and on such a large property as the C. M. & St. P. Railroad waste, either due to carelessness or thoughtlessness, no matter how small, in the aggregate soon assumes large and costly proportions.

There is no commodity where the opportunities for guarding against this waste are so great as in the matter of coal, because coal is used in such large quantities and in connection with so many varied operations that there are few employees on the Road that directly or at least indirectly in some manner have not something to do with this val-

uable article and its judicious use. The coal furnishes the energy pulling our trains; it pumps the water used for various purposes; it heats our trains, our station buildings, shops and offices; it furnishes the energy driving the dynamos, giving us our electric lights; it compresses the air used to stop our trains and for thousands of our pneumatic tools as well as many other things too numerous to mention.

While the question of saving fuel, as just stated, in later years has been given considerable attention and while much has been accomplished, it is safe to say that only the very surface has as yet been scratched and the real opportunities have as yet been untouched. At first when this matter was taken up by the American railroads the major attention was directed towards fuel saving devices on the locomotive and to the proper operation of the locomotive on the part of the engineer and fireman. We cannot question the wisdom of this as locomotives wasteful in the extreme at the very best, surely were in need of attention and such devices as the superheater, brick arch, feed water pump, etc., etc., began to fill a long felt want, and with this also came greater care in design and maintainance, all of which have contributed largely to the fact that today a modern locomotive can be considered more as an energy producing machine instead of a coal cremator. This machine however, no matter how carefully designed and no matter how carefully maintained will not function efficiently unless the engine crew, having it in its charge, lends their very best efforts to make it as efficient as possible. While it is true that the engineer or fireman can by no means save all the coal necessary to make the coal record reflect a favorable performance, they can greatly contribute their share and it is surprising what a little thought and care in the proper running and firing of the engine will produce in this respect. When we stop to consider that on the Milwaukee Road some sixteen hundred locomotives are in daily service, we find that if each engine crew will save only one scoopful of coal a day, this in the aggregate will amount to a little more than twelve ton of coal daily, which in a years time would represent a respectful pile of 4,380 ton. If each engineer, fireman and hostler will give this some thought, I feel sure that they will find many opportunities in their daily work to considerably magnify the saving possible.

While we, in considering the possibilities of a reduction in the consumption of fuel, usually think of the locomotive and its crew, either are help-

less unless rendered full co-operation by those directing its movement while out on the road or while in the yard; particularly train dispatchers and yard masters can waste more coal than many a prudent engine crew can save, if unmindful of their importance in a fuel economy campaign. Bad meeting points, unnecessary stops for orders, too many trains doing local work, unnecessary switching, leaky train lines as well as steam heat lines on passenger cars, station delays, hot boxes, etc., etc., are factors that if guarded against, will contribute more towards a favorable fuel performance than anything else. Signal men can render valuable assistance by, so far as possible, avoiding signal failures, tower men and operators by carefully avoiding unnecessary stops to trains account signals improperly lined up and road masters by removing the slow orders when no longer necessary. Train men can either waste or save fuel in accordance with the manner in which their work is performed and in fact, it would be rather difficult to picture anyone directly or indirectly connected with the movement of trains not having an important part to play in what we aim to accomplish in the matter of saving fuel.

Roundhouse supervisors and roundhouse employees having charge of the maintainance of our locomotives can contribute largely towards a favorable result. Clean boilers with clean flues and fire boxes are absolutely essential in order that each pound of coal may generate the maximum amount of steam. Absence of steam leaks not only on the engines but the absence of steam, water and air leaks in roundhouses are very important and the roundhouse supervisors should daily check the local power plants to ascertain if all the steam used for heating of buildings is necessary. The locomotive, however, is not the only factor to remember when consideration is given to fuel consumption. Stationary power plants, no matter where located and for what purpose, pump houses, station stoves, shanties and buildings of all descriptions, caboose stoves, etc., are all equally important. Unnecessary burning of lights contributes in the aggregate considerably towards the unnecessary use of fuel. Waste of any nature does good to nobody and waste of coal should be guarded against most religiously because of the great possibilities of reducing the operating cost of the Road thru this medium. It does not require much effort to save a dollars worth of coal and instead of paying out a dollar for coal not needed, this money is sorely needed for improvements of the property.

Each employee, if keeping in mind

that one hundred thirty-three (133) average scoopfuls of coal make a ton and if doing his best to save a scoopful of coal, will render a valuable aid in reducing the fuel consumption. A few lumps are oftentimes given no thought, frequently not considered as worth saving. Very few instances present themselves, however, where a ton can be saved at once and the most important fact to keep before us, in order to be successful in our fuel campaign, is that any amount, however small, is worth

saving. If every man burning coal either in a locomotive, stationary plant, a pump house, a shanty or a caboose will give the matter the thought it deserves, we will find without a doubt when the balance sheets are compared at the end of the year, that a remarkable saving has been accomplished on the Milwaukee Road. It is everybody's job and by each one doing his share to save a scoopful of coal, we will find that the combined results will soon amount to train-loads.

ducts of the farms and producing organizations located along our railway. The quality of the foodstuffs purchased for our service cannot be surpassed, and a strict check of all purchases is maintained to insure their quality. Our printed list of meat specifications has been described as the most exacting in use in Chicago, and has recently been adopted by the several other quantity purchasers as their standard. Milk and cream are tested every day for butter fat requirements.

The Sleeping and Dining Car Service

L. M. Jones, Supt. S. & D. Cars

In the days of old, travel as we know it today did not exist. No one traveled for pleasure, and when it was necessary to make a journey it was regarded as a momentous undertaking, attended by much effort, and beset with dangers and hazards of every description. Probably the only motive for early travel, except for short journeys within provinces, was the desire for fame and fortune, and for the extension of empire. Little was known of the world outside one's own immediate territory, and many were the fantastic tales told of far-off places and peoples. We of the present day know more of the world as it was in the year 500 B. C., for instance, than the people of that day could possibly have known.

The military activities of the Romans led to their making the first extensive improvements in traveling conditions on land. The great roads which they built to connect the empire are still considered by many to be the best ever constructed, but of course the means of getting over them was primitive. Distant trips were made in simple vehicles drawn by horses or mules, while for shorter trips sedan chairs or litters were used. The Senators and others of the upper classes traveled in great state with many servants, elaborate equipment and vast quantities of baggage. We read of Anthony's journeys in a great coach drawn by lions, and with supply wagons and attendants all richly caparisoned the outfit must have resembled a traveling circus. Nero probably set the limit for luxury in traveling, since he is said to have had no less than a thousand carriages in his suite, his mules were shod with silver, his riders and outriders gorgeously clad in scarlet liveries, while his epicurean tastes were provided for by ample supplies of the choicest and most expensive foods procurable at that time. But aside from the spectacular aspect of such traveling we doubt that there was as much satisfaction in one of those splendid journeys as the humblest of us may enjoy today on one of our fleet and comfortable modern trains.

The Roman who travelled had a much better time of it than our own Colonial forefathers; and according to Charles Dickens and his contemporaries the comforts of American travel less than one hundred years ago were on a par with the amount of nourishment to be derived from the hole in a doughnut.

Today traveling has become a fine art, but an art which may be practiced by

professional and novice with equal ease. The delights of travel are now so well and widely appreciated that it has become the chief pleasure to which many look forward as the crowning reward of success and leisure. The traveler's comforts and conveniences rest with the employes of the Sleeping and Dining Car Department. The aim of every employe of our department is to make our service as distinctive as the color of our cars.

Our railway now owns approximately 300 dining, sleeping, parlor, club and observation cars. The average daily operation of sleeping and parlor cars numbers over 150, while the number of cars serving food averages over 60. In the diners in daily operation we provide seats for 1350 patrons. If all these seats were occupied at the same time, a staff of over five hundred men would be required to serve them.

A great storehouse of supplies is maintained at Chicago, with a smaller Commissary at Tacoma and a supply depot at Minneapolis. At other principal points; Kansas City, Omaha, Sioux City, Spirit Lake, Des Moines, Milwaukee, Iron Mountain, Wausau, Merrill, Tomahawk, Minoqua, Wabasha, St. Paul, Aberdeen, Miles City, Three Forks, Butte and Spokane, arrangements are in effect for the furnishing of perishable food stuffs, etc.

It would require more space than we are allotted, to outline in detail the work of buying and selecting the food items used upon our diners. Over 700 different commodities are carried in stock at the Chicago Commissary, representing the finest pro-

In addition to foodstuffs, the Chicago Commissary stocks all china, glassware, silverware, and kitchen equipment used upon the cars. Many of these articles are made especially for us, including crested china (some of which is made in special shapes and sizes,) crested glassware and monogrammed linen.

The arrangement of space in a dining car is generally conceded to be a model of efficiency, and a study of the accompanying pictures of the interior of the kitchen and pantry of one of our diners will show how every inch of space has been utilized. The dining room occupies about two thirds of the floor space area of the car and the remainder of the space is divided among the various compartments required to take care of the service. Immediately adjoining the dining room are the lockers providing space for the Steward's office, the linen lockers and the iced bunkers for refrigerating salad greens, fruits, etc. Next is the pantry, a room having a floor space of about five feet square, usually. Here the orders are assembled, the cooked dishes received from the kitchen, the balance from the lockers under the supervision of the pantryman. A dining car seating thirty or thirty-six persons has sufficient locker and storage space to carry the china, glassware, silver, linens, and foodstuffs necessary to serve a trainload of passengers traveling from Chicago to the North Pacific Coast.

The Chef has spent the best years of his life at his art, under trying conditions. He works in very limited space, over the white heat of the broiler, or the fierce heat of the range, concocting delectable dishes to please the traveler's fancy. The temperature of his workshop is frequently one hundred and ten degrees, sometimes more, yet he is ever active, preparing and serving a large variety of dishes, supervising the work of his assistants, careful to send out nothing from the kitchen which shall not prove pleasing to the eye as well



Mr. L. M. Jones Supt. S. & D. C. Dept.



Valet Service On The Olympian



New Type of Dining Car Decoration and Service

is for one's friendly or unfriendly feeling toward the whole railway system. A good steward is a most valuable asset.

Our operation in the sleeping, parlor, club and lounge cars is not as complicated as in the dining car service, though equally important. Here the Sleeping Car Conductor, who must have all the qualifications required of the successful steward, is in charge of the sleeping and parlor cars assigned to his train, and all of the employes of the department assigned to the various cars. He meets with the same questions and the same anxieties from inexperienced travelers, day after day, year after year, yet you see him according as much interest and courteous attention to each case as though it were the first of its kind.

The porters are men fully familiar with the responsibilities of their positions and eager to be of service. This willingness to be helpful and to make things easy and pleasant for the traveler is reflected in the really splendid repu-



In The Pantry

taught him is dexterity, a pair of good "train legs." Haven't you noticed how he balances a large tray of dishes, passing other waiters in the narrow aisle of the diner, stepping aside for entering or departing guests, all with the ease of the trained acrobat? The waiters have many duties besides serving at the table. These duties divided among the crew, include the setting of the tables, making salads, preparing fruits, cleaning silverware, sweeping, dusting, checking linen, etc.

The steward is manager of the car and is responsible for the car, equipment and service. He must be well groomed personally and, in addition, be experienced in correct service and the keeping of accounts. He must have the ability to handle men with fairness and maintain good discipline. His personal contact with the patron is of great importance as the impression received by one's treatment in the dining car is often the bas-



Chefs Preparing Dinner in the Kitchen

as the palate, for his guests includes the epicure, the gourmand and, at times the finicky invalids. His reward—the complimentary expression of the considerate patron. He and his men who work with him are the backbone of our service.

A good waiter is a student of human nature and the proper serving of the menu is by no means the sum of his ability. Among other things that experience has



Observation Car on the Olympian (Looking Out)



Observation Car on the Olympian (Looking In)

A Trip to White Bluffs

By Ann Bradshaw



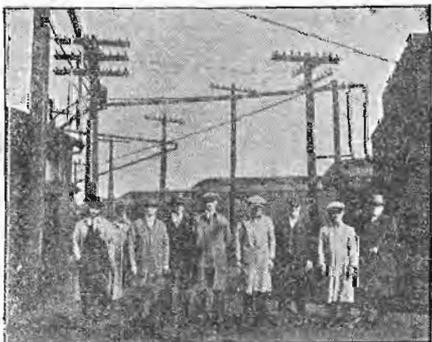
The Laundry Force at Western Avenue
Mr. F. M. Donlan, Manager

tation our sleeping car service enjoys.

In the sleeping cars owned by the railway we have over 5000 individual beds. Thousands of dollars are invested in equipment for use in these cars, the item of blankets alone representing over \$125,000.00.

In connection with these two branches of our department we have an efficient laundry in Chicago that takes care of all our linens. This plant, located in the Western Avenue coach yards, handles a daily average of 20,000 to 32,000 pieces depending upon the season, and the consequent amount of travel. In the laundry we have a reclamation department in charge of the two Murphy sisters, Kitty and Mary. Each month they refashion the worn or torn linens into other articles to be used in service, for example: large tablecloths are changed to large table tops, small table cloths, to glass towels; porters and waiters coats to cook coats; sheets to pillowslips and kitchen towels, etc. This results in a considerable saving.

Our employes are selected with great care. They must pass a physical examination under the supervision of Dr. Lounsbury's organization, and be of clean character and habits. They must be of pleasing personality, and most of all, courteous to both patrons and fellow employes. We have a staff of employes in this department second to none, as is attested by the many complimentary letters received by our officials. Occasionally an undesirable employe gets into our service despite the many safeguards; but his stay is of short duration, since some loyal employe, as proud as is the management of the high standard we aim to maintain, brings the facts to light and the undesirable is promptly eliminated.



The Chicago Commissary Staff

Our cover picture shows the interior of the dining car Dan Healy, operating on the Pioneer Limited between Chicago and Milwaukee. The car was named in memory of the late Dan Healy for many years steward of the Pioneer's Diner, a man of world wide reputation as caterer and steward on this famous train.

Have you ever started out on a seemingly commonplace journey that developed into a joyous adventure, so beautiful it made your heart ache to think you might have missed it.

Our adventure began with a trip to Spokane, a minor incident as it proved when doubling back, we headed for White Bluffs. To reach this point it was necessary to stop over two hours in Beverly, a town of the desert that began with high expectations, and now seems to be resting, waiting for something that may or may never come. Here, in days gone by, thousands of dollars were spent in support of a theory, and the prospect of its becoming an important terminal of our railroad. Expensive machinery for pumping water was installed on the banks of the Columbia River and pipe lines were laid, for the townsite is some few hundred yards distant from the swift-moving, mighty Columbia. A rather imposing cement building, once a real-estate office is the dominant note of this sleeping village in the sage brush country, with its dry, dusty streets and boulder strewn lawns.

Some Indians were pitching horseshoes on one of the vacant lots between the hotel and the hardware store,—a lot we were told, that once actually sold, for \$2,000.00. The men of our party joined the Indians at their game, and taking a partner, played out a series. There was some good pitching on both sides and plenty of sympathy on the sidelines from the other Indians who laughed and yelled their approval. One of the Indian youths was called Jim-So-Happy, and his father had once been a great Chief.

I strolled over to the small frame hotel where a carpenter was busy moving the post-office out of the lobby into another room, in anticipation of a boom for Beverly when the Priest Rapids Dam shall be built. The hotel has no guests now, but it has high hopes and it is kept open to prevent the small boys of the neighborhood from making its windows targets for their marksmanship with the plentiful supply of stones lying all about.

When the short two hours were ended, the Indians got aboard the train with us, they had been "shopping" in Beverly, and were returning to their settlements. We invited them into the car with us, and that Indian band rode home, for once in style. It, however, made little impression on them, outwardly. One of the squaws, wearing a bright plaid shawl, and who seemed to be a person of consequence, said little at first as she sat stiffly in her chair only once remarking when the conductor came in, "Him catchum all the money." But when we gave her a handful of fruit, she had another brief burst of eloquence, delivering herself of the following: "Oh lady, longtime ago, Indians fish, hunt; plenty fish, plenty deer—ride in canoes—now all gone. Indians die—no more canoes—no more deer—white man say 'you spear fish you go jail—must have license!' Indian say,—'No want license, my river, my fish. Now buy

salmon in cans,—smell bad'. All my brothers, all my sisters, my father, my mother, they die,—all gone. Me catchum ten babies, eight die. My man die—got new man—no more catchum babies, too old!" And she subsided.

The low train on the Priest Rapids branch stopped at White Bluffs, and after a half day of sand and sagebrush, it was hard to believe we had arrived in a richly producing fruit valley, as our host, one of the ranchers of the Valley assured us we would soon see. In the hour or so of daylight that remained to us, we drove past beautifully cared for orchards where the pruning knife and the spray had done their work in carefully trained hands. Pears and cherries were in blossom, as well as apples, on slopes that led down to the Columbia River, on whose opposite banks rose high chalk-white bluffs that gave the town its name. Private pumping plants were the source of the plentiful irrigation that had transformed the valley into a garden of bloom and fruitage.

Of interest were the soldier-settlement ranches provided for the Veterans of the State of Washington. A ranch of fifteen acres, with a small house on it goes to each Veteran caring to sign up for it, paying \$300.00 down and no further payments for two years, after that on very easy terms. Some of these places were very attractive and productive, and at many a dooryard the trusty "Lizzie" was parked, ready to bear the family to town, for golf, the movies, or any other holiday diversion.

When it grew dark, our host drove us to his hospitable home where his wife made us most welcome, and we drew up big "comfy" wicker chairs before a blazing fire, where a big collie outstretched, made the picture complete. Some very fine paintings on the walls, done by the father of our hostess gave distinction to the home; and after a neighbor had dropped in bearing a gift of some home-made grape wine, we were all quite merry without any after effects, except a reckless bridge game.

Early next morning we rode again through fragrant orchards. One place to which we lost our hearts and which we wanted immediately to buy, was right on the river's edge, with a double row of cottonwoods furnishing a shady retreat for hot summer days. The soil here was very deep, we were told, making it especially suited to pear trees, which it seems, have a very long and straight tap root, requiring just such soil. A neighbor had a vineyard of Tokay grapes, and these were trimmed each year to mere stumps and heaped with fertilizer.

The show-place of the Valley belongs to a Scotch gentleman, an engineer who helped to build an Alaskan Railway and then came to this little vale to dig in the rich soil, plant his fruit trees and live alone with them. After the precious care he gave his orchards, it is little wonder they have yielded him

a golden harvest, commanding a fancy price on the eastern markets and producing enough fruit to have a spur of railroad track running into his orchard. As we walked with him beneath his spreading trees, among whose blossoms

"We sit beneath their orchard trees,
We hear like them, the hum of bees,
No step is on the conscious floor
But in the sun they cast no shade
The bees were humming, I thought of
No voice is heard, no sign is made."

Was there in that serenity and quiet, a reminder of departed loved ones? If so, there too lies the consolation—"love can never lose its own." A picture—a story, perhaps.



Freight Traffic Manager, Charles H. Mitchell

Charles H. Mitchell, Freight Traffic Manager

Mr. Mitchell, whose picture appears above, while he doesn't look the part by several years, still proudly claims to be a veteran of twenty years of service with the Milwaukee. He was first employed with this company in 1906 in the capacity of Traveling Freight Agent with headquarters at New York City. In 1912 he was appointed Commercial Agent at Buffalo, N. Y. in 1914, General Agent at Duluth, Minn; in 1915 Division Freight and Passenger Agent at Great Falls, Montana from which place he was transferred to hold the same position at Butte, Montana. In 1919 he became Assistant General Freight Agent at Chicago, and in 1920, General Agent in New York City, which position he has held up to his present promotion to the position of Freight Traffic Manager.

Mr. Mitchell is widely and favorably known as an aggressive and successful traffic official, and he is receiving the hearty congratulations of his many friends upon his advancement.

From the Banks of the Wabash
Roberta Bair

We regret to announce the death of one of our faithful employees, A. W. Gee, Agent at Indian Springs, who succumbed to an attack of black measles and pneumonia. Mr. Gee has been in our employ for the past 18 years.

Our veteran engineer Ben Spillman who was taken quite ill a few days ago is reported much better and out of danger. Mr. Spillman has been in service since 1889.

On April 1st, it was found necessary to operate the snow plows on our north line. This was very unusual condition and the first time the snow plows have been used this late in the season for 9 years.

As to the construction of the work on the new stone mill of McMillan & Sons, on our tracks at Bedford, we are pleased to state that the buildings have been completed and the machinery is now being installed and the plant is expected to be in operation the first of May.

The much talked of merger of the quarries and stone mills at Bedford has not yet come to pass and we still doubt whether or not it will.

We have at the present time on this division about 30 members of the Veteran Employees' Association. It is hoped in the near future that all members eligible will be enrolled, bringing the membership up to 100% Otis Stantz, Terre Haute hero of the non-

stop flight attempted to Hawaii from San Francisco last year also former operator on the Terre Haute Division, appeared at the Liberty theatre, week of April 12th in person with the world's premier showing of the "Non-Stop Flight." This came about because Mr. Stantz expressed the wish that the picture could have its premier in his home town and the management here, went ahead and made arrangements with the navy department for him to appear with the picture, all without his knowing about their plans to carry out his wish.

The same seaplane that made the attempted flight, and which was lost at sea for nine days, was used in other filming of the picture.

The ladies auxiliary to the B. of L. F. & E. gave a public card party at the Vigo Baking company the evening of April 9th, bridge and 500 being the games played. A very enjoyable evening was spent and the ladies netted a nice sum for their treasury.

On March 27th, Hugh Bragdon, of the Roadmaster's office was married to Miss Muriel Bruce, daughter of Professor and Mrs. Edwin M. Bruce, Collet Park Place, Terre Haute. Hugh picked for his wife a very talented young lady, one who can paint, play the piano and sing beautifully and one who is also a model housekeeper. At present they are with Mr. Bragdon's parents. We shower our best wishes on this young couple and wish for them a long, happy and prosperous life.

Mr. and Mrs. Hugh C. Bragdon wish to thank the donors of the set of silverware. They are most beautiful and greatly appreciated.

Miss Ethel Dick was the honor guest at several parties while home for Easter from Columbus, Ohio, where she is a student at Capitol University. Her sister, Miss Jessie Dick, 1228 1/2 South Seventeenth Street, Terre Haute, was hostess for a party in Miss Dick's honor, the guests being the members of their sorority. Miss Ethel is the daughter of our District General Car Foreman and was formerly a clerk in the car department office at Hulman Street.

Well say, we sure had some rains early in April and hard ones at that. Quite a wreck occurred early Wednesday morning April 7th, two miles north of the Pande tower and underneath the viaduct of the Wabash railway. Heavy rains caused a washout and the engine and four loaded cars were derailed. The car struck the abutment of the concrete structure over which ran the Wabash tracks and it was fortunate the engine did not turn over. Conductor Clifford Currie was in charge of the train and the brakemen were W. McGee and W. Valvert. Engineer Harbin and Fireman Sutton had charge of the engine. The boys received quite a ducking and they say the water was pretty cold.

Foreman A. E. Kemp was busy last Sunday with his trusty bunch repairing the fill south of West Clinton, on account of heavy rains.

For sale or trade—One winter overcoat. Will trade for a screen door or what have you? "Moneydream" Owen.

Speaking of early vacations. Asst. Yardmaster G. F. Lundwall says, "I hardly know where to go, but rest assured, I won't go far."

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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Believe in Ourselves

Probably most men expect in the general run of the day's work to boost for the business that provides them with their living; and they perhaps regard even a passive attitude as highly exemplary,—the attitude that lets them sit on the side lines without protest when a knockers' conference is in session, taking a lot of credit to themselves because they did not sit in at the conference. But who ever saw that kind of a man at the top of the ladder; or who ever saw the business manned with that sort of a crew riding the crest of the wave. The man who gets on in the world is the man who believes in himself, and the business that succeeds is the one whose working body believe in it and boost it consistently and persistently. Take the business of our railroad, because that is the business we understand. If we would make it a howling success, we must believe in it, believe that it is the greatest business on earth, and the greatest railroad in the world. We don't by-the-way, have to stretch our imaginations to believe that, for there's no greater or finer on the big footstool,—we all know that and there's no argument.

But belief in ourselves isn't all of the battle, at that,—for the need of the hour in every going project, is to sell that belief to the public.

A shipper or traveler is not likely to be greatly impressed with what a railroad has to sell, if he chances to hear a bunch of railroad employes indulging in a little family criticism, reflecting on service, equipment or whatever may be up for discussion. And one never knows who may be listening in on the deliberations of the "stovepipe committee."

"What this railroad wants," said our Chief Operating Officer, not long ago, "is the business, and we are going to have the business, too, we're going to get it by selling our belief in ourselves, to our patrons and then we're going to clinch the sale by the kind of service that will keep all the customers that belief gets for us.

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ANNUAL REPORT MILWAUKEE EMPLOYEES PENSION ASSOCIATION FOR THE YEAR 1925

Chicago, Ill., March 20, 1926.

To the Board of Directors,
Milwaukee Employees Pension Association,
Chicago, Illinois.
Gentlemen:

It is with a feeling of gratification in the work accomplished that I am presenting to you herewith the results so far attained in the building up of the Milwaukee Employees Pension Association, as evidenced by the statement showing the financial condition and the membership statement as of December 31, 1925, submitted by our Secretary-Treasurer as per his letter of transmittal, attached.

The Pension Fund, you will note, is now past the half million dollar mark, or in actual dollars and cents, \$518,823.73, and this fund, plus the unexpected balance in the General Fund, is invested in interest bearing securities as follows:

BONDS—U. S. Liberty, Municipal and Joint Stock Land Banks	\$366,072.61
MORTGAGES—First Real Estate	\$155,200.00
Total	\$521,272.61

The interest earnings of the above investments, at the end of the year 1925, amounted to \$26,697.82, and the interest accruals for the month of December, 1925, amounted to \$2,416.70 which amount increases monthly, proportionately with investments.

In explanation of the large amount uninvested, shown as Cash in Bank, end of December 1925, wish to state, that this balance shows large at the end of the month on account of the total amount deducted on payrolls to cover contributions and dues of members, reaches us at or near the end of the month, but this amount is reduced by investments soon after the first of each month to a sum leaving only enough cash on hand to conduct the business of the Association, as it is our aim to get every dollar working, earning interest for the Association, as soon as possible.

You will note that the membership statement as of December 31, 1925, shows a total enrollment of 18,140 members, and the total loss in membership through deaths, members leaving service, etc., is 1,232, leaving a net membership of 16,908. The continuous increase in membership is due, largely, to the hearty co-operation received from the officials of the Railway System and the personal efforts of many members at various locations over the entire Railway System giving their enthusiastic support to help build up their Association by securing additional members.

Messrs. H. B. Earling and Charles A. Wood were re-elected as members of the Board of Directors to succeed themselves, in the March 1926, election, as shown in the report of the Executive Committee attached hereto.

Respectfully,
W. D. Carrick,
President.

NOTE:
MILWAUKEE EMPLOYEES PENSION ASSOCIATION
Chicago, Ill., March 20, 1926.

Mr. W. D. Carrick, President,
Milwaukee Employees Pension Association,
Chicago, Illinois.
Dear Sir:

Herewith please find attached, statement showing the financial condition of the Milwaukee Employees Pension Association as of December 31, 1925, gotten up in such form and detail as to make comment unnecessary. However, you will note that the Association is making steady and satisfactory progress towards the building of a substantial Pension Fund, this Fund at the end of the year 1925 being over the million dollar mark.

I am also attaching a membership statement which shows a steady growth in membership. The total enrollment at the end of the year 1925 is 18,140 members, and our loss in members through deaths, leaving the service, etc., is a total of 1,232, leaving a net membership of 16,908 members.

The March 1926 election for two members of the Board of Directors, resulted in the re-election of Messrs. H. B. Earling and Charles A. Wood, to succeed themselves.

Respectfully submitted,
Secretary-Treasurer.
C. W. Mitchell,

Milwaukee Shops H. W. G.

Our old time friend Veteran Henry Krueger passed away April 8th, at his home over on 17th Avenue. The funeral was held at the residence April 10th and attended by a host of old time and new time friends. The profusion of flowers nearly filled the room.

Mr. Krueger had not been feeling well for sometime, but pneumonia set in, and that with

influenza is very prevalent in the whole community this spring.

Veteran Ed. J. Allister died at Trinity Hospital April 10th, where he had been for the last five or six weeks suffering from a stroke, the second since last summer. Mr. Allister had been with the company 53 years and was the oldest machinist in service. A daughter survives him the wife having died some years ago.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION
MEMBERSHIP STATEMENT

as of

December 31st, 1925

Total Number of Members Enrolled.....18,140

	End Year 1924	During Year 1925	
Losses through Deaths, Members Leaving Service etc	560	672	1,232

NET MEMBERSHIP END OF YEAR 1925.....16,908

C. W. Mitchell
Secretary-Treasurer.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION
BALANCE SHEET
AS OF DECEMBER 31, 1925

ASSETS

Current Assets			
Cash in Bank		\$ 39,893.02	
Accrued Interest Receivable		9,044.55	
Total Current Assets			\$ 49,837.57
Investments			
State, County and Municipal Bonds		\$302,964.66	
Real Estate Bonds		51,208.75	
United States Liberty Bonds		11,899.20	
Mortgages		135,200.00	
			521,272.61
Other Assets			
Office Equipment		\$ 1,002.88	
State Bank of Chicago, Due on Lost Check		3.18	
Total other Assets			1,006.06
			\$572,116.24

LIABILITIES

Current Liabilities			
Advance payments by Members		\$ 180.85	
Miscellaneous Credits		5.98	
			\$ 186.83
Net Worth—Pension Fund			
Total Monthly Collections, less refunds 1924		\$249,181.20	
Total Monthly Collections, less refunds 1925		280,711.73	
Total Monthly Collections, less refunds, December 31, 1925		\$529,892.93	
Less: Payments to Beneficiaries of deceased Members 1924	\$1,551.50		
Less: Payments to Beneficiaries of deceased Members 1925	5,492.70		
Total	\$7,044.20		
Dire Need Payments 1924	\$ 275.00		
Dire Need Payments 1925	3,750.00		
Total	\$4,025.00	11,069.20	\$518,823.73
Net Worth—General Fund			26,291.81
Net Credit December 31, 1925			

INCOME

Income on Pension Fund and General Fund Investments		\$ 26,697.82	
Profit on Investments Sold	\$ 171.00		
Less: Loss on Investments sold	55.00	116.00	
Other Income		.05	26,813.87
			\$572,116.24
Total Liabilities and Net Worth			

CERTIFICATE

We have audited the accounts of the Milwaukee Employees' Pension Association, Inc., for the years 1924 and 1925, and hereby CERTIFY that, in our opinion, the Assets, Liabilities, Pension Fund receipts and disbursements, General Fund receipts less expenses, and Income from Pension and General Fund Investments as at December 31, 1925, are correctly stated in the appended Balance Sheet.

(signed) Frazer and Torbet
Certified Public Accountants.
Members, American Institute of Accountants.

Chicago, Illinois
March 22, 1926.

Veteran Albert R. Smith was laid up for a few days with the prevailing sickness. Mr. Smith is the old time clerk in Mr. J. A. Anderson's office.

Miss Hazel Bilty steno to Mr. R. W. Anderson is recovering from a few days sickness which at first was quite acute.

Mr. Ed. Williamson of the foundry has returned from a sojourn south.

Foundry Supt. Mr. H. E. Brownell is re-

cuperating in the S. W. Coast country, slowly on the mend. Mr. Joe Bartlein has the whole foundry to look after at present.

Mr. Joe Roberts has returned from the S. W. part of the U. S. where with his wife they had gone for her health.

Gordon Parks Asst. H H F at Jackson, Miss. was a recent caller, Gordon is looking well.

The new curves for the interurban at Cly-

bourne street puts a crimp on prompt service for the shops at present.

When Harry Sjogren is off a day or so, under the weather, we get lonesome.

We photographed the new St. Paul terminal Mar. 24th lantern slides from which were used in a talk by the chief in an Illinois University.

Mr. W. H. Gardner has returned from a trip in the south west, feeling somewhat better

SPORTS

Here is a list of the leaders in the Milwaukee Road Bowlers Tournament as near as could be determined at this writing

Five Men		
Comptrollers Chicago		2848
Northern Div. No. 1 Milwaukee		2843
Aud. of Overcharge Chicago		2666
Genl. Frt. Dept. Chicago		2626
Car Accts. Chicago		2625
Prasecks Steel Car Builders Milwaukee		2616
Doubles		
O'Shea—Prizek Chicago		1189
Pollnow—Klug Milwaukee		1174
Hoerl—Witt Milwaukee		1172
Moyer—Gumz Chicago		1149
Buckholtz—Kuther Milwaukee		1135
Stowell—Dietz Chicago		1134
Singles		
Harraman		637
Schiebel		604
Kuether		585
Hoerl		579
Stowell		575
High Single Game		
Comadahe		247
All Events		
Harraman		1792

FINAL STANDING and PRIZE LIST CHICAGO BOWLING LEAGUE 3-23-26

Won	Lost	High	Average	Prize	
57	27	1054	899	\$57.00	Auditor Overcharge
54	30	1034	890	54.00	Comptroller
51	33	1000	879	51.00	Car Accountant
50	34	999	864	50.00	Asst. Comptroller
41	43	1007	853	41.00	Freight Auditor
33	51	954	834	33.00	Aud. Station Accts.
26	58	983	846	26.00	A. F. E. Bureau
24	60	944	835	24.00	Aud. Expensidure

HIGH TEAM AVERAGE 3 GAMES

Comptroller	2992	\$10.00
Car Accountant	2885	\$5.00
Aud. Overcharge	2871	\$2.50

HIGH SINGLE GAME—TEAM

Auditor Overcharge	1054	\$10.00
Comptroller	1034	\$5.00
Freight Auditor	1007	\$2.50

HIGH INDIVIDUAL AVERAGE—3 GAMES

Lange	691	\$10.00
Dale, J.	686	\$5.00

HIGH INDIVIDUAL SINGLE GAME

Dale	289	\$10.00
Ciesinski	268	\$5.00

HIGH INDIVIDUAL AVERAGES

1. Lange	84	265	189—81	\$20.00
2. Gavin	84	246	188—79	18.00
3. Gutfahr	78	239	187—77	16.00
4. Treskett	84	243	185—51	14.00
5. Faus	84	254	184—43	12.00
6. Dale, J.	81	289	184—26	11.00
7. Hettinger	81	255	183—64	10.00
8. Dale, F.	78	246	182—36	9.00
9. Stowell	72	246	181—45	8.00
10. Dietze	75	226	179—44	7.00
11. Gentz	72	234	179—26	6.00
12. Hegardt	79	266	177—74	5.00
13. McGowan	66	219	177—57	4.00
14. Tobin	78	233	177	3.00
15. Ciesinski	81	268	176—65	3.00
16. Heyn	84	243	176—64	3.00
17. Snyder	66	223	176—52	3.00
18. Mohr	81	244	176—24	3.00
19. Gumz	78	243	175—57	3.00
20. Kulton	69	266	174—12	3.00

Chicago League Notes

Another season has passed and many of our members will no doubt place

the old bag, ball and shoes in some remote corner where it will not be disturbed until the first of September.

It is really surprising that someone did not get knocked off the last night of bowling inasmuch as practically every year some leader is usually replaced by another. One change did take place however when the Comptrollers bettered their high three game team average of 2889 when they chased the pins into the pits for a total of 2992 which is the highest series rolled in the League since its organization five years ago. No exceptional scores were rolled by any individuals but the scores were consistent, Dale was high (first 600 series this year) with 645, and trailing him were Faus 637, Stowell 575, Feller 574 and Dietze 561. The team games were 994, 1020 and 978.

Legs Lange who has the honor of leading the league in individual average with practically 190 had a great year while he did not establish a new record for individual average he did establish a record for high individual average 3 games when he accumulated 691 sticks and just missed a 700 series.

The individual rolling the last night was very good and here are the double century marks turned in by the boys.

Dale F.	238	198	209	645
Faus	202	223	212	637
Snyder	195	221	195	611
Gumaz	221	195	186	602
Leever	199	214	211	624
Balderson	163	223	232	618

J. Dale captured the individual high game with a 289 count, after getting ten strikes in a row he laid the eleventh ball in the 1—3 pocket but a little to light to cover the five pin. Jinx Ciesinski was second high with a 268 game although he was threatened several times with 266 and 265 games. Guess you had them jinxed, Jinx.

We hope that all of you will be with us again next year, from the appearance of scores rolled in the past two months the fight next year will be hotter than ever. The Secretary suggests that you get your application in immediately for next season as several new teams want to enter the league.

You will note that Mr. Leever associated with the Auditor of Station Accts. teams rolled a nice series getting 624. Leever is a newcomer in our midst and we understand he is just a beginner. Better sign him up some of you veterans, he should be right next year.

The prize money was distributed Tuesday March 30th, and everyone seemed to be well pleased. Maybe some of the fans will be able to buy that spring hat now. Legs Lange should be able to buy a new Easter outfit. Lookout next year tho Charlie they are going to give you a merry run.

We understand that Krizek, Burke, Lippert, Krumrei, Carey, Strayer and O'Shea are going to join the League next year. Come on boys the more the merrier, we would like to see some of the others too as we are of the opinion that you should all support your own league. Start planning now and when you sign up for next year put us on the No. 1 list.

The first individual sweep-stakes for individuals of Milwaukee Employees at Chicago was held March 30, 1926 with the following results:

1 Gentz	222	224	234	680	\$20.00
2 Dale	177	193	267	637	18.00
3 Hegardt	189	216	218	623	14.00
4 Gavin	183	219	208	610	10.00
5 Faus	160	222	222	604	5.00

High individual game of participants outside the regular prize money went to Dietze with a score of 225, which netted a prize of \$4.00.

Notes from the Traffic Department Local Office and Docks, Tacoma R. R. T.

Miss Willa Lindsay, known to her many friends as "Shorty", petite and charming member of the Local Office staff, has been giving our detective bureau much anxiety of late. Our faithful sleuth became worried when Miss Willa suddenly acquired strong leanings towards the Scotch, for it did not look reasonable for a strong prohibitionist like her to have any Scotch hanging around. His fears became more pronounced on learning that the Scotch had a reputation as an experienced one-arm driver, for this one-arm driving has been the undoing of many a confirmed bachelor. One detective became even more alarmed when Miss Willa was discovered during one lunch hour not long ago reading in a cook-book which she had surreptitiously smuggled into the office that morning. Cook-books are no doubt very good literature and all right in their place, but, he asks in aggrieved accents, did anyone ever hear of a charming young lady deliberately studying a cook-book unless she was considering taking the fatal plunge in the sea of matrimony? Of course not; it simply isn't done. Now, however, his darkest suspicions have been confirmed, for one morning quite recently Miss Willa dazzled the entire force with a magnificent diamond ring of large caliber. There really seems to be very little room for doubt thereafter and our detective bureau feels that it will be only a question of a few weeks before we shall have an opportunity to offer our congratulations and to express our sentiments by subscribing to a suitable wedding gift. Our readers may depend on it that we shall advise them of any further developments.

Billy Alleman has gone from the Local Warehouse into the office and has become Assistant Cashier with his smiling countenance and honeyed words it ought to be a real pleasure for our patrons to pay their freight bills to him and we feel sure that the receipts will grow fast. Fay Clover, who heretofore extracted the money from the patrons with great ability, has gone back to his first love and is now Assistant Accountant in the Oriental Department.

Russell Hagerson has returned to the Yard Office after a prolonged leave of absence during which he made a small fortune selling electric washing machines. Having achieved a satisfactory degree of clean clothes in our fair city he will now have to sit back and wait a little until more newly wed housewives need a washing machine.

Eddie Riley of the Yard Office is away on a vacation and has driven down to "sunny" California, where the weather this spring has been just one storm after the other, while up here we bask in sunshine and balmy zephyrs. He will know better by the time he gets back.

Noah Waldron, Assistant Foreman at Dock Two, and Mrs. Waldron, recently made a Sunday expedition to the Deschutes River to

catch a few trout, the fishing season being now open, but we regret to inform their many friends that the trip was quite without results as far as fish are concerned.

Charles Devine, watchman at Dock Three, was confined to St. Joseph's Hospital of this city for about two weeks, due to influenza, but is again able to work at this writing.

It was with great pleasure that all of us recently expressed our congratulations and best wishes by means of subscribing for a wedding present for one of the most popular members of the Milwaukee family at Tacoma. We refer to Miss Etta Tvite, second trick telephone operator at the Milwaukee Central, who was married on March 24th to Mr. Edward Phillips, of this city.

On March 24th the Dock forces had the pleasure of welcoming Messrs. Earling, General Western Representative, Gillick, Chief Operating Officer, Hicks, Freight Traffic Manager, Rossiter, Division Superintendent, and Stevenson, Division Freight and Passenger Agent, at the Docks. Mr. Gillick being out from the East on an Inspection tour. We regret that their visit fell on a dull day between steamers as we naturally like to put our best foot forward, but we hope for better luck next time.

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

The City Office entertained distinguished visitors April 15th when Mr. H. E. Pierpoint, newly appointed Chief Traffic Officer, Mr. Geo. B. Haynes, newly appointed Passenger Traffic Manager, and Mr. F. N. Hicks, Assistant Traffic Manager, visited the city. Mr. Stevenson, Division Freight and Passenger Agent doing the honors in his accustomed genial way. The visiting officials were well pleased with the bright and attractive new quarters of the City Office and we hope that they were equally well pleased with traffic conditions in this vicinity.

Jimmie Hogan, the handsome Ticket Agent at the City Office, returned April 15th from a brief vacation, during which he put in a few days driving to Vancouver, B. C., in company with Mrs. Hogan. The last time he was there he came back with a large bump on his head—due, it was said, to a collision with the automobile top—but this time he returned without any outward occurrences from which we infer that his conduct at Vancouver was quite circumspect.

Roy Kidd, the goodlooking Chief Clerk at the City Office, and Joe Baughn, the efficient Rate Clerk at the same office, on April 2nd went to Mineral, on the Tacoma Eastern to try their luck fishing in the lake there. Under the kindly guidance of Mr. J. P. Check, the agent at Mineral, they succeeded in gathering in quite a goodly catch of trout, though they declined to commit themselves to actual figures.

Roy Kidd, to whom we have just referred, proudly exhibits on his desk a handsome paper weight in the shape of a nickleplated model of one of our giant electric passenger engines. He isn't a bit conceited about it but he won it by superior skill at five hundred at the recent Milwaukee Women's Club Card party.

Mr. Valentine, the genial City Passenger Agent, informs us of a few nice passenger movements secured for next month. More than two hundred and fifty members of the Eastern Star will go from here to the State Convention of the Order at Spokane in a special train on May 17th.

On May 15th three special sleepers will carry the Retail Credit Men from here to the State Convention of their organization at Spokane.

Mr. Valentine has succeeded in routing both the Washington National Guard and Civilian Rifle Teams over our line, going and returning, for the Rifle Tournament to be held at Missoula, Montana, May 10th. There will be 35 in the party, occupying a special sleeper.

But wait till June when the National Park season begins and watch the trains go out to Ashford!

Des Moines Division Frenchy

A meeting of all section foremen was held in the Superintendent's office, Des Moines, Saturday April 10, 1926, at which time the subject of tie renewals for the season of 1926 was discussed.

We regret to announce the death of Mr. Philip Bowen, father-in-law of Division Acct. G. A. Williams, which occurred on April 12th at Ft. Dodge, Iowa. Mr. Bowen was a Civil War veteran, also a pensioned employe of the Illinois Central Railroad.

The Des Moines Division is very proud to have among its employes one of the champion bowlers of this part of the country, viz., Mr. Arthur Olson. Mr. Olson ran second in the singles at the ABC Tournament at Toledo, Ohio, his score being 727. (Sorry to state that his head is increasing in size to the extent that he has had to buy several new hats lately.)

The following interesting story concerning conductor "Bill" Caskey: While at Spirit Lake recently Mr. Caskey went to sleep in the hotel office and did not wake up at bed time. When brakemen Bates and Luther arrived on the scene a large placard across his chest reading, "At Rest," which created a great deal of amusement among other guests of the hotel. "Bill" says he thought when he got rid of Earl Hartshorn that his troubles has ceased but that Mr. Bates is as bad if not worse than Hartshorn.

Operator Joe Pope had a narrow escape the other day when a large hammer which was being used by workmen who are repairing the roof of the Union Station, fell to the ground right beside Mr. Pope. The workmen immediately erected a framework to protect a portion of the sidewalk.

Conductor and Mrs. C. E. Elliott entertained Mrs. Larson of Seattle, Wash., during March. Mrs. Larson's husband was formerly employed on this division.

Mrs. M. C. Corbett and baby son visited friends during April.

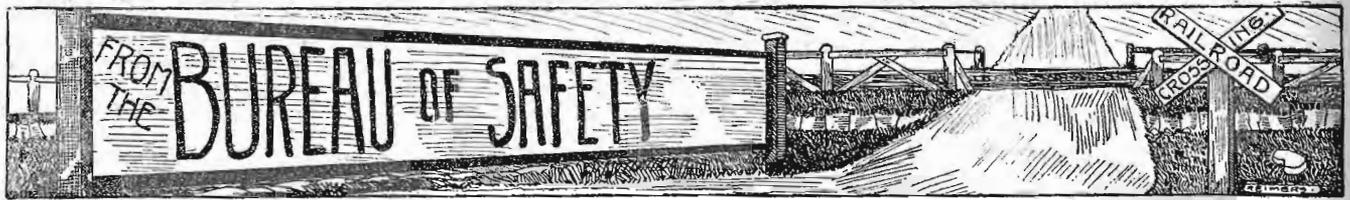
Miss Lotta Davis is filling the position in Mr. H. W. Warren's office formerly occupied by Miss Vyra Stowell.

Mr. F. S. Crawford, section foreman Grimes, and wife have returned after a two months leave of absence visiting friends and relatives in Milltown, Wisconsin and LeMars, Iowa.

We are glad to announce that Engineer Chas. Newell is improving. He will not be back on the job for some time, however.

Several of the young ladies in the Superintendent's office are right up to the minute in style, having purchased some blue smocks which are very becoming. They are getting to be quick change artists in removing them when quitting time arrives.

The following employes have been on the sick list: Brakeman Geo. McCutchen off a few days with bad cold. Condr. C. W. McCutchen off a week account attack of flu. Earl Hartshorn back to work after quite a siege of illness. Presume his wife appreciates the fact that some one else has to listen to him, but think of poor conductor Caskey trying to agree with a couple of outlaws like Hartshorn and Bates. Here's luck Bill but don't let "Pinky" turn on too much heat in baggage car and cause you to think summer is here, hang on to the "heavies" awhile yet.



Paper prepared and read by Mrs. George Allen, Wife of Engineer George Allen, of the Madison Division, at the Women's Club Meeting at Janesville, Wis.

I think we all agree that accidents do not just happen. Back of every one is some underlying reason; faulty workmanship, material, or a disregard for law, rule or signal. In these days of scientific research and rigid inspection, defective material and inefficient workmanship are not so often a factor as in former years. Engineering departments of our colleges and universities vie with prominent supply houses in testing the value of each new appliance and method. The spirit of cooperation between employer and employee has done much toward eliminating accidents. Not being a statistician I cannot say to what extent this has been accomplished, yet by looking at it through the prospective of years we can see the immense amount of good that has been done and the vast amount of suffering that has no doubt been prevented.

According to authentic reports a person is in far less danger speeding across the continent at sixty miles an hour on a railroad train, than he is crossing the streets of some of our large cities and some not so large.

But we, as railway women, are interested principally in our part of the world wide "Safety First" campaign. This is a day of preventive rather than curative measures, and we want to find and fill our place. To me one of our greatest tasks lies in being an efficient home maker. It is as much a science to cook a well balanced, palatable meal, pack a lunch that will contain the proper food elements as well as taste good, and start the wage earning member of the family to his days task with a mind keen and alert, because of the atmosphere of cheerfulness, harmony, friendliness and purposeful living that permeates the home, as it is to write a treatise on the use of the X-ray in the inspection of metals. But this is not all that is expected of her; she must be ready to take her place in the civic and social life of the community. Her influence is needed in the support of right laws for moral welfare, and to help elect to office men with the courage and stability to enforce these laws, for she has her part to fulfill in protecting the moral as well as the physical safety of her family and neighbors. She must by tireless training instill the principles of honor, justice, truthfulness and patriotism in her children and so tend to make straight-forward, law abiding citizens. Better homes means better boys and girls, better citizens and a better country. Teach our boys and girls to take pride not only in the work they do, but in the thoroughness with which they do it. Teach them to be self-reliant, ready to cope with any emergency.

Every woman should be interested in knowing the traffic laws, whether she drives a car, or like some of us, merely dodges them, and by her observance of

these laws, it will to a greater or less extent determine whether the coming generation will be a law abiding or a law violating one. There is no boy or girl who sees his or her parent violate a law, but will be very apt to attempt the same thing when an opportunity comes. Teach by example as well as precept.

We live in an age of hurry. Stopping to let a train pass may mean missing a business engagement or being late at work, so we race with the coming train. We may win the race once, twice, or perhaps more, but a reckoning will come some day. Virginia has for her cross-

ing sign: "Stop—Look—Live." Street cars must stop before crossing a railroad track. No railroad train will cross the track of another railroad until the engineer is certain no other train is nearing the same crossing, but automobiles go sailing over regardless of signals or whether a train is approaching or not.

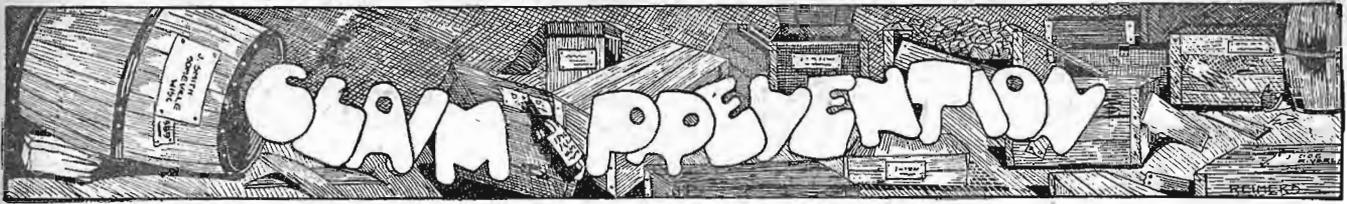
Many theories and opinions have been committed to paper regarding this menace but the number of accidents increases and will continue to increase until through education and the effect of public sentiment, such recklessness is looked upon as a crime instead of as something of which to boast.

A very good record has been made by the following Section Foremen, in the matter of personal injuries to their men, as shown by the figures given below, which indicate the number of years they have gone without an injury:

There are other foremen who have also made good records, and whose names will appear in the next issue.

GOOD RECORDS

Name	Years	Men
A. Denner, Gotham, Wis.	33	1 to 40
Geo. Abbass, Forreston, Ill.	13	2 to 6
C. M. Beck, Thomson, Ill.	10	2 to 6
W. R. Beardsworth, Albany, Ill.	4	2 to 6
F. Reynolds, Cordova, Ill.	3	2 to 6
E. Brockmire, Hampton, Ill.	7	2 to 6
Ed. Franks, Fay, Ill.	6	2 to 6
H. Jensen, Mt. Carroll, Ill.	6	2 to 6
C. H. Jurgens, Stillman Valley, Ill.	4	2 to 6
F. VanBrocklin, Harper, Ill.	4	2 to 6
Wm. Johnson, Roxbury, Ill.	2	2 to 10
G. Buel, Mendota, Ill.	2	2 to 10
W. Reppin, Mendota, Ill.	2	2 to 10
R. A. Powers, Rockton, Ill.	2	2 to 10
Santa Kolawa, Racine, Wis.	2	2 to 10
Tom Pappas, Racine Jct., Wis.	2	2 to 10
J. Rose, Oglesby, Ill.	2	2 to 10
Ed Ott, Union Grove, Wis.	2	2 to 10
F. D. Johnson, Davis, Ill.	2	2 to 10
W. Atkinson, Kansasville, Wis.	2	2 to 10
W. P. Weber, Freeport, Ill.	2	2 to 10
Vern Schooley, Burlington, Wis.	2	2 to 10
T. McLarnon, Florence, Ill.	2	2 to 10
H. Van Buskirk, Springfield, Wis.	2	2 to 10
G. Parker, Shannon, Ill.	2	2 to 10
Ed McHatton, Elkhorn, Wis.	2	2 to 10
A. Woodman, Rockford, Ill.	2	2 to 10
L. Moser, Bardwell, Wis.	2	2 to 10
P. Stilwell, Clinton Jct., Wis.	2	2 to 10
F. Jones, Beloit, Wis.	2	2 to 10
P. Stevens, Beloit, Wis.	2	2 to 10
J. Coleman, Janesville, Wis.	2	2 to 10
Jake Ballard, Troy Center, Wis.	2	2 to 10
H. Carroll, Milton, Wis.	7	1 to 8
H. Shortell, Eagle, Wis.	8	1 to 4
J. Delaney, Avoca, Wis.	5	1 to 4
W. H. Schult, Arena, Wis.	8	3
W. Mullane, Mazomanie, Wis.	12	3
P. Doyle, Spring Green, Wis.	8	3
F. Squires, Boscobel, Wis.	17	1 to 6
F. Daubert, Juda, Wis.	12	1 to 4
C. Burmeister, Monroe, Wis.	5	1 to 4
S. Cecil, Monroe, Wis.	5	1 to 5
D. E. Burrington, Browntown, Wis.	4	1 to 4
Wm. Carpenter, Gratiot, Wis.	4	1 to 5
H. Robertson, Gratiot, Wis.	12	3
H. Amenda, Calamine, Wis.	5	3 to 4
J. Klassy, New Glarus, Wis.	15	1 to 4
M. Mercuri, Kirkland, Ill.	7	2 to 8
J. Tomblison, Wilkinson, Ill.	3	2 to 8
B. Elkins, Troxel, Ill.	4	2 to 8
J. H. Boyce, Aurora, Ill.	4	2 to 8
L. Bukowski, Momence, Ill.	10	2 to 8



To Claim and OS&D Clerks

The policy of all carriers is to adjust claims equitably in accord with the facts and as expeditiously as possible. To accomplish this your assistance is necessary to the end that in forwarding claims to the Freight Claim Department they should be carefully examined, verified, opinion expressed as to their merits, and a statement of all essential facts submitted.

An examination of goods, inspection of car in which transported, investigation of other details, also talks with consignee and interested employees, may disclose much valuable data while the transaction is still fresh in the minds of those familiar with the facts. This method if employed, will remove causes for misunderstanding, and as a whole will result in a more satisfactory condition than would be the case if claims are sent to the Freight Claim Department without thorough handling.

While impossible, within the confines of this article, to treat at length on the various rules and instructions issued for your guidance, we will touch on some of the principal features of these, the close observance of which will greatly benefit all concerned.

Forward OS&D Reports Promptly

Reports covering over, refused, and unclaimed freight must be forwarded promptly. As the information furnished by the freight house force is sometimes incomplete or indefinite, you should personally verify marks and descriptions on over and astray freight to ascertain correct consignee's and shipper's names and addresses and when this information cannot be determined from outside markings, the case may be opened for examination of contents, then carefully closed and refastened.

Disposition of Astray Freight

It is not permissible to place over or astray freight in public storage, therefore the consignee must be notified of the arrival of the freight immediately. Special notice of arrival must be used in notifying supposed consignee of freight received without revenue waybill, and its provisions fully complied with before delivery is made. Great care must be exercised in the delivery of any freight in the absence of regular revenue waybill. If consignee is unable to produce the original bill of lading or freight bill, proper proof of ownership and indemnification is required, and must be obtained, as provided by Accounting Department Circular 600.

Over and astray freight is responsible for a large percentage of the amount paid account loss of entire package, and a large proportion of this could undoubtedly be saved by requiring satisfactory proof of ownership from consignee before such packages are delivered. Notify all lines at destination point of the delivery, giving information as to shipper, shipping point, con-

signee, weight and full description of the article or articles. Trace shipping point to secure revenue billing and fully advised as to delivery of the astray freight.

Freight reaching destination by another carrier than that holding revenue waybill should only be delivered on order of the carrier holding revenue waybill and shortage notation on freight bill should invariably be cancelled.

All Claims Must Be Recorded

All claims received must be immediately entered in the Claim Register, as well as tracings or correspondence relating thereto, showing date received and disposition made thereof. As the proper adjustment of these depends very largely upon the attention they receive from you who have personal knowledge of the circumstances surrounding the shipments involved, every fact bearing upon the question of liability, or which may aid in determining the right action, should be fully and clearly stated. The claims, records, etc., which you handle involve probable expenditure of earned revenue, therefore it is important that when answering inquiries relative to claims the full facts be given, and that you have definite record to substantiate the statements made. Reference to any previous claim or correspondence that may appear in station records should always be given. One feature which is often overlooked is the exception notation made at a previous transfer. This should appear on the claim brief when sent to the Claim Department, so that liability can be properly charged to the carrier or carriers at fault.

Delayed settlements are often due to failure of claimants to furnish all the necessary documents, and information with which to investigate and establish liability, and when claim is received without the supporting documents, these must be immediately requested or claim returned for completion.

When you discover an unusual number of claims are being presented by any individual firm, or observe conditions which if remedied would prevent claims, it should be reported immediately so that preventive measures may be taken.

In conclusion we are calling your attention to the following helpful suggestions: Everything done in claim prevention starts with your reports, but loss and damage cannot be prevented unless the real cause is known. The perfect OS&D Report should not only show what happened, but also how, when, why, and where. Observe the nature of all claims passing through your hands. Study ways to help station and warehouse employees to prevent or correct errors. Assist the Freight Claim Agent by giving him what he needs to arrive at the truth. Noting all claim numbers on station records will save work for the future and prevent duplicate payment.

Gather the facts while the matter is fresh in the minds of all who handled

it. Make a daily trip through the warehouse and keep in close touch with actual conditions.

To Locomotive Enginemen

During the past year Freight Claim Prevention Letters have been issued monthly addressed to employees engaged in the many branches of freight handling with a view to encouraging their interest and enlisting their cooperation in the work of loss and damage prevention. These letters have covered the various phases of operation from receipt of the freight at point of shipment to its delivery at destination. While you do not come in actual contact with the goods offered for transportation, you are in a position to materially assist in the prevention of damage by a thoughtful study of the rules which have been issued for your guidance and your particular attention is directed to the following:

Steam Pressure

The successful operation of a locomotive is largely dependent on maximum steam pressure at starting. When full power is available and sand used with judgement, the start is made easily; shocks are reduced, and the liability of damage to lading is much less than is the case when a quick starting movement or taking slack is necessary to move the train.

Air Brakes

The Book of Rules for operation and supervision of air brake equipment specifies that the brakes must be in proper condition. It is the duty of the engineman to know that the brake equipment is in good condition and therefore expected to operate without excessive shock when properly handled. Excessive shocks in coupling up, starting, or stopping freight trains, are the cause of much damage to equipment and property in transit, which costs the railroad company thousands of dollars annually. A considerable reduction of this item of expense can be made by a conscientious effort to avoid damage in the handling of freight trains.

Personnel

The engineman comes to his place through a long intensive apprenticeship, during which he has encountered many difficulties and learned by the experience. He knows by instruction, observation, and experience, just how to handle the brake valve to get the best results. Of course there are variations in trains, but this feature is incidental to the service and can be properly handled by the competent and conscientious engineman. During 1925 this Company paid out almost one-half million dollars, in freight claims account rough handling; the amount in question representing 43.5% of the total freight claim payments. A large proportion of this loss can be eliminated by the careful handling of cars in road haul and switch movements, and with your hearty cooperation we feel sure that our Freight Claim Prevention efforts will result in greatly reduced payments.

Millions Saved by Economies on Milwaukee Railroad

Most of us would hardly expect a great railroad to furnish examples in economy that would make a Scotch housewife envious.

It is nevertheless a fact that the railroads have long realized the necessity for strict economy in their multitudinous operations. This is another of the ways in which they endeavor to solve their own problems.

Had this not been true the tremendous post-war increases in the cost of the tens of thousands of items needed to operate and maintain their properties would have been felt much more severely than they were.

An institution like the Chicago, Milwaukee and St. Paul Railway, with 50,000 or 60,000 employes distributed over more than 11,000 miles of railway must keep up a continuous, energetic campaign to prevent misuse and waste of materials.

A little waste or extravagance every day at each of this road's 2,300 stations and along the tracks between, would in the course of a year amount to an enormous sum.

The Milwaukee's economy campaign is being prosecuted as vigorously today as when begun years ago.

The enthusiastic cooperation of all employes in this unflagging program is shown by their monthly reports of savings in time and material. Among the items reported are—picking up waste coal and scrap material, nuts, bolts, spikes, etc.; regulating heat in stoves and the use of lights; stopping leaks in water and steam pipes; re-using envelopes; washing and re-using cotton waste; using stubs of brooms for cleaning snow and dirt from switches; making ink from ends of indelible pencils and from old typewriter ribbons.

Last year the reclamation and re-use of materials on the Milwaukee Road saved the purchase of \$1,500,000 worth of new materials, and the sale of salvaged scrap iron, not fit for further use, brought in over \$2,000,000.

Safety Efforts Bring Results on Milwaukee Road

Most satisfactory results have followed the establishment of the Chicago, Milwaukee & St. Paul Railway's Safety Bureau in the year 1913.

Although there has been a great increase from year to year in the volume of business handled, with a corresponding increase in opportunities for injury in the movement of trains and otherwise, the number of employes fatally injured in 1925 was only one third that of 1913 and the minor injuries were reduced to two thirds of the 1913 figure.

Total casualties in shops, along the tracks, in stations and freight houses, in train movements, etc., including highway crossing accidents, have been cut down one third, 1925 compared with 1913. Considering the phenomenal growth of automobile travel in the last twelve years this means a great deal.

Last year 480 safety meetings were held on the various divisions of this 11,000 mile railroad which serves 12 states between Ohio River and the north Pacific coast.

Current Railroad News

These meetings were attended by more than 7,000 employes, in addition to local and general supervisors of the different departments. Representatives of the Bureau discussed safety matters with about 30,000 employes within the twelve months at these gatherings and elsewhere.

Suggestions from employes, in the interest of greater safety through correcting conditions or practices, to the number of 9,580 were presented at safety meetings or submitted by mail; hundreds of papers were read and discussed, illustrated lectures were given, etc.

This impressive showing in reduction of casualties affecting employes, trespassers, and others, and the widespread active interest among all employes and supervisors, are direct results of having a definite safety program, under the direction of a Supervisor of Safety and staff and exercising "eternal vigilance."

Milwaukee Locomotives Make Fine Record

A truly remarkable showing is being made daily by the 2,200 steam and electric locomotives of the Milwaukee Railroad, according to an item just sent in by H. E. Byram, Receiver of that Road.

Last fall all these engines averaged 64,290 miles between failures, and their performance this year is said to be still better.

Think of making the equivalent of 15 round trips between Chicago and Seattle without a delay of even 5 minutes chargeable to engine trouble!

A good idea of what this means can be obtained by comparing this record with the performance of the family auto.

This railroad enters on its reports as a "failure" any engine trouble, trivial or otherwise, causing any delay to any of its trains, even though the delay is afterward made up by faster running.

Such a performance, by giant engines subject to tremendous stresses in hauling great loads long distances at schedule speed day after day, is a fine tribute to the perfection of the modern locomotive.

It also speaks very highly for the carefulness and skill of the thousands of C. M. & St. P. Railway employes,—in shops, engine houses and on the locomotives,—who are jointly responsible for keeping these complicated machines in first class running order.

In the calendar year 1925, railway taxes reached the highest point ever attained. Figures now available for January, 1926, indicate that the upward trend is still continuing, the taxes paid by the railways in that month being \$1,317,492 greater than the taxes in January, 1925. In January, 1925, taxes

consumed 5.6 cents out of every dollar of railway operating revenues, while in January, 1926, they took 5.9 cents out of every dollar of revenues.

Further indication of the efficiency and economy of railway operation is shown by the fact that the operating ratio (the percentage relationship of railway operating expenses to railway operating revenues) was reduced from 79.16 per cent in January, 1925, to 78.72 per cent in January, 1926. Comparing January this year with January, 1925, operating revenues decreased \$4,023,221, or 0.8 per cent, while operating expenses were reduced \$5,313,265, or 1.4 per cent. The saving made by reducing expenses more than revenues were reduced, however, was more than eaten up by the increase in the tax bill.

"With the very low ratio to gross freight revenue of about 0.84 per cent, freight claim payments by U. S. RRs, for the year 1925 add impressive testimony to the efficiency with which transportation was conducted. Estimated at \$38,000,000, the total amount of claims paid was approximately eight million dollars or 17 percent less than in 1924. In every way the claim situation was improved. The number of claims presented was reduced to approximately 2,420,000 from 2,498,790 in 1924, and the number of claims pending dropped from 228,659 at the close of 1924, to approximately 200,000 at the close of 1925. Moreover, claims were put through in record time, about 69 per cent having been adjusted within 30 days of presentation, and 88 per cent in 90 days. Had many claimants supported their claims in better shape when presented, and furnished evidence more promptly when requested, even this record would have been surpassed.

"It also appears from a survey made during the year that differences which are bound to arise over the settlement of claims are comparatively few and far between; that not more than one-half of one per cent of the number of claims presented ever reach the courts and probably over half of these cases are amicably settled without going to trial.

"To show, at a glance, what has been accomplished in recent years, the following table has been prepared:

Year	No. of claims presented	Amt. paid	Ratio amt. paid to gross f. earn.
1914	a 3,231,230	\$ 33,671,219	1.59%
1920	4,721,497	119,833,127	2.78
1921	c 2,947,528	92,276,319	2.36
1922	2,351,412	48,084,955	1.20
1923	2,833,984	48,471,466	1.03
1924	2,498,790	45,975,675	1.06
1925	a 2,420,000	a 38,000,000	a 0.84

a Estimated.
c Decrease largely due to 1921 slump in business.

Claim Reduction

"As examples of what has been done to make transportation safe, claims paid on clothing, dry goods and notions have been reduced from approximately 12 million dollars in 1920 to one and one-half millions in 1925; on shoes, from \$4,200,000 to \$304,000 in the same period, while the tremendous traffic in automobiles, tires and accessories, which are attractive to thieves, was handled last year with loss and damage probably not exceeding \$1,200,000.

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

Ottumwa Chapter

The regular business meeting of the Ottumwa Chapter was held on Friday, March 5th at the Club House and a fair number of members were present. Mrs. Jackson, Chairman of the Ways and Means Committee gave an outline of the program for the year. No time is being lost by this Committee in providing ways and means of giving financial assistance to our Organization. Already they have realized a nice sum of money from selling old papers and magazines, which were donated by the members. For March 20th they have planned a Cooking Sale.

Mrs. J. H. Valentine, Chairman of the Entertainment Committee, gave a report of some of the social activities and good times in store for us. Plans are under way for our annual dance, which will be given this year on Tuesday April 13th, at the Armory. Mrs. Ralph Replogle, who so successfully acted as Chairman of the Dance Committee last year has been chosen to again serve in the same capacity. We hope all members and friends will save up 'lots of pep' and all arrange to be among the Merry Makers on Tuesday, April 13th.

Mrs. Reynolds of the Mutual Benefit Committee gave a report of the work accomplished by this Committee during January and February. This Committee has been called upon frequently during this year for assistance and has helped in several instances to lighten the burden of unfortunate Milwaukee families.

The Sunshine Committee reported having made eighteen calls and sending four Sunshine Greeting Cards.

A Social Hour was held immediately following our Business Meeting, and we were entertained by Mrs. Bottenfield, who gave a very interesting reading; also a reading by Mrs. Valentine; a piano solo by Mrs. LaBelle and a vocal solo by Mrs. LaBelle, accompanied by Mrs. Valentine. Singing of the Club Songs by all members present followed, accompanied by Miss Ilee Sowder. We were given an interesting talk on the Good Roads Movement by Mr. W. A. Flansburg.

The Committee in charge of our March Social Meeting decided to give us a diversion in the way of entertainment. Mrs. John LaBelle and Mrs. Charles Ross, sang several duets, playing their own accompaniment on the guitar. Mrs. S. A. Spilman, wife of Dr. S. A. Spilman, one of our Company physicians, told us of some of her experiences in the Hawaiian Islands, where she had spent two months. We very much appreciate Mrs. Spilman's kindness in giving our Club Members the opportunity of hearing the many things of interest she told, and of seeing some of the articles made in Hawaii by some of the natives. It was very evident that the members were anxious to hear Mrs. Spilman's lecture, from the good attendance, notwithstanding the disagreeable weather.

The following members were responsible for the splendid program, and also for the delicious sandwiches and coffee served later: Mesdames W. Winger, Chairman, P. M. Starkey, Chas. Rubland, Jno. LeBow, Bernard LeBow, Herbert Cogswell, J. W. Reynolds, Davis Higbee, E. B. Sutton, and Geo. Bartlett.

Mrs. Parker of Sanborn, Ia. and Mrs. Hale Sizemore of Signourney, Ia. were out of town guests at this meeting.

Portage Chapter

Mrs. F. E. Galvin, Publicity Chairman

The Colonial Tea which the C. M. & St. P.

Women's Club had been planning for the past several weeks, was given Friday afternoon February 28th. It proved as successful as could be desired. About two hundred visitors crowded into the new clubroom during the course of the afternoon and were entertained by an interesting program of readings and musical selections as well as served refreshments.

Readings, both humorous and serious were given by Mr. H. O. Everson, Ronald Wells, Mrs. Paul Gray and Miss Aletha Beattie. Included in the musical entertainment was Beethoven's Minuet sung by Mrs. Harry Parker and Mrs. W. B. McMahan, a violin solo by Kenneth Burbach, and a Hungarian polka played on the piano by Miss Elizabeth Bauer.

Accompanied on the piano by Miss Bauer, Miss Helen Ambrose sang "Let Me Call You Sweetheart" and "Let Us Waltz as We Say Goodbye." J. S. Dunn played several old-time selections. The high school orchestra also gave several popular numbers, and A. M. Killian played a piano number. A fairy dance was given by Lola Treible.

Mrs. Thos. Bloomfield was dressed as George Washington. Gaily sprigged flowing skirts and tight bodices, combined with powdered wigs and narrow black ribbons in the waitresses' costumes gave the colonial aspect to the tea. The following ladies served and waited on the guests during the afternoon: Miss Katherine Dunn, Mrs. Charles Peters, Mrs. Frank E. Galvin, Mrs. Edwin H. Roehm, Mrs. John Maloney, Miss Elizabeth Bloomfield, Mrs. Geo. Crappler, and Mrs. A. J. Farnum.

In charge of arrangements for the tea were Mrs. Walter L. Washburn, finance committee chairman; Mrs. F. C. Flanders, Sunshine committee chairman, and Mrs. Frank E. Galvin publicity chairman.

Our regular business meeting was held Friday March 5th. Refreshments were served by the officers for the new year.

Sioux Falls Chapter

Mrs. J. R. Bankson President

On April 13th about 300 couples enjoyed a pleasant evening at the Arkota Ball Room when the Sioux Falls Chapter of the Milwaukee Ry. Women's Club was hostess at a charity ball.

Toler's radio orchestra furnished the music and is one of the best dance orchestras in the country.

As a special feature during the evening, pupils of the Mehalsick dancing school gave several numbers. Little Juanita Fisher daughter of J. H. Fisher and wife of the Car Dept. Sioux City appeared in the role of "Spring" which was loudly applauded.

Miss Vivian Murphy, Bill Clerk, gave a reading which was also heartily applauded and Vivian did her reading in the usual winsome manner.

Clog dancing by Miss Mabel Gale and Aimee Giroux together with song was well applauded and last but not least, little Billy and Mary Ryan gave the Charleston.

Mrs. P. V. Larson and Mrs. J. H. Fisher were the committee in charge of the ball and everything went over in first class shape.

A club house has been under construction for the past week and it is hoped to have the same completed soon. The B. & B. gang are working on the building as time will permit and when completed it will mean a big saving to the Club whereby it can hold its meetings, card parties etc.

Trainmaster R. C. Dodds and G. T. F. & P. A. B. A. Searles of Sioux City were guests of honor at the Club Charity Ball.

Chicago Chapter Fullerton Avenue Unit

Cora A. Blodgett

On Saturday, April 10th the regular monthly meeting of the Chicago, Milwaukee and St. Paul Railway Women's Club was held in the Fullerton Avenue Club Rooms. Luncheon was served at 1:00 P. M. followed shortly by Installation Ceremonies. Mrs. Grant Williams, President of the Chicago Chapter, honored us by acting as Installing Officer. She called the names of the new officers and they responded by forming a semi-circle near her. A huge bouquet of flowers donated by members of Fullerton Unit, for the new officers, adorned the desk of our President, Mrs. Carpenter Kendall. Mrs. Williams spoke words of encouragement about our President which gives us reasons to be proud of her. Mrs. Kendall responded by stating that she would do her best to make the Fullerton Avenue Unit popular and successful. The gavel was then given her by Mrs. Williams and she proceeded with the business of the meeting.

First, we listened to two readings namely, "The Wheels of Time" and "His Favorite Flower," which was rendered with much feeling, by Miss Agnes Glomski of Computing Bureau. Mrs. Kendall, President, remarked, "There is exceptional talent in the Fullerton Unit which we expect to obtain for our future programmes and, perhaps, it may mean the forming of a Dramatic Club, thus getting the men interested too." Now, "for the good, straight-forward step"—quoted by Mrs. Kendall. She wants every member to work on a committee of their choice and in this way the labor will be lessened and all members will enjoy doing something for this noble cause. The following members were appointed Chairman of the various Committees for the ensuing year.

Membership—Mrs. C. L. Whiting; Ways and Means—Mrs. Dietrich; Programme—Mrs. W. B. Dixon; Welfare—Mrs. H. C. Hanscom; Auditing—Miss Etta Lindskog; Social—To be appointed.

The Mid-Month Club Meeting has been changed from Monday to the first Thursday of each month, therefore, there will be a meeting the first Thursday in May at 2:00 P. M. at the Fullerton Avenue Club Rooms and as many members as possible, are urged to attend. Two-hundred and ninety-six new members have now affiliated with our organization. Since the Units have been constituted it was deemed prudent to leave the money earned last year with Chicago Chapter, such portions to be returned to either Unit, as may be required by terms. Also, it was voted by members present at this meeting to charge ten cents for lunches during the months of June, July and August. Miss Lindskog expressed her appreciation to the ladies who assisted her in addressing envelopes and folding circulars for the membership drive.

We were honored with the presence of Mrs. H. E. Byram, President-General, who gave us a word of greeting and then spoke on the membership drive urging that all Milwaukee Railway Women become affiliated with the organization and thus help along a great cause. She also spoke of the informal Dance (for all Units all over the country), to be held in the Crystal Ball Room of the Sherman Hotel on April 24th for the purpose of raising funds for relief work among sick and needy members of the Milwaukee Family; Dancing at nine o'clock. Come and bring others. Be a Booster!

Chapter No. 3 Bensenville

On Tuesday Evening March 16 the Ways and Means Committee gave a Cinch and 500 party in the Club House. About 80 people were present. After the cards a luncheon of potato salad, weinies and coffee was served by the monthly Social Committee. On Wednesday evening March 24 the Membership Committee gave a party in the Club House. In spite of the bad weather about 65 were present. The evening was spent in cards, dancing and lunch.

Wednesday April 7th, the regular monthly meeting was held in the club house. The meeting was strictly business.

Mrs. Mary Lange, chairman of the Benefit Committee of the C. M. & St. P. Ry. Club in Bensenville, Ill. Chapter No. 3, passed away at West Suburban Hospital April 6, following a serious operation. Mrs. Lange was the wife of Milton Lange, rate clerk in Bensenville yards. She was a charter member of Chapter No. 3 and Benefit Chairman since the club started a year ago and more. Her loss will be most keenly felt as she was a very active member and most earnest worker. Many friends came to pay her final honors, April 9th, the C. M. & St. P. Ry. club attending in a body.

Twin City Chapter.

Mrs. F. J. Ober

During the past few weeks, the Twin City Chapter has had the pleasure of welcoming a number of newcomers to its membership, among them, Mrs. C. L. Christoffer, who was formerly president of the Mason City Chapter, Mrs. E. H. Bannon, past president of the Sioux City Chapter, Mrs. Geo. T. Richards, Mrs. J. V. Anderson and many others, all prominent in the work of the clubs to which they have formerly belonged, and who have come to us thru the recent local appointments of their husbands.

It is with sincere regret that we have to record at this time, the loss of one of our most prominent and most popular charter members, Mrs. G. A. Van Dyke, whose husband has been transferred to Austin as Supt. of the S. W. Division.

Mrs. Van Dyke has been our Treasurer ever since the birth of the club, and has handled the finances of the organization in an unostentatious but most wonderfully efficient manner.

We shall also miss the genial smile of Mr. Van Dyke, who has been one of our most loyal and enthusiastic contributory members. Our loss will be Austin's gain. Here's hoping that we may have many visits from you both—Mr. and Mrs. Van Dyke.

On March the 19th a musical evening was given by the Entertainment Committee the program consisting of Scotch Impersonations by Mr. Scotty Bagan, Scotch dancing and illuminated club swinging by Mrs. Scotty Bagan, several vocal numbers rendered most charmingly by Miss Alice O'Reilly, who by-the-way, is the daughter of a Milwaukee employee, baritone solos by Mr. Gildert, the Highland Fling danced by Miss Ella Heddle, with bagpipe accompaniment, and several tenor solos by Mr. Roslyn Hughes; all much enjoyed by those present.

On March 26th the ladies of the Board met at the club room in the Milwaukee station at one o'clock and enjoyed an informal lunch, after which the usual business meeting was held and many affairs concerning the future welfare of the club discussed.

On Monday evening, April 5th, the General Monthly Organization Meeting was held, and after the customary business formalities were

dispensed with, the meeting was turned over to the Entertainment Committee, which presented a most delightful program of songs and dancing.

All of those taking part in this program belonged to the Milwaukee family, and as we listened to the mellow resonance of Mr. Harry Jones' baritone voice; the clever presentation of Miss Catherine Weight's readings; and watched little Miss Barry's acrobatic dancing, we could not help feeling wonder at the talent which these monthly meetings have brought to light from among our own Milwaukee people.

It was voted at the last Board meeting that the card party which is to take place on Friday evening April 16th, and is to be sponsored by all the committees of the club, should take the place of the general committee meeting this month.

It has seemed wise to those having the best interests of the club at heart, to close our seasons active work on June the 1st this year, since so many of our members go away at this time, to avoid the excessive heat of the city; making our summer recess of three months duration as against last years two months'.

Marion Chapter

Jennie Coakley—Historian

The regular Monthly Meeting of the Milwaukee Woman's Club was held Wednesday, March 17th, at 2:30 P. M. Memorial Hall.

Forty-six members were present. In the absence of our President Mrs. M. J. Flanigan, Mrs. Chas. LeRoy, our Vice President presided.

The Minutes of the previous meeting, and the Treasurer's Report was read and approved. Our Secretary, Mrs. L. J. Hewitt then read a copy of the general rules and by-laws.

Mrs. B. F. Sears, in the absence of the chairman, Mrs. Willis Jordan, reported for the Sunshine Committee. Clothing had been given two families, and other assistance has been rendered in various ways.

A number of sick among the Chapter were reported, and numerous sick calls had been made. Mrs. F. J. Hardenbrook reported for the membership committee, the splendid work which has been accomplished in securing new members.

Mrs. E. W. Cooper as chairman of the Ways and Means Committee, reported arrangements had been completed for the Charity Ball on Easter Monday night. She then named various committees for sale of tickets and other work pertaining to the Ball, which was given in Mertzers Auditorium, under the auspices of the Club and was a success from every standpoint. The Hall was attractive in Easter colors of purple, white and yellow. The "Merry Melody Makers" furnished the music. Over one hundred couples attended.

The women are grateful to the business men and all others who helped make the affair a success. The money received from this Ball will be used to assist railroad men and their families who are in need of aid through illness, accident or any other misfortune.

At the close of our meeting, refreshments were served by the committee in charge.

Our Regular Meetings are held the third Wednesday of each month and we are always pleased to welcome visiting members.

Ottumwa Chapter

On Friday, March 26th, Mrs. B. F. Hoehn, President of our Chapter, entertained the members of the Board at a luncheon served by the Ladies of the Benton Street Presbyterian Church, previous to a Meeting of the Board held that afternoon. An attractive basket of Spring flowers adorned the long table at which the guests were seated, and the colors of pink and white were carried out in the table decora-

tions. The luncheon served was very appetizing and much enjoyed. The Ladies of this Church have a City wide reputation for the excellent meals they prepare and serve.

The discussions that came up during the Meeting of the Board, and the reports given by various members, brought to us the realization of the great amount of good our Chapter has accomplished during the past winter.

The regular monthly business Meeting was held at the Club House at 3:00 P. M. on March 26th. After the Meeting the members were entertained by Miss Julia Clark, who gave as a reading a cutting from the play "The Famous Miss Fair." She responded to the generous applause given her with a clever short sketch.

April 9th the Social Meeting consisted of a Card Party. Both Bridge and 500 were played during the afternoon hours. Mrs. F. E. Orvis was presented with a beautiful bud vase for having the highest score among the Bridge players, and Mrs. Chas. Ruhland was awarded a similar prize for scoring highest in 500. The guests were served delicious home-made cake and coffee.

The Committee in charge of the April Social Meeting were the following: Mesdames J. Morelock, Chairman, Wm. Wilson, H. G. Barnard, Wm. R. Wilson, J. F. Reed, Wm. Wendell, Ed. Hagerty, Roy Oakes, Jno. Evans and Alice Callahan.

Flowers for Easter were sent to the Milwaukee patients at Sunnyslope Sanitarium, also to Mrs. Anna Parish, the oldest member of our Chapter, and to Mrs. B. F. Hoehn, our President.

The Baking Sale held by the Ways and Means Committee on March 12th was a very successful one, the proceeds of which amounted to approximately \$35.00. The reputation of the Milwaukee Women as being efficient cooks was made very evident by the great demand at this Baking Sale, which far surpassed the supply.

The date of our annual dance is fast approaching and by the time these items reach our readers it will be a event of the past. It is hoped that all members of our Chapter, and many of our good friends, will be with us to make this dance as successful as the one of last year.

We deeply regret that we did not receive the announcement from Chicago of the dance to be given there on April 24th., before the arrangements had been completed for our annual dance. When this information reached us we had already contracted for the Armory, and for an out-of-town orchestra, and had our tickets printed and distributed among our members, so it was not possible for us to postpone it. It is hoped that a large number of our members will find it possible to attend the Dance in Chicago on the 24th.

Seattle Chapter

Marie E. Cleary

At the regular meeting in January new officers for the year of 1926 were elected as follows: Mrs. C. O. Bradshaw, President; Mrs. R. F. Weeks, First Vice-Pres.; Mrs. F. J. Calkins, Second Vice-Pres.; Miss Valeria La Fortune, Recording Secy.; Miss Marie E. Cleary, Corresponding Secy.; Miss Grace E. Cummings, Treasurer. Mrs. Earling, the retiring President gave a short talk expressing her happiness in having been the head of our Club during the first year of its existence here, and of her deep gratefulness to her officers and committees.

When Mrs. Bradshaw took the chair as the newly elected President, she made a short address, speaking of her wish to continue to make the Club as successful under her leadership as it had been under Mrs. Earling's and pledging herself to that success.

Due to the time consumed for the election, no program was given, although it was voted to continue the programs at the noon meetings as long as we could secure talent, and as Miss Snow, Chairman of the Program Committee said there was ample material for future programs, we're looking forward to some musical treats.

At the February meeting Mrs. Bradshaw appointed the chairmen of the various committees as follows: Mrs. R. Beuwkes, Social; Miss Eulalie Lasnier, House and Purchasing; Mrs. A. P. Chapman, Jr., Mutual Benefit; Mrs. C. S. Finlayson, Membership; Miss Maud Snow, Program; Mrs. W. C. Ennis, Constitution and By-Laws; Mrs. F. M. Dudley, Telephone; Mrs. O. O. Mercer, Publicity.

Mrs. Bradshaw wants everyone to understand that these are all "open" committees, and anyone who so desires may serve on them if they will only make their wishes known, and the more there are to help the more can be accomplished.

When we read of all that some of the other Chapters are doing towards helping the sick and incapacitated, we wonder if we're not hearing of all the illnesses, of if we're just too healthy out here—as our Mutual Benefit Chairman reports that she doesn't have many calls.

Miss Snow provided us with a most enjoyable program—which included a group of three vocal numbers by Miss Nell Duffey, who is the possessor of an exquisite voice showing much training and of a lovely quality; and three pleasing readings by Miss Mildred Huhn, whose interpretation of little folks' trials was very cleverly done. We hope to hear both of them again.

We're all now looking forward to a benefit performance at the President Theatre of "Dancing Mothers" with Florence Roberts in the leading role. Mrs. Beuwkes tells us that the theatre has been obtained for Wednesday evening, April 7th, and there are prizes of two of the best seats in the house offered to the girl in the offices who sells the most tickets and two seats to the man in the offices who sells the most tickets. It's one of the best plays put on by this popular Company this winter, and we're hoping there'll be a huge turnout and a capacity crowd. The proceeds, over and above the Theatre's actual running expenses, are turned over to the Club, and the more tickets we sell, the more the Club derives from this performance.

The last regular meeting of the Chapter was held at The Gowman Hotel at noon Tuesday March 30th. Mrs. Bradshaw presided and the reports of the various committees were well received. The benefit performance of "Dancing Mothers" to be given at the President Theatre was discussed and the sale of the tickets was very reassuring.

Mr. R. F. Weeks gave a very delightful talk on his recent trip through the Orient, carrying his listeners, with the aid of a small map, from Seattle to Yokohama, Tokyo, Nagasaki, Shanghai, Hong Kong, Manila, and then into the interior of China to Peking and up into Harbin, Manchuria. Most everyone made a mental vow to some day in the not very far distant future make such a trip—as it surely did sound most enchanting.

Mrs. Madeline Skelly Whaley, late of St. Paul, sang a group of delightful songs. She is the possessor of a very beautiful contralto voice and was most generous in singing for us, and we're all hoping that it won't be long until we can again hear her.

The play at the President Theatre was given the evening of April 7th and was very well attended—netting the Club about \$280. This is the largest amount received at any one affair and everyone is very proud of the showing. The play was a very clever ultra-modern comedy-drama, and Miss Florence Roberts who was a guest actress for that week,

carried her part extremely well.

It was much enjoyed and already people are asking if we're to have another such affair soon.

Kansas City Chapter

Mrs. W. B. Jackson—Historian

The Kansas City Chapter of the Chicago, Milwaukee and St. Paul Women's Club met at 1021 Main St. on Saturday evening, December 19, 1925.

The president, Mrs. E. C. Van Buskirk presided. The treasurer reported one hundred twenty-eight dollars and eighty cents in treasury.

It was voted that we give fifty dollars to charity at the Christmas season.

The Mutual Benefit chairman, Mrs. Jno. Baummer gave a report and it was decided that the Chapter adopt a family at this time—and Mrs. McKinley, Mrs. White and Mrs. Eller act as a committee, with Mrs. Bammer as chairman.

An auditing committee (Mrs. Hardy, Lord, and Coyle to act and report at the next monthly meeting. It was reported that flowers were sent to the funeral of Mr. J. P. Stewart, general yardmaster who was accidentally injured in the Coburg yard and whose death occurred at St. Lukes Hospital a few hours after the accident.

The Chapter voted to have a party on New Year's eve. The members continue to maintain the usual interest in the Club and a goodly number attended this meeting.

A card party was given at the home of Mrs. David Matson, 301 South Elm St. Prizes were awarded to Mrs. Earl Van Buskirk, Mrs. Etter and Mrs. White.

Eighteen dollars was the amount received from the party. All reported having spent a very enjoyable afternoon.

Sioux City Chapter Notes

Ruth Bershon, Historian

The first meeting of the month of April was held in the Continental Hall on Fifth and Douglas Streets, April 2nd, Tuesday at 7:30 P. M.

The Division heads have been very busy since our last meeting, and Mrs. Hopkinson's team is giving a dance Wednesday night, April 14th, at the Wintergarden Hall, with music by Eddie Bunt's orchestra. It is to be a hard time dance, and as it is the first one we have had since the Lenten season commenced, we anticipate a good attendance. It is to be a Jigg's dance, but we have no inside information as to whether or not we shall be forced to eat corn beef and cabbage. Mrs. Hopkinson's committee for the dance consists of Mrs. W. C. Givens, Mrs. R. G. Larson, Mrs. Deppe, and Miss Gertrude Mahaney. Prizes are to be given for the best costumes.

Mrs. LaBreck's Division is giving a card party in the Continental Hall at Fifth and Douglas Streets, the afternoon of Tuesday, April 13th, with Mrs. Jenkins as Chairman of the Committee.

Several new members were brought in at the meeting. They are Mrs. G. W. Southwick, Mrs. Chris Servais, Mrs. B. F. Walding, Mrs. A. W. Gamel and Mrs. S. A. Voltz.

Mention was made of asking the members' husbands to be contributory members, but the matter will be open for discussion for some time, and no definite action was taken.

Mrs. G. H. Rowley, our former secretary, now of Chicago, was also at the meeting, and we were very pleased to have her with us. We hope we shall see a great deal more of her.

A hospitality committee was appointed, and Mrs. T. G. Oxler was made chairman.

It was decided to have a supply house, where clothing and foodstuffs could be kept, so that it would be available whenever needed. We

shall be glad to receive donations of old clothing from the members, or outsiders, and also foodstuffs. A sewing circle is to be organized for the purpose of making over the donated clothes.

Mrs. Jenkins reported on Welfare work, and several needy and pitiful cases were brought up, discussed and decided upon.

After the business meeting was adjourned, the members enjoyed a splendid program, sponsored by the Fleetwood Studios of this city. A quartet sang several operatic numbers, which were greatly enjoyed. Miriam Keane, daughter of Mrs. Charles Keane, and Helen Ann Thomas, daughter of Mrs. E. A. Thomas, gave readings, which were very much appreciated.

The meeting was adjourned at 10:30.

Des Moines Chapter

The regular monthly meeting of the Des Moines Chapter of the Chicago Milwaukee & St. Paul Women's Club was held March 25, 1926 at the home of Mrs. C. W. Rink. Meeting called to order by President Mrs. C. L. Pound.

Minutes of the last business meeting held February 26, 1926 read by Secretary and approved. Report of Treasurer read and approved.

Due to illness in the homes of several of our members we had no reports from other Committee Chairmen.

Letters from General Officers regarding meeting of the General Governing Board and the First Informal Dance of the Chicago, Milwaukee and St. Paul Railway Women's Club to be held in Chicago April 24th read by Secretary.

After the discussion of various business topics the meeting adjourned. The remainder of the afternoon being spent in playing games of Bridge and Five Hundred. Refreshments served by the Social Committee.

The next regular meeting will be held at the home of Mrs. Leo McGovern.

Beloit Chapter

Mrs. Fred Miller, Historian

The Beloit Chapter is very sorry to lose its President, Mr. F. E. Derlin having been transferred to Green Bay. It has been a pleasure to have Mrs. Derlin at the head of our Chapter. She has been assured of our co-operation at all times and knowing this, she has been a ready and willing worker with the rest of us.

Our regular business meeting was held at the Passenger Depot, April 7th. A large number were present. It was decided to give a card party at the depot, Thurs. evening, April 15th. Miss Mary McDonald, Mrs. W. J. Hughes and Mrs. T. E. Crago, committee in charge.

Mrs. F. C. Dowe, our new superintendent's wife, gave a very interesting talk on the Club in general, and an outline on the activities at Green Bay. We are very glad to have Mrs. Dowe with us and we take this means of welcoming her into our Club.

Mrs. Ed Hoye has resigned as chairman of the Program committee and Mrs. T. E. Crago appointed in her place. Refreshments were served by the committee after which a social hour was spent.

Mrs. J. C. Connors, who has been quite ill, is very much improved at this writing.

Madison Chapter

Mrs. J. W. Pratt, Social Secretary

The regular meeting of the Women's club of the C. & St. P. was held Thursday, April 15th, in Esther Vilas hall of the Y. W. C. A.

The program consisted of a short talk by Miss Gay Praxton of the Madison Neighborhood House and several readings by Miss Bobye

Postel.

Following the meeting the hostesses served refreshments to those present.

Marquette Chapter

Mrs. A. R. Ferris, Historian

Greetings from Marquette Chapter of the C. M. & St. P. Ry. Women's Club.

We are sixty-two strong, organized Dec. 1st, 1925. Mrs. W. M. Thurber, President of the Dubuque Chapter with about forty members came up and showed us how to organize. She gave a very interesting talk on what the order means to a community, followed by short talks from other members.

The Marquette ladies certainly appreciated their visit and the Minstrel show they put on in the evening. We hope they will come again.

The following officers were elected by unanimous vote for 1926:

Mrs. L. A. Watson, Pres.

Mrs. Fay King, 1st Vice-Pres.

Mrs. J. F. Whalen, 2nd Vice-Pres.

Mrs. G. W. Trewin, Sec.

Mrs. A. R. Ferris, Rec. Sec.

We have had food sales and dances to secure funds to carry on the work of benevolence and our Ways and Means Committees are ever on the alert for new ideas.

A campaign is now on for getting new members. The members are divided into two groups and the losing side will give the winners a supper after the campaign, which lasts a month, is over. We expect and are going to have Marquette Chapter one hundred percent.

Miles City Chapter

Mrs. A. A. Bugby, Historian

The Miles City Chapter has found a great many opportunities for doing good this winter and we feel sure that with these demonstrations of its purpose and its usefulness in the community that everyone will help it to grow and thrive—knowing the worthwhile things it is capable of doing.

We wish that every member of every chapter might visit our little club house and appreciate the cozy, home-like and altogether charming atmosphere it presents. The gay drapes at the windows with their background of black against the creamy walls and gray woodwork contribute to the cheerfulness of the room, as does also the tall floor lamp with a cretonne shade to match the drapes, and the parchment-shaded lights in the ceiling. The new chairs and card tables are now in use and a number of card parties are planned by the Ways and Means Committee to earn funds for the Welfare Committee. When the piano is purchased and installed the furnishings will be complete.

Miss Berle Bigham who has a reputation for giving us pleasant surprises, favored us with several especially clever readings at the last meeting. A vote of thanks was given Mr. Rivers and Mr. Coccia for the printing and framing of our club collect, which now hangs on the wall of the club house and furnishes new inspiration for good fellowship each time it is read. Mr. Reynolds of the Men's Club addressed the meeting and asked the co-operation of the ladies in putting over their dance which they plan to give in April. The Annual Ball given by the Women's Club was such a wonderful success, both socially and financially that we have established a reputation, and the members voted unanimously to assist the Men's Club with their dance and the Ways and Means Committee was assigned to combine its efforts for that purpose. A number of new members were taken in at this meeting and this is the very best evidence we can give of the increasing interest that is being taken in

our club work. New friendships are created and old ones strengthened over the coffee cups during the social hour at each meeting.

Spokane Chapter

Our regular meeting for February was postponed until February 16th, because of the Community Chest Drive. The meeting on that date was held at the Elks Temple, the business session followed by one o'clock luncheon.

The meeting for March was held at the home of Mrs. Pat Costello. Pinochle and bridge were enjoyed during the afternoon after which a delightful luncheon was served by a committee of ladies of the Club.

A business meeting preceded the cards. The Club voted to present \$50.00 to a needy family, the money to be taken from the Treasury. Our Treasurer, Mrs. P. T. O'Neill's report was very gratifying.

Mrs. Rossbach, Chairman of the Good Cheer Committee, reported sending three bouquets and making one personal call.

Our list of officers was completed at this meeting, Mrs. N. H. Fuller being elected First Vice President. The list of officers and Committee Chairmen follows:—

President, Mrs. E. M. Grobel

First Vice President, Mrs. N. H. Fuller

Second Vice President, Mrs. P. L. Hays

Rec. Sec. & Historian, Miss Ellen E. Shook

Treasurer, Mrs. P. T. O'Neill

Corresponding Sec. Miss Gertrude Alden
Committee Chairmen:

Ways & Means, Mrs. H. E. Moody

Good Cheer Committee, Mrs. G. A. Rossbach

Membership, Mrs. R. C. Peterson

Constitution & By-laws, Mrs. Thos. Hughes

House & Purchasing, Mrs. Wm. W. Cutler

Entertainment, Mrs. Joe Lawrence

Publicity, Mrs. F. M. Sloane

Refreshment, Mrs. G. W. Lanning

Telephone, Mrs. Fred Beale

Dubuque Chapter

Miss Myrtle Bock, Historian

The regular meeting for Dubuque Chapter was held March 23rd with over two-hundred members in attendance.

The reports of the chairmen of various committees indicated that they are always active.

Mrs. Ernest Johnson of the Sunshine Committee reported expenditure of \$92.85 for relief work during the month—this included groceries, clothing, fuel and cash for families who had sickness. This committee also reported forty-eight sick calls in addition to sending out numerous cards.

Mrs. F. A. Shoulty, chairman of the Membership Committee reported ten new members. Dubuque Chapter is maintaining its membership of approximately two-hundred and fifty.

Mrs. T. P. Jones, Chairman of the Ways and Means Committee, reported net proceeds of the Bakery Sale of March 16th as \$82.20.

Mrs. Walter Keck, Chairman of the Program Committee gave an outline of the activities planned by her committee for the remainder of the year. These plans include a "Guest Night Party in June," a picnic at her summer home at Massey, a Dubuque Division picnic at the Park, and a Christmas Party for the children. The proceeds of a Rummage Sale to be held in the fall will be used for the Christmas Party.

It was with most sincere regret Dubuque Chapter received the resignation of its President—Mrs. W. M. Thurber, who has moved to Savanna, where Mr. Thurber is Superintendent of the Illinois Division. Mrs. Thurber has been President of Dubuque Chapter since its organization and thru her work and friendliness has built up a Chapter that is second to none in the good that has been accomplished, not alone in relief work, but in bringing togeth-

er in a social way the C. M. & St. P. Ry. people.

Miss Lucille Millar acted as spokesman in presenting Mrs. Thurber a gift, a mark of appreciation and esteem of Dubuque Chapter. The Clerks of Dubuque Chapter gave Mrs. Thurber a basket of roses and the wives of the Engineers of Dubuque Division gave her a basket of sweet peas.

The meeting was concluded by the singing of the Club songs followed by a social hour during which refreshments were served.

On March 24th, the Board of Managers of Dubuque Chapter entertained at a dinner for Mrs. Thurber at the home of Mrs. R. H. Kearney. Mrs. Geo. Weigand gave a little talk and presented Mrs. Thurber with a silver tray, the gift of the Board. A little farewell song composed by Mrs. J. P. Whelan was sung by the guests. The evening was spent in playing bridge.

Those attending the dance April 6th had the pleasure of meeting Superintendent and Mrs. Meyer who have just moved to Dubuque.

Dubuque Chapter is looking forward to welcoming Mrs. Meyer at the April meeting.

Tomah Chapter

The Tomah Chapter of the C. M. & St. Paul Women's Club held a regular meeting at the Community room of the Library. Wednesday evening, April 7th, with Mrs. A. C. Harris our president presiding.

A representative of aluminum cooking utensils gave a demonstration of waterless cooking. The lunch prepared by this method was enjoyed by all members present.

Mrs. Taylor, recording secretary announced that the club consists of seventy-seven members at the present time, which shows an increase in membership.

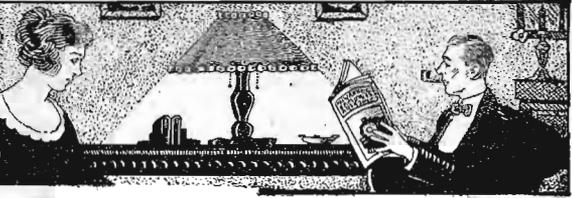
The Ways and Means Committee under the direction of Mrs. Wm. Hovey were successful in raising funds for the benefit of the club, by selling flour for which they received a percentage of the proceeds.

Sanborn Chapter

The regular meeting of the Sanborn Chapter was held at the home of Mrs. C. S. Beckley Jan. 15th. The evening was spent socially closing with an old-fashioned spelling bee which seems very popular in Iowa at this time. President, Mrs. M. M. Burns and 1st Vice President Mrs. Henry Kissler were the leaders in choosing sides. In the contest Mrs. Kissler remained standing the longest thus carrying off the honors for her team.

The Sanborn Chapter enjoyed a very delightful Valentine party at the home of Mrs. Frank Johnson on Friday evening Feb. 19th. The evening was spent in games and stunts. In the Valentine contest Miss Zaidee McCulloch won the prize for the cleverest valentine and original verse, and was presented with a valentine cake. Light refreshments were served at the close of the meeting. The March meeting of the Women's Club was held at the home of Misses Mary and Nelle Mason on the evening of the 18th. During the business session reports of the various committees were given. The Welfare Committee reports that during illness and death in two homes, a hot dish was sent in each day at noon, flowers were sent to another home where death claimed a little daughter, many cards and letters of cheer were sent to sick members. Two comforters have been pieced and when finished were sold, the money to aid in our welfare work. Following the business meeting the evening was spent in a social way.

AT HOME



HAZEL M. MERRILL, Editor

Fashion Notes

Accessories play an important part in the costume of today. All hats fit the head closely; most of them are small with tiny brims. The moderately large felt is smart for sports and is excellent for golf and the glare of the beaches. Large picture hats are worn but very little and only with afternoon frocks. They are made of light straw or crinoline and trimmed with ribbon and flowers. Summer hats, (do you think we shall ever have need for them) are made of crocheted straw, bankok, milan, hemp, bamboo, panama, hair braid, and crinoline. Hats are very sparsely trimmed. Hat may match, contrast, or harmonize with costume; if it contrasts, it usually matches shoes scarf or hose. Hose are sheer by day and imperceptible by night. With tailor made or sports dresses stockings, may be of sheer lisle or light-weight silk. With more formal day dress, stockings are always silk. As the day progresses, the stockings become fainter and fainter, disappearing almost entirely at night. They are almost invariably light and have a slight shade to match costume when possible. The various shades of tan may even be worn with white shoes. The effects of the new shoes are simple but exquisite.

Perfectly plain pumps of fine material, cut and workmanship are very popular; there are heels of spike, Spanish, French, and Cuban type. Shoes are almost invariably related to the costume; where black is worn, hose should match costume. Materials are glazed kid, antelope, suede, reptile skins, patent leather, and satin, and are of almost any shade.

Handbags are of the pouch type and the flat, underarm type. Envelopes are made of colored kid, alligator, pigskin, suede; quite the newest fabric for the pouch is the gaily quilted peasant petticoats from France; glove kid, moire, ribbed silk, etc.

Hat boxes that will hold several small hats and clothes enough for a week-end trip are popular. The newest thing in a necklace, and the open-neck requires one, is the double hoop of silver or gold. Bracelets and earrings are also being worn. Boutonnieres are worn on afternoon, street, and evening frocks. Gloves are white, natural color, gray, or biege, matching the stocking. They are worn loose, and may be the button or pull-on type, while the eight-button length worn wrinkled at the wrist is also correct. Large square handkerchiefs are worn of plaid, bandanna printed silk, or surah folded diagonally and tied with knot on left shoulder, the point on the right. Scarfs are still very popular. Sleek well-groomed, bobbed heads, generally shingled, are still with us.

Boleros remain popular. Important colors for spring are navy blue, crystal gray, beige, parchment, ecru, bois

de rose, crushed berry pinks, and spring greens.

Skirts remain short. Sports skirts have box plaits and kick plaits; fine plaits for afternoon and evening. When there is a waistline, it is suggested at the top of the hips. The most important words in the spring style are cape, circular, drapery, flare, prints, shirrings, stripes, plaits, scallops, quilting. Tailored suits are smart and chic, and with these are worn tailored overblouses, or blouses more fancy to dress-up the suit a bit. Printed silks are lovely and very smart. A basque dress with circular skirt has charming simplicity. Necklines may be varied, bateau, round, open, square, and smartly collared; A gay tie goes a long way in offsetting the smartness of a one-piece dress with convertible collar. Hemlines may be flared or plain.

Household Helps

You may clean spinach quickly, easily, and thoroughly by the following method: Buy spinach that is still in the stalks. Place the amount to be cleaned in sink and sprinkle with cold fresh water; have two large pans or kettles, one filled with warm, not hot, water, the other with cold. Leave roots on stalk just as it comes, and take each stalk separately and very quickly shake it up and down in first the warm water and then the cold, several times in each. Lay on the sink and drain. You will find more sand in the water than you ever dreamed spinach could contain. Clean the usable leaves which are left and which were not in the stalks. Cut roots and stalks off the cleaned spinach and place in pan of cold water until it is time to use it. The warm water separates the stalk and loosens the sand and earth; the cold plunge disposes of it entirely. By this method, you can clean enough spinach for a good-sized family in ten minutes and you are sure that it is thoroughly cleaned.

To make a candle that is too large or small fit a candle stick, place the end of candle in warm water until it becomes soft, then it can be shaped with the hands until it fits perfectly. If candles are placed on ice several hours before using, they will not drip or burn away as fast as they otherwise would.

If you are oiling, painting, or washing baseboards, hold a piece of tin or stiff cardboard against the wall to prevent soiling it.

A high, round tin can, about 30 inches high and 16 inches across, with tight-fitting cover, such as cookies come in, may be purchased at grocers, and used for a receptacle for soiled clothes. It should be placed in bathroom and painted to harmonize with walls or woodwork.

Use an "E" Violin string for restringing pearls or beads. It will last at least a year.



Margaret Anderson



Doris Marie Davidson



Richard Hopkins

Three Grandchildren of the late M. Grady,
Engineer

You sing a little song or two
And you have a little chat;
You make a little candy fudge
And then you take your hat;
You hold her hand and say good-night
As sweetly as you can—
Ain't that a h— of an evening
For a great big healthy man?



Illinois Division M. J. S.

WELCOME is extended to Mr. W. M. Thurber, our new Superintendent—back to his "old stamping grounds"—the Savanna Office. WMT has many friends on the Illinois Division who were his co-workers "way back when" he was Chief Dispatcher of this division.

Harold Reiff, C. C. Savanna Department, and wife, have returned from a pleasant vacation recently spent in California.

We learned with regret the death of Mrs. B. F. Lounsbury, wife of Chief Surgeon B. F. Lounsbury at Washington Blvd. Hospital, Chicago.

Following sons and daughters of Illinois Division employes spent their Easter vacation at the home of their parents at Savanna: Mark Nash, son of Engineer M. J. Nash, attending School of Mines at Platteville, Wis., and Helen Nash, daughter, attending Northwestern University at Evanston. Miss Mabel Fennie daughter of Conductor H. H. Fennie, Nurse Presbyterian Hospital, Chicago. Miss Betty Cole, daughter of Dispatcher Cole, Nurse Presbyterian Hospital, Chicago. Miss Marie Sorenson, daughter of Wrecker Engineer Hans Sorenson, teacher in Urbana, Ill. schools—and Miss Julia Flint, daughter of Lineman Ed Flint, teaching in Rock Island, Ill.

Fifteen members of the Safety First Committee at Savanna, went to Davenport April 12th, and attended the profitable meeting held in that City.

Profoundest sympathy from Illinois Division friends is extended to Engineer Fred Marzelle in his loss, the death of his wife, which occurred at Davenport, April 10th. The husband and two small children survive the deceased.

Mrs. Geo. Smith, wife of Geo. Smith, supply man Savanna Roundhouse, visited with her daughter, Miss Georgia, who is in nurses training at St. Frances' Hospital, Evanston.

Mr. and Mrs. Fay D. Jones of Chicago recently visited at the home of Mrs. Jones' parents, Mr. and Mrs. H. A. Losey at Savanna.

There are three new additions to the automobile family here at Monte—that is, the railroad automobile family. Ed Graves has a fine Studebaker coach, O. L. Lodge a Star coach and John Lanning a new Chevrolet sedan.

John Hauser, Special officer from Ortonville, has taken unto himself a wife and is all smiles these days. Said event happened March 25th, and they spent their honey-moon in Fargo, N. Dak.

We've had quite a few reductions on the line lately—viz—took off 1st operator at Minnesota Falls; 3rd operator at Wegdahl; helper at Norwood and Odessa, and two clerks in Yard office at Monte layed off. They do say that Chuck has sore feet now—adays, taking care of the yard and calling his own crews etc. Effective April 15th the agent at Sumter, Minn. will be layed off.

Our Saturday stock trains are now arriving in Minneapolis Sunday A. M. and we are the first road to get stock to chutes at So. St. Paul. This is a fine record—our Supt. is watching these trains closely and accomplishing wonderful results. Same thing can be said about trains 63, 263, and 264—they are all ahead of time with nice large trains. This is resulting in an increase of business on these trains

J. G. Wick has been promoted to extra dispatcher just lately.

D. R. Davis, roundhouse foreman, has been transferred to Montevideo from Milbank and is on day job looking after things.

Had a flying visit from the General Manager, Assistant Gen. Manager and the General Roadmaster the 17th of March. No, they didn't stop—they never do—but they gave us the once over while No. 15 stopped.

Operator Lenard Nelson is the proud father of a boy and they said Len couldn't get his mind on his work for several days after the little shaver's arrival. Congratulations—suppose you will be teaching him to tap the keys in a few years.

Operator A. E. Gerde's home was saddened by the death of their little boy just recently. Mr. Gerde was formerly employed at Montevideo.

A very sad accident occurred the 24th of March, when the 16 year old son of Wm. Werth, stenographer for the Master Mechanic was almost instantly killed under the wheels of No. 63's train as it was pulling out of town at 8 o'clock in the morning. The lad was attempting to board the train and slipped, and was pulled under the wheels. The family has the sympathy of everyone in their bereavement. Accidents of this kind are so terrible and should be a lesson to young lads not to attempt anything similar.

Mrs. C. G. Heinold and son Carleton, of Mason City, came up for a visit with Mr. Heinold a short time ago.

Yes, Spring must be here, cause the robins are in evidence everywhere you look. "Pork" says they are so thick out at his place, they are eating all his corn and beans. Better raise a larger crop next year, Pork, and be ready for them.

Mrs. Geo. Prey, wife of section foreman, died at her home in Montevideo after an illness of several months. She is survived by her husband and six children, who have our sympathy in the loss of the wife and mother. Mrs. Jones was formerly Chief Dispatcher's Clerk at Savanna. Mr. Jones is Ticket Clerk at the New Union Depot, Chicago.

Savanna Roundhouse

Machinist H. C. Hoffman and wife have returned from their visit with friends and relatives in California.

Chief Clerk Mulder is now selling alarm clocks as a "side issue." He even carries a sample to Milwaukee with him, in his traveling bag, when he goes to that city for a visit. He forgot to tell us how many sales he made while on his trip.

Leo Mears, former lubricator filler at Savanna Roundhouse died at his home in Savanna on March 20th.

TWIN CITY TERMINALS:—Harold is not in a position to "try for himself," as you suggest, and it isn't because he is a piker, either. You see, his wife is a brunette!

The soft, sweet, pathetic strains of "The Prisoner's Song" sung by Ilene's gentle voice came drifting to us from the next room, but was rudely interrupted by—!!!!(,)*. from Roundhouse Foreman Slater. Folks, WHO acn imagine a meaner man than that, especially when we all KNOW how he loves that song.

Iowa Division Engineer John Cain is feeling much better since his recent operation, and is able to be down at the Roundhouse, visiting with his friends. It is good to see "Buddie" around again.

Walter: "What kind of flowers should I get for my girl?"

Ilene: "Oh, get her some violets."

Walter: "But I can't—they aren't in bloom yet."

Jack: "Gee, it is lucky dandelions aren't in bloom yet, or the poor girl would probably get them."

Peter Staicer, Trucksmith for many years at Savanna Roundhouse, died at his home in Savanna on March 21st, after an illness of several months duration. Sympathy is extended to the bereaved family.

LILLIAN L., I take off my hat to you! I would never have the nerve to call OUR golden haired angel a "fiery haired angel"—that is, unless I had my life insured for three times as much as it is really worth, and was feeling able to dodge all the ink bottles, pen racks and typewriters in the office. Yes, she is an angel—but she is sure strong.

Clarabel's "family budget" didn't come out even at all last month; there were 60 cents toll charges to Stockton, which of course was not taken into consideration when the budget was first made up. Economy will have to be practised in some other department to make up for it—may I suggest practising it in postage stamps? Just don't write him so many letters from now on!

Savanna Yard Office News

Sam Hengel, Stock Yards Foreman, Savanna is the proud possessor of a new Studebaker' Sedan.

Earl Kruth is contemplating moving his worldly belongings to Sabula, Iowa. Our sister city seems to hold quite an attraction for the young men of Savanna. Our advice young men it "stay at home"—Stay at Home!

The propoganda emanating from Sabula, seems to have entered in to Mr. Lawrence Smith's constitution—he is now the admirer of a young damsel from that city. (They are figuring on taking the pushers off Dubuque Division trains).

Bert Follett, Switchman, won the first prize at the Recent Arbuckle Coffee Contest held in our little city. Bert says anything he likes better than arbuckles, is more arbuckles!

Raymond D. Fields, our popular young operator, was a candidate for membership for City School Board held at Savanna April 10th. Being short of stature he was short of votes. R. D. is a good sport and came up smiling and says if at first you don't succeed, try, try, again.

Mary Kennedy, Car Record Clerk, had the misfortune to dislocate her hip while doing the Charleston. She is again back to work, and advises all young girls to watch your hip.

Jewel McGrail, Chief Caller Savanna Yard is the recipient of a beautiful beaded purse which was sent her by her sister-in-law at San Louis Obispo, Calif. Miss McGrail upon opening the purse was much delighted to find that a five dollar bill had been placed in it for good luck.

The favorite tune now being hummed, sung

and whistled around Savanna Yard is "I live over the Weadock down by the Winegar Works". Conductor Wosburg ventures to say that every verse and line is entrancing and no one should think it vulgar.

Chris Jensen, Stenographer Savanna Yard, is now living a model life. He says he stays home every night and in bed at 9:00 P. M. Good boy Chrissy, don't let the girls get your money.

Mr. Carl Nehlsen, switchtender at Savanna Yard has taken an indefinite leave of absence and has departed for parts unknown. (This is what good roads did).

Leo Sheedy, Switchman, left Savanna the latter part of March for Tuscon, Ariz., in quest of his health. Here is hoping that you are with us again soon Leo.

Jewel McGrail leaves Savanna the latter part of May for an extended vacation to Nome and Fairbanks, Alaska. A warm reception is awaiting her there. Her trip to the Southland last May was detrimental to her health and pocketbook.

L. R. Kentner, Asst. Yardmaster, was a victor at the primary election held at Savanna April 13th, as Central Committeeman.

Mr. Thos Griffin, Asst. Yardmaster, was off sick during the recent heavy snow storm. Joe Bell who was working in Mr. Griffin's place says that he never knew that the company brooms were made of such good material!

Iowa (East) Division, and Calmar Line J. T. Raymond

Signal Foreman Wm. Holdorf of Marion was taken ill with pneumonia April 7th and was improving when these notes were forwarded.

Glenn Lake Asst. District Storekeeper of Dubuque was a business visitor at Marion April 12th.

C. S. Morton of Hopkinton has been appointed Agent at Monticello.

Conductor Ed Zak of Oxford Jct. returned March 18th after an extended stay in California.

Mrs. Arthur De Garmo of Seattle visited with Mr. and Mrs. Geo. Barnoske of Marion Easter Sunday, she was enroute to Ottumwa accompanying her mother who had been spending the winter in Seattle.

Miss Sylvia Peterson of Marion entertained twenty-four young ladies at her home as a farewell courtesy to Miss Lillian Briggie.

Geo. Struck is now employed on the clerical force Supts. office at Marion. Thos Shea succeeded Geo. at Atkins Roundhouse.

Carl Oxley of Marion has been at Mercy Hospital Cedar Rapids for a serious operation which was successfully performed and is now improving rapidly which is good news to his many friends.

April 1st bulletin was posted to the effect that the service train would be discontinued July 1st. This train runs between Marion and Atkins making three round trips daily.

Miss Lillian Briggie has resigned from the clerical force in Master Mechanics office at Marion and is succeeded by Mrs. Bernardine Beauvins of the Atkins Roundhouse clerical force. Miss Briggie is going to Co Bluffs where her parents reside, her departure is very much regretted by many Marion friends.

W. M. Thompson, Section Foreman on Waucoma section passed away Monday April 12th at his home. Death was caused by pneumonia. Mr. Thopson was 61 years old and commenced work for the company Oct. 15th, 1902, promoted to be Foreman 1908. Surviving him are his wife, one son and one daughter. His death is deeply regretted by his comrades and they desire to express their sympathy to the bereaved family in their loss.

A. B. Cornish, Section Foreman of Elwood

on April 12th while assisting in the unloading of a piece of machinery from a wagon suffered a broken leg which will incapacitate him for sometime.

Wm. Crawford of Martelle section will act as foreman at Elwood while Mr. Cornish is laid up.

Agent T. H. Lynch of Delaware has returned after a long vacation spent in California Operator L. E. Brown of Maquoketa has returned from Florida and has resumed work.

Agent H. E. Carter of Olin was elected Mayor at a recent election and Agent H. Seeger of Morley was elected as one of the city "Dads".

Mr. and Mrs. William R. Barber spent April 9th and 10th visiting relatives in Milwaukee.

Train Baggageman Fred C. Newlin mentioned the Benson Assn. to a couple of young employes at Co Bluffs the other day who had never heard of it, after explaining to them they signed up the applications. Fred's example is a good one and more of us should endeavor constantly to increase the membership in this worthy organization.

Engineer "Buddy" Cain of Savanna visited the Supts. office and Dispatchers office and got a warm reception from his old friends. "Buddy" has been off a long time on account of serious operation and illness. He resumed work on Savanna-Clinton turn around run April 12th we are very much pleased to see him back in the harness again.

April 9th a Silk Special of four cars Engr. Leo Goss Eng. No. 6164 left Atkins 8:29 PM arriving at Savanna at 10:23 PM.

About 17 miles new steel is to be laid shortly between Spragueville and Sabula and on Clinton Line.

Dispr. R. C. Merrill of Marion left April 17th for a several weeks vacation to be spent at Milwaukee and Miami, Fla. E. E. Edwards relieving on Calmar Line during Mr. Merrills absence.

Agent J. C. Thornton of Monticello has been appointed Agent at Long Grove.

William Kinder of Marion has been appointed Cashier at Co Bluffs freight house. Will has been employed as Baggageman, Ticket Agent at Marion for a long time. His many friends wish him success in his new field.

Boilermaker Verne Scott and Boilermaker Helper Ed Long have been transferred from Atkins to Monticello and have moved their families from Marion to that place.

Passenger Brakeman Newell Hayes was off duty for several trips account sickness, George Adams relieving on Nos. 8 and 19 East.

Passenger Brakeman Howard Deischer who has been off duty for several weeks account sickness is still unable to return to work. The magazine hopes for his speedy recovery. J. G. Larkin is relieving on Nos. 31 and 32.

John Henry Pazour has been appointed bill clerk and freight handler at Marion freight house vice William E. Kinder who has been appointed cashier at Co Bluffs.

Clarence Tolbert who has been displaced at Atkins Yard has taken the second shift job as bill clerk at Marion, displacing L. E. Pekkosh who took the day baggage job at the passenger station. This change displaced Golden (Slim) Milburn who as yet has not lit.

Marion Robb and wife are taking a months trip through the west and will visit at Salt Lake City, San Francisco, Los Angeles and the Grand Canyon.

Carlisle Culver who has been acting signal maintainer at Herndon for some time has moved his family back to Marion and has resumed his job as assistant maintainer at Marion.

Miss Hannah Johnson, stenographer to

Chief Clerk LeRoy of the Superintendent's office was off duty for several days account her sister undergoing an operation in Cedar Rapids.

Conductor John Reardon was off a trip on No. 7 and 20 West account a touch of the Flu.

Ray Youtzy of the Superintendent's office has taken up politics. We understand he served as Clerk of the Election Board at the recent city election in Cedar Rapids. Assume his services were satisfactory although we didn't hear for sure.

Engineer B. H. Giles, who has been on the Davenport-Oxford Junction way-freight has taken one of the through passenger runs on Nos. 19 and 20 made vacant by the death of H. L. Stevens.

"Nig" our popular office dog is proudly sporting a brand new collar.

River Division News M. M.

The crew on the Wabasha Passenger train always has so many interesting experiments but this month an unusual one occurred. A stray horse had become entangled on the bridge in some way or other and it was necessary for the crew to try and release the horse, all of them furnishing ideas as to how it was to be accomplished but I believe it was finally agreed upon to jack the horse and in this way restore him to sound footing. Also understand that plans were under way as to what they were going to name the horse and how soon it would be before they could enter it on the race track. But all their anticipations and high hopes were shattered when the horse immediately ran away as soon as it was released. Someone said that Mr. Funke was the wrecking foreman.

District Boiler Inspector H. J. Wandberg was on the River Division the past month testing boilers. Also called at Wabasha and while there was kept very busy answering telephone calls. Was wondering why so many calls but later learned that it was April 1st.

Some of the employes at Wabasha have so much money that it was necessary for them to buy another pocket book.

Engr. Fred Koch spent Easter Sunday with his family at Chippewa Falls and for the past week has been relieving Engr. Brandecker on the C. V. Pass train. Mr. Brandecker has been sick for the last week.

You know there isn't any more need of a feller taking a sheep lined coat with him any more. Mac says you've got to have a diving suit or maybe a swimming suit will do Roadmaster McClellan found this necessary on the Menomonie line recently when the track was washed very bad and covered with water.

There has been a great business the last few days—everyone getting a fountain pen. Sharp got one, Fred Kock, Dick and oh just lots more folks. Now they have placed a ban on the selling of ink.

Ed. Hall, Boilermaker, Wabasha Roundhouse, received the sad news of the death of his brother which occurred April 13th. Sympathy of the employes is extended to Mr. Hall.

Sympathy is also extended to Pearl Roundy, machinist helper, whose mother passed away last month.

General Supt. C. S. Christoffer accompanied by Supt. L. T. Johnston, DMM, John Turney, DGCF, E. F. Palmer and Trainmaster J. W. Blossingham called at Wabasha the past week. There has been a special train on the Division the past week or so in interest of train control. These gentlemen were on the Division in the interest of this work and stopped at Wabasha for a short time. Men from the Interstate Commerce Commission were also

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working on the Division in this connection.

One of the stationary fireman, Christ Reister, has filed for the office of Sheriff of Wabasha County. Extend to you wishes for success but just the same will hate to see you go, Christ.

Engr. Jerry McGraw has been having his vacation and is spending it raking his lawn. The neighbors will have to sit up and take notice now for Jerry believes in having his yard look nice.

General Boiler Inspector A. W. Novak made an inspection visit to Wabasha the past month. Mr. Novak was satisfied with conditions in general.

Engr. G. Talmadge and Fireman Chris Hanson have been taking their mileage allotment on the Wabasha Passenger Run. Mr. Hanson seems to be very well versed on the finer points of the Ford car, while Mr. Talmadge is deeply interested in the Chevrolet,—not so much in the finer points of the car, but the sociability that it affords. Well that's what good company does, Gift.

There have been lots of new cars purchased and am going to try and get a correct list for some future time.

The many friends of Frank Brown, agent at Dakota, were greatly shocked to hear of his untimely death which occurred at the hospital at La Crosse from a severe attack of the flu. Mr. Brown leaves to mourn his loss a wife and six children who have the sympathy of all the employes. Mr. Brown is a nephew of J. R. Brown of Wabasha, Pump Repairer.

Anyone who is looking for some very pretty kittens had ought to call at Will Shepard's residence as he has some wonderful kittens—all named and also trained to do unnie tricks. Pale-Face and old Rain-in-the-face are looking for a good home.

Chicago Terminal Facts

Guy E. Sampson

Again the American Flag, owned by the C. M. & St. P. Women's Club, Chapter No. 3, was placed at half mast for three days. This time on account of the death of Mrs. Marie Lange of Bensenville, who passed away after a serious operation. Deceased was a charter member of that club as well as a hard worker in church and social societies. She passed away on Tuesday April 13th and the meeting held by the Women's Club, Wednesday, April 14th was the first meeting she had missed since its organization. The wonderful interest taken by her will be sadly missed in all the societies to which she belonged. The sympathy of all employes is extended to the bereaved family.

On March 2nd, W. C. Bryant, switch tender at top of Galewood Hill discovered a broken flange on N. Y. C. car No. 339759 which was in transfer pulled by engine 8108. His close attention to duty no doubt saved a serious wreck and perhaps loss of life. The facts were reported to the Chi. Term. officials who wrote Mr. Bryant at once commending him for his watchfulness and close attention to passing trains.

During the recent snow storm which caused the mechanical and operating departments of this terminal to put forth every pound of energy available to cope with the situation and the track department to enlist a small army of extra men to keep tracks open, one of our switchmen Mr. M. J. Wiltzie was in South Dakota and Montana in search of a little of the old time winter weather. In fact he sent us a post card which had been taken several years ago and which showed a train stalled in the snow banks of South Dakota. If he had only known what kind of weather

we were to have he might have stayed at home and enjoyed it all as the rest of us did.

Train Director Jas Kirby and wife are spending the month at Hot Springs, Ark. where James is taking his annual plunges in the health restoring Springs.

Night General Y. M. James O'Keefe also accompanied his mother, who has been suffering from an attack of rheumatism, to Hot Springs where she will try and get relief. Upon his return Jas. reports his mother improving nicely.

Employes all express their sympathy to S. J. Graser, car tracer in Mr. Camerons office, whose father passed away April 5th after a short illness.

Mrs. Wm. Rands accompanied her mother to Philadelphia where the latter will visit an aged brother before she returns to her California home the latter part of the month.

The water tank at Bensenville repair track has just received a fresh coat of paint and when the boys around that place finish their Spring cleaning would not be surprised to see them again draw one of the prizes for the best grounds.

While no one ever learned "Who Threw the Overalls in Mrs. Murphy's Chowder" we feel confident that some one knows who patched the walk between the main line and the North Hump office with a big timber. We are still unable to figure out which would be the worse, to step thro the walk and break a leg or stumble over the timber and break ones neck. MORAL, You don't have to kill a man to save his life.

Sympathy of all employes is extended to Train Director Jas Burke and entire family over the death of his infant grand child.

Billie Dorgan, whom we reported a couple of months ago as having lost one of his lower limbs, has so far regained his old time "PEP" as to be back in harness every day. He sure gets over the ground with his new artificial limb.

Galewood recently experienced a great deal of trouble with the power plant due to poor coal. Mr. P. E. Buettell was called upon to investigate and the verdict was that the fire was too hot and that there were worms in the boiler. No doubt the first was too hot for the worms, but we think the fuel conservation committee should see that no more coal is purchased that would result in the fire being too hot. Which also reminds us that several months ago someone inquired if Messrs. Hynes and Hale had found an anti-worm compound that would fulfill all requirements at Galewood. It seems that no such compound has been found.

We were just congratulating ourselves on the remarkable decrease in personal injuries to Bensenville Round House employes when we learned that Evans Deane, Firecleaner, was killed by a truck at Western Avenue and Lake St., and Sipriano Baltierra, Boiler Washer, had both feet crushed so badly climbing between cars on his way to work, that the doctor will have to amputate both of them.

C. M. Rassman, Machinist Foreman, has recently returned from San Antonio, Tex., where he and his wife went to attend the funeral of his wife's sister. While there, Mrs. Rassman became seriously ill and was taken to the hospital for an operation. We hope that her condition continues to improve so that she can return home soon.

Machinist Art Jones and his Helper, Geo. Wachman are sporting new suits, neckties and caps these days. We wonder why.

Francis Burianek who has been machinist at Bensenville Roundhouse ever since it opened up, has taken a leave of absence on account of his wife's health; and Wm. Peck has taken his place. Bill says he is brushing up a little.

We have been advised that Machinist Tom

McQuade sold his property just before the storm and thus avoided shovelling a lot of snow. If Tom had called for help, all the helpers would have shovelled his snow for him.

Elbert Heflick, Machinist, recently returned from Topeka, Kansas where he was visiting his father who is reported to have been seriously ill. Mr. Heflick expects to be called back momentarily.

Machinist Roy Davis has returned to work after having been on the sick list for 10 days.

We haven't anything bad to say about the Boilermakers, and as they never get sick there isn't any chance to mention any names. Oh yes, we forgot to mention that W. H. Clucas is running for Mayor of Roselle.

Smithy, (there is one in every office) of Mr. Gibsons office entertained the balance of the gang during lunch period singing "Hurrah, Hurrah: So is your old man."

It has been reported that Gertrude won first prize doing the Charleston step at the Udina. That is sure fine but we are all sorry that she is absent from her tour of duty account illness.

Mr. Doyle do to the sun starting to shine is talking about his week end trips to Delavan, but the school at River Grove will not close until June 17th.

Seattle General Offices

Marie E. Cleary

Spring fever seems to be appearing much earlier than usual presumably because of the glorious weather we've had all winter and the clear warm sunshiny days we've been having for the past month. Anyway, it's hard to keep the mind on running a railroad when it is ideal weather for running an automobile or driving a golf ball. This Puget Sound country is rightly named the "Playground of America"—All who can should come out to play here this summer.

On the occasion of their 25th annual banquet held by the Seattle Kind Words Club in their "\$5,000,000 Club House—sometimes known as the Olympic Hotel," they issued a booklet on the cover of which they paid tribute to the pulling power of the Milwaukee electric motor as compared with two giant Mallet engines; showing a picture of an actual test recently held on the Coast Division. But immediately below they claimed that the Kind Words Club's goat could outpull the electric motor, the cartoon showing it actually being done,—which must mean that their goat is powerfully strong, or there's a heap of power in Kind Words.

Peter Plinck, formerly Secretary to the General Manager of Lines West, and now Assistant Sales Manager of the Wenatchee Co-Operative Association at Wenatchee, called around to make a short visit the other day. He is just as happy looking as ever and appears to have acquired several extra pounds.

Russell Rene—Messenger between the General Offices and the Local Freight Office—recently had occasion to leave his car for a few minutes in front of his house and when he came out the car was missing. Someone had stolen it, and apparently not being able to drive it, had wrecked it about eight blocks away. Russell's putting a padlock strong enough to guard the U. S. Treasury on his next car.

Mr. J. H. Skillen, Assistant Freight Traffic Manager of Chicago was a recent visitor in Seattle—accompanying a party of shippers over the line.

Mr. Earling has been in Chicago and Milwaukee on a business trip. He was accompanied East by Mrs. Earling.

Mr. B. M. Nelson, formerly of Miles City, Mont., has been transferred to the Milwaukee City Ticket Office, Seattle. His wife and infant daughter accompanied him to the coast.

The young lady, we understand, is some live wire—no peaceful slumber for doting Daddy.

The vacancy in the Seattle Ticket Office was caused by the resignation of Mr. P. S. Swanzy who accepted a position with the Washington Motor Coach Company.

Mr. O. D. Richardson, City Ticket Office, Seattle, is taking a short vacation, and with his wife is making a trip to Great Falls, their intention being to motor through Glacier National Park.

Mr. Eddy Marx of the City Ticket Office, Seattle, has just returned from his two weeks annual leave. We are told he did a bit of farming in Steve's potato patch. Wonder if coupons will thrive at Haller Lake.

Jake is with us again—and still single. Says nothing nibbling but fish. Rather a fishy story don't you think? If any of you girls want to try your luck just drop a line to A. J. Knaff, senior ticket clerk, City Ticket Office, Seattle. Correspondence strictly confidential.

We offer in all sincerity a humble apology to Miss Cleary of Mr. H. B. Earling's office, Seattle, for our failure to send lilies,—but someone blundered. The flower and fruit committee was not advised of her illness until she had returned to work after an absence of two days. Better attention next time Marie.

Kansas City Terminal SMC

On April 8th we had as guests, Mr. Johnson from Mr. Byram's office, Mr. Buford, Mr. Lollis, Mr. Hoehn and five representatives from the Ayers Corporation.

Talk about April showers. On March 29th it started to snow and kept at it for three days. On April 1st our trains on this end of the division were snow bound and the old timers say they never before remember such a thing happening. Even nature can play an April Fool joke.

Speaking from experience PII say that as a general thing flivers are O K but when the snow gets deep its better to walk and let the car stay in the garage as you will save time in the long run.

We have a new face at the Local office. Alexander Gordon is now one of us.

John Scannell thinks that eggs are sure high down here. Can't expect them to be as cheap here as they are in Mosby but why not patronize the old home town?

Harry Vail declares that if it don't stop snowing in the Spring, he is going to plan his fishing trips in the Fall.

Jennie Andrews is wearing a big diamond. What does it mean Jennie?

Nell McGraw another golf fan says just give her two more years and she will be able to find one in the rough.

Has Jim Talbott been passing out any more Christmas presents lately or does falling down stairs mean that you are getting old? Some people says so but Polly says no. She should know because she took a fall and knows her age (but wont tell). Katie Barry Schutte also fell down stairs in John Taylors while shopping and almost got her picture in the Post.

Harold Harding entertained the boys from the Local Office March 3rd and all reported having a good time. Pinochle and Cards (mostly cards) were feature games.

Twin City Terminal Happenings N. A. H.

General Boiler Inspector, A. W. Novak, together with Messrs. Wanberg, Eklund and McMinh have now joined the ranks of South Minneapolis office force. Former headquarters were in the Milwaukee depot down town, but are now comfortably settled in their new quar-

ters and seem to be right at home. This move brings Miss Katherine Buckley with them.

Mr. and Mrs. A. Z. Covles left March 27th for a visit through the West, spending most of their time in Los Angeles. They will be gone about a month.

Mr. Wm. Gardner spent two days in the Twin City Terminals and reports finding conditions very favorably at St. Paul, our new St. Paul roundhouse.

Cigars were being passed around at St. Paul on a baby boy born to Mr. and Mrs. E. B. Curry, who is Asst. Roundhouse Foreman at the new St. Paul Terminals.

The I. C. C. have made an inspection of the automatic train stop system on the River Division and report conditions the best they have found so far at any other point.

Mr. Walters, Clerk at St. Paul Roundhouse, is leaving us to take up a new position with another road and Mr. Clarkin is taking his place and we wish Mr. Clarkin success in his new field.

Trains running through from Minneapolis to Milwaukee and Minneapolis to Mobridge is taking Master Mechanic John Turney over a wide stretch of territory, making it necessary for him to keep closely in touch with both Mobridge and Milwaukee.

April 13th was the opening day of baseball at Minneapolis Base Ball Park and even the figure 13 didn't dampen the spirit of our boys as they were victorious even with bad weather against them.

Dubuque Division

J. J. Rellihan

March came in like a lion and went out like a she devil. Another old fable shot full of holes.

Conductor Kearney has taken passenger runs No. 6 and 7, and Condr. Dunham who has been on the time freight all winter is again back on the way freight.

Car repairer James Sweeney of Marquette has just returned from a trip to California being gone since the first of February.

A year ago last March we tightened up on the time of No. 61 between Chicago and Dubuque. This is the train that handles the time freight and merchandise for Dubuque and points on the I & D Divn. and only on two occasions during the entire year did we fail to get the cars into Dubuque so the freight could not be deliveded before noon the day following its receipt at Chicago, and in these two cases the cars arrived in Dubuque not later than 2:30 P. M. This is some record and our employes can feel proud of it, and should at every opportunity give it as much publicity as possible and boost for more business on the strength of it.

Telegrapher Ed Baker of Lancing was laid up for a week last month on account of an attack of the "flu" which was again making the rounds in this vicinity.

On Friday April 9th at DesPlaines, Ill. took place the wedding of Miss Florence Hess, a stenographer at the Dubuque freight office and Wm. M. Mullen, a young plumber of the Key City. Congratulations.

Raymond M. Franz, an assistant to lineman L. F. Cota, age 23 years died at Mercy hospital Dubuque, March 29th, as a result of a self inflicted bullet wound in the temple. The young fellow, covered with blood was found in a dying condition in the lineman's shanty by Mr. Cota who called a physician and had him removed to the hospital. No cause for the rash act could be learned.

John Ahern, employed on the section at Dubuque for a number of years was found dead in his home March 20th. Mr. Ahern belonged to the Veteran Employes Association and was in the employ of the road for forty years.

The following freight office employes have been on the sick list last month: Jack McNeil, H. Lange, John Tressel, Jack Whelen, Martin Jaeger and Jay Brady.

Our new Supt. Meyer made atrip over the Division the middle of last month and we were pleased to meet him. He makes quite a favorable impression with the employes that he has met, and he no doubt will find a good bunch to co-operate with.

Edward Schell, Dubuque Divn. Condr. died Tuesday March 30th at Dubuque following a few hours illness. Mr. Schell was born at Dubuque Sept. 20th, 1879, and was employed on this division for the past 20 years. He is survived by his mother, two sisters and one brother. The funeral services were held at the home of his sister, Mrs. J. W. Robinson, interment being made at Linwood under the auspices of B. R. T. Lodge No. 60.

Aberdeen Division Notes N. M. R.

Max Hansen took a trip to Fargo recently, wonder what the attraction was. He said something about the glass being so big, etc. etc.

General Superintendent C. S. Christoffer was an Aberdeen visitor this month.

Everyone is extra busy these days getting tools, supplies and equipment ready for the steel laying gang that will be put on in a few days near Shelby, S. D.

With the end of the Lenten season in sight plans are under way for a dance to be given by the Milwaukee Women's Club. The date has been set for April 20th. The ladies should have a good crowd. Lets all get together and boost for them.

Ray Hoefs was absent a few days account sickness. Glad to see you back again Ray. Ray lost a few pounds, says he would like to lose several more.

Louis Sebald of the Store Dept. says he likes Aberdeen. Louis came home from Sanborn, Ia. And I don't think he left shrdluashrdlshrdlu And I think he left some lonely hearts back in Iowa judging by the size of his letters and special delivery ones too.

Our sunny messenger boy was off duty account sickness a few days. We had several taking his place, a different BOY every day.

I note W. O. H. is driving his car, guess he succeeded in getting the loan of that twenty.

Veteran Mile Bolan has been taking a leave of absence account ill health.

Harry Porter, of the B & B Department departed for Tuson, Ariz. to join his family who have been visiting relatives there for some time. Harry expects to be gone about a month. His work is being ably taken care of by Joe Scanlon.

Mac has the spring fever, if you don't think so, look at his ties.

Married life certainly agrees with Bill Geer, he is fat and getting fatter.

It won't be long before our golf fans will have a round before 8 A. M. This weather certainly brings on the fever. The links are in pretty good shape, understand they will be enlarged from nine holes to 18 holes next year. Jack Siler I know will be a new fan, he received a set of golf clubs for Christmas.

Get your orders in early for garden truck. Bill Hiddleston is going to make gardening his side line this summer and will supply your needs in that line.

We were deeply grieved to learn of the sudden death of Joseph Miller on April 7th. Joe was only sick about 10 days and his sudden death was a shock to his many friends. Mr. Miller was an employe of the Car Department over 13 years. The sympathy of the entire division is extended to Mrs. Miller and family in her bereavement.

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Also insist on Pants made of Stifel's Indigo Cloth and Children's dresses made of Stifel's Playmate Suitings

Understand we are to have a baseball club again this year. The full line up will be given at a later date.

The marriage of Joseph Griffin and Bernice Little took place on April 7th at the Sacred Heart Chapel at 7 P. M. The happy couple departed on No. 6 for Minneapolis where they will make their home in the Lucy Apts. Mr. Griffin is an employee of the store dept. The best wishes of all are extended to the newlyweds. (Cigars and candy are in order Joe.)

We certainly have some sheiks in our Milwaukee family at Aberdeen. You should see the new suits, simply knockouts. Too bad these said sheiks all have their "sheikness."

We are sorry to report the illness of Jimmy Keenan 2nd trick dispatcher, who is seriously ill with diphtheria. We all wish for his recovery.

A large undertaking is being handled by J. M. Hayes, General Foreman, digging a water storage reservoir at Groton, S. D. with clam shell and loco. crane. The size of the reservoir will be 16 ft wide 60 ft long and 20 ft deep. Aberdeen is interested in this project to the extent that the dirt from the excavation will be used to fill some abandoned wells south of Aberdeen.

Milwaukee Store Department Notes

A. M. H.

Leona Esser, Manette Giese, Adell Dobrunst, Joe Eckert and Walter Polzin have been victims of the flu during the past month.

Lenore Utech surely surprised us on Easter Monday when she appeared at the office with a perfectly beautiful diamond gracing THE finger. Best wishes, Lenore.

James Roe was confined to his home on the afternoon of April 14, having partaken of a bit of "Peerless" during the morning. Were you trying to become a "He Man", Jim, or did you find it convenient to have been taken ill on the afternoon of the first baseball game of the season?

We would like to know more about the romance in the Stationery Department. How about it, Edna.

Saturday, April 10, marked the opening day of the Fifth Annual Bowling Tournament of the Milwaukee Road Bowlers. The Old Vets, a five-man squad, were among those who started the ball rolling, Mr. J. M. Mitten being the captain of this team. We have not heard this particular captain boasting of any high score; however, he assures us that a good time was had by all, as they bowled and did other things. "Nuff" said.

Every Tuesday evening Matt Lowery makes a trip to Bay View. Matt certainly must enjoy traveling, as he has been known to make trips on similar missions to South Milwaukee, as well as to other suburbs of Milwaukee.

I&D Items

J. L. B.

The death of Veteran Conductor Geo. W. Warner which occurred in Fresno, Calif. came as a shock to the employes of the I&D Divn. Mr. Warner had been in poor health for the past two years, and had made the trip to California, in the hope that he would be benefited by it, however he continued to fail, and although everything possible was done for him, on April 6th he obeyed the final summons.

Mr. Warner was born in Lansingburg, N. Y. Jan. 4th, 1857.

In 1882 he came to Mason City and engaged in work on the CM&St.P. Ry. He advanced rapidly and in 1885 became a freight conductor, and in 1895 was promoted to passenger conductor, which position he held up to the time of his death. He is survived by his widow two sons and one daughter.

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▲▲

pany, a friend who will long be remembered by all who knew him.

Conductor Lou Hendrickson, E. J. Kelly, John Johnson, Frank Ulrich, James G. Love, and J. W. McGuire acted as pall bearers. He was laid to rest in Elwood Cemetery at Mason City.

Chief Dispr. L. R. Meuwissen is wearing a broad smile these days. He and Mrs. Mauwissen are the proud parents of a lovely baby girl. Gene Arlene is the name chosen for the little Miss.

Passenger Condr. Geo. W. Bryan is back on the job again after spending the winter in California. Geo. looks in the pink of condition and in fit shape for the summers grind.

Mrs. C. S. Christoffer, wife of our General superintendent and party arrived at Mason City in the Car "Indiana" for a short visit with old friends and acquaintances. We are very much interested in the Christoffer family Mr. Christoffer having been our Divn. superintendent just prior to his promotion to the office of general superintendent. Mrs. Christoffer was the first president of the Mason City chapter of the Milwaukee Women's Club, in which position she made a host of friends who are ever ready and glad to welcome her back.

Harold Colloton, machinist helper at the round house, Mason City and Mrs. Colloton are rejoicing in the arrival of a fine baby boy.

Jess Mathewman, Machinist at Mason City, has departed on a mysterious trip to California. Many rumors are afloat as to just what its all about, however we'll just wait patiently for "their" return.

M. J. Guthrie of Murdo was a visitor at Mason City recently, Mr. Guthrie is a machinist at the Murdo roundhouse.

Mrs. E. Jones, daughter of Engr. L. Leitner has left for California, where she expects to make an extended visit with relatives and friends.

James Connors has resumed work at the Mason City roundhouse as lead Boilermaker. Mr. Connors has been absent a long time, he having spent the winter with his son in Oakland, Calif. He reports having a fine time, and has many interesting stories to tell, incidental to his trip. He had the pleasure of running across an old acquaintance, Miss Lillian Ong, whom we all remember as a former timekeeper in the master mechanics office at Mason City.

Engr. Chas. McEldoon is back on his engine in the Mason City yards, after having spent a month in Sunny California. This is the first vacation that he has taken for a long number of years, and he assures us that he enjoyed it immensely. He is looking fine and appears to have benefited much by his trip.

Vern Sohn, 2nd Opr., New Hampton has been doing relief work in the Mason City dispatchers office.

Clovis Blanchard, Divn. line man, is sporting a new Essex coach. Clovis, who is somewhat of a judge of cars, says that the Essex can't be beat, and that just settles it.

The arrival of a lovely baby girl, has brought joy and sunshine into the home of Mr. and Mrs. C. E. Ring. Mr. Ring is Divn. accountant in the superintendents office, Mason City.

The ladies auxiliary of the B. of R. T. held their annual dance at the Armory, Mason City. A large crowd was in attendance and everyone reports having had a fine time.

Sioux City & Dakota Division

H. B. Olsen

On April 1st, Supt. E. H. Bannon was transferred to the Twin-Cities terminal. We deeply regret losing Mr. Bannon, his short stay of but 14 months on the S. C. & D. division hard-

ly gave us all a chance to become acquainted with him.

On March 26th at the West Hotel, Sioux City, the heads of various departments on the division tendered a banquet to Mr. Bannaon Mr. S. H. Rowland, traveling Engineer presided, and talks by several present including Assistant Supt. L. B. Beardsley who told some interesting stories of his early days in rail-roading mentioning the fact that he still has the first Time Card issued by him.

After Mr. Bannon had been presented with a beautiful set of table silverware, he thanked all employes on the division for the co-operation during his stay on the division which he stated made it possible for such promotions.

Mr. E. J. Elder, our new Superintendent, comes to the S. C. & D. not as a stranger for not many years ago he was associated with the dispatchers office and we all feel that we are fortunate to have one of the old S. C. & D. family return. The employes will, as they have in the past, co-operate with Mr. Elder and continue to make the S. C. & D. division one of the best on the system.

Mr. A. H. Osthoff, formerly Divn. Accountant has been appointed Chief Clerk to Mr. Elder, and Mr. H. W. Marquardt, formerly of Milwaukee is our new Accountant.

There are several other new faces in the office too, Esther Burg is our new Maintenance Clerk and Fay Ness, the new stenographer.

Talk about "smocks," the Sioux City and Sioux Falls offices give the appearance of Art studios—but we are inclined to believe the young ladies have adopted a most sensible idea for the smocks will pro-long the wear and cleanliness of their garments.

Charlie Foote, Baggage Agent Sioux City, is quite a little bouquet sender. He sent several of the girls in Supt's. office bouquets of celery leaves (and other vegetables.) However, there is no cause for dark suspicion, for Charlie is a safely-married man, and must have his little jokes.

Mr. Glen H. Rowley, Chief Clerk to Mr. C. H. Buford, Chicago, arrived in Sioux City on Easter day that he might sample some of the Easter eggs—perhaps they tasted just a bit better than they would in Chicago.

W. E. Mooney, Delivery Clerk, Sioux Falls, has resumed work after several weeks illness. While "Bill" does not feel the best, he is much improved and will continue so.

Chester Smith, Out-bound rate clerk, Sioux Falls, went to Omaha on April 2nd with the Sioux Falls crack Volley Ball team. The boys took the fast Omaha team into camp but were defeated by the Sioux City and Des Moines teams.

Section Laborer, Ed Hoffman of Platte, S. D. was recently married to a young lady from Howard, S. D. We did not learn the fortunate lady's name but Ed passed the cigars any way. We extend congratulations to the newly-weds.

Agent E. O. Hoke, Platte, S. D. has lead a back door existence for the past three weeks. His little daughter Barbara having been quarantined for Scarlet fever. Little Barbara has just about recovered which we are very glad to learn.

Mrs. Cecil Davis, wife of Operator Davis, at Platte, S. D. is in Sioux City where the little daughter is receiving medical treatment.

On March 20th a Claim Prevention meeting was held in the freight office at Sioux Falls. This is the first real meeting of this nature ever held in Sioux Falls and there being thirty employes present, much was gained in knowledge of Claim Prevention. Agent W. D. Griffiths presided and the meeting was entirely local.

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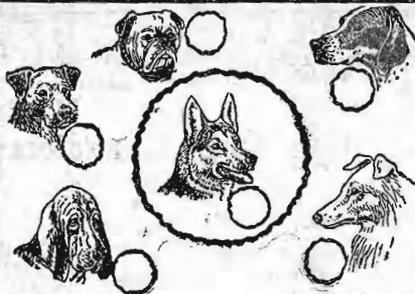


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As soon as I receive your solution I will send you full particulars of this big offer whereby I am going to distribute \$250.00 in cash prizes. I will also send you as a reward for your promptness a check good for \$50.00 to add to the first prize. Surely you want to get in on this big distribution of cash prizes. All you need to do in order to receive the \$50.00 check and particulars of the big \$250.00 cash prize distribution is to rush in your solution to the above puzzle.

SEND NO MONEY Just send your solution, name and address. You need not send a single cent in order to receive the \$50.00 check and full particulars of this big offer. Here is your opportunity to win a big cash prize. You might just as well have it as somebody else. Send solution today.

Geo. W. Rhine, Mgr., 537 S. Dearborn St., Dept 705 Chicago, Ill.

sick, being under the care of a nurse at her home here.

On April 6th, our former train dispatcher, Mr. L. F. Bock passed away, after an illness of over a year. Mr. Bock had lived here a number of years and was very well liked. His family has the sympathy of us all in their loss.

Mr. James Lathrop, traveling time checker, is at Montevideo checking up the various departments, this week. He has a partner in crime, Mr. McGovern, who has been with us for several weeks. We've about got used to Mac now, so don't mind him so much.

The roundhouse at Milbank was closed the 15th of March, with only one working foreman, Mr. C. E. Leonhardt, and six helpers on duty. Work on main line engines will be done at Montevideo now, engines from Sisseton line being taken care of at Milbank.

**Motoring on the Milwaukee
Up and down hill on the Rocky Mountain Division**

Nora B Detco

Well for goodness sake, you can't buy a hairpin in this town and that isn't the worst of it, no one seems to take the least bit of interest in knowing whether you can or not, or whether you can ever get any more any other place either!!

I know now why there is a Printers Devil around the office in the place where ever they print the Milwaukee Magazine, it is so they can have someone to blame things on to, and there are other names he ought to be called too, well as he cut out the Gallatin Valley news last month he can't this month unless he cuts it right in two. Engr. Crane says Condr. Null gave him a go ahead sign and he didn't know what he was doing so they backed clear to Bozeman before he found out, and then they had to call another crew to get the train to Three Forks. That is what comes of running in daylight for about twenty years, and then having to go to work nights all of a sudden. Condr. Null says it wouldn't be so bad if he could remember where on earth he left his lantern, one time it was at Manhattan, and the next time locked up in the Salesville freight house, and another time, but he says the store keeper at Deer Lodge wrote he just had to cut it out they could keep in any such supply on hand.

Mr. T. Galey of the Safety First Department at Chicago addressed the employees of the Division at Three Forks on March 15th at the Trainmen's club house at a Safety first meeting held there. He gave a very interesting talk. He also brought greetings from an old friend Mr. Guy Sampson, which same were returned by the bearer, and he told me he would tell Mr. Sampson everything I said, but will he?

We regret to announce the death of the Father of Baggage, L. J. Nicholas who died in Chicago March 19th last. We offer Mr. Nicholas our sympathy in his loss.

Evidently, Dave Clay is going to vamp the beautiful lady passengers on the Limiteds, as he is assigned to the passenger runs on 15-16-17 and 18 for now and ever more and the way that man was dressed when we last saw him, well it was just all out of reason, now and that is all there is to it—the worst of it is he was breaking behind payday and he couldn't get in to get his pay check, as when the train stops he has to get off the rear car and step lightly three hundred feet to the rear of said car and pose there for the passengers to gaze at, some say it is wonderful too, he can stand three hours doing absolutely nothing, him as was always lookin' for work, an' plenty of it, now—well Buffalo Bill's statue on Lookout Mountain has nothing on him. He keeps all

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WATSON E. COLEMAN
PATENT LAWYER

644 G Street Washington, D. C

Engineer "Dan" Butcher is the new hostler at Sioux Falls. It will be remembered that Dan was confined to his home by sickness for fourteen months and while he is feeling much improved, he believes he still has some to gain.

Car Foreman, J. H. Fisher, Sioux Falls has been transferred to East Yard Sioux City with the same title. The position of car foreman at Sioux Falls has been abolished and P. Forsburg, Roundhouse foreman has taken over the duties of the car department in addition to the round house.

Agent, W. D. Griffiths and Yardmaster J. R. Bankson Sioux Falls were among those who attended the banquet given in honor of Supt. E. H. Bannon, Sioux City, March 26th.

And Chief Clerk, Al Osthoff, is still reducing. Quite a difference in the stout, double-chinned Al. of two years ago, and slender athletic looking Al. of now. Some of our local sheiks better look to their laurels.

"Any one seen my green pencil," seems to be Walt Givens chief complaint. Better tie it around your neck with a string, Walt, like little kids have their mittens fastened on, so you will know where it is. Even Mr. Osthoff is not above suspicion, having a pencil of the same style and color.

Dispatcher Jamison, one of our Dispatchers, who sings over "WEAU" quite frequently, sang from the station the other evening, and dedicated one song to Helen and one to Ruth.

New schedule now in effect brings our daily local from Milbank into Montevideo at 7 in the morning. Pretty early to catch a train, but it makes No. 4 a nice train to take to go into Minneapolis and St. Paul and spend the day. Just wait till JEA puts No. 4 on Sundays then we will all go to Minneapolis to see the ball games this summer.

Mr. M. J. Gruber, our genial trainmaster, has been transferred to St. Paul Yards and Mr. L. F. Donald of St. Paul, has arrived to take his place. Sorry to lose Mr. and Mrs. Gruber from our midst, but St. Paul isn't very far off. Know we are going to like Mr. Donald fine, after we get acquainted.

Engineer Homer Henry's mother is quite

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the old train orders now and starts the fire at home with them when he gets in, not on on the road.

Owing to reduction in force in the Trainmasters office Miss Katherine Bell is now working in the Chief Dispatcher's office in Deer Lodge, Miss Gladys Sickmiller, is now Roadmasters Clerk and Trainmaster's stenographer at Three Forks and Mr. Orville Skeen is working on the car desk at Bozeman. Mr. John Lane who has been Board man at Three Forks for a number of years but who has worked the evening hours for about seven of them is now working from eight A. M. to four P. M. and Mr. Phil Sustello who has been working for some time in the local freight house is now calling four P. M. to midnight. Mr. J. T. Butler, wife of Engr. Butler has gone to Seattle for a visit. She was operated on there recently, but at this writing is doing very nicely.

Mrs. Wm. Coffin wife of Condr. Coffin has gone to Seattle on a short visit also, if she could see the long face William carries around with him she would hurry back and he would be glad enough to see her even if she had her hair bobbed.

Brakeman Hudson and wife were called to Denver last month on account of the sudden death of a brother of Mr. Hudson there.

Fireman Driscoll was called to Michigan the first of April on account of the sudden illness and death of his mother there. We offer our deepest sympathy to these friends in their loss.

Tom Lefever went to Florida and back one week, laid off a round trip and we thought the reason he hurried back so soon was he didn't want to lay off another, but he says not so, there are so many people down there you have to keep moving, no parking space at all and ten minutes in one place is as long as they will let you stop.

Mrs. Brentnall wife of Engr. George Brentnall has gone to Lewistown to be with her husband a while, as he is working on the Northern Montana now.

Sam Rodda and Phil Fauver are assigned to the Piedmont helpers. M. Wade is back on the east end and will move his family here as soon as possible. His small daughter has been quite ill, but is up and about again now.

And you should see Tommy Fairhurst's new car!!!!!! of all the style, he gets a little mud on a front tire and rushes home and washes it off and gets a little more on one of the rear tires and rushes home and washes that off and, well by the time he is called and Mrs. Fairhurst gets in the car and goes out and gets mud on all four tires he washes that off too. Anyway it is a beauty and he looks exactly like a millionaire riding therein.

Operator Thompson who has been working as Agent at Maudlow for some time has been assigned to the Agency at Suffolk on the Nor. Montana.

The station at Grace was closed last month and opened up again and has now closed once more, Agent Collins keeps everything he has all packed and ready in his old kit bag now, so whenever a station is closed he won't lose any time packing up.

On Time Line—Kansas City Division M. F. K.

The marriage of Miss Florence Yates, daughter of engineer and Mrs. R. C. Yates, to Chauncey E. Mahaffey, was announced this month. The ceremony took place on the evening of September 11th, 1925, at Nashua. The quaint little edifice known as "The Little Brown Church in the Vale" was the setting for the service, which was read by lamplight by the Pastor, the Rev. George T. Hanna, an uncle of the bride. The marriage was announced at a dinner given

recently by Mrs. Yates, after which the guests were entertained at the new home of the bridal couple. Mr. Mahaffey is a clerk at Ottumwa Junction.

March 18th marked the passing of section foreman George Rickett of Sturges, Mo., who died of heart trouble. He has been at that place for twenty years or more.

Engineer J. H. Riley, who has been in the hospital at Hot Springs, is reported to be much improved and is expected to return to Ottumwa about the latter part of April. His son, conductor C. W. Riley is still with him and will remain there until his father is able to make the trip home.

The new Kansas City Southwest Limited service is surprising everyone. The business is so heavy that it is frequently necessary to add an extra sleeper using two sleepers to handle the business. The express business has grown so that baggage reaching Milwaukee on the new train is handled regularly thru to Kansas City loaded with express.

Chief Dispatcher E. J. Klahn is driving a new Reo Sedan. Probably the first demonstration that was made of the new car was given to some of the girls of the office, and they can tell you just how keen it really is.

A. R. Nichol森 has decided to again take up railroading. He is now acting as section foreman at Jerome, having been engaged in other business for several months previous.

On March 15th, section foreman Pete Baskell noticed brake beam down on a car in an extra train passing through Mystic and succeeded in getting stop signals to the train so that brake beam could be taken care of. This indicates watchfulness on the part of section foreman.

We have been reading in various society columns about "vanishing luncheons" which seem to be quite the thing among church societies and clubs. The girls of Ottumwa Junction, in order to be as up-to-date as possible, have been holding quite a series of these "vanishing luncheons" at the Club House, having one each noon. The girls have their certain days to wash and dry the dishes, the program being marked on the calendar at the beginning of each week. We have decided such a name is nothing less than clever, as there seems to be several "vanishing" features about these luncheons and one is usually the fact that those scheduled to do kitchen duty supply the "vanishing" part of the luncheon. In order not to get personal we refrain from quoting names.

Mrs. E. B. Sutton, wife of conductor Sutton has been seriously ill for the past few weeks.

D. L. Carbaugh, Signal Maintainer has been dividing his spare time between Ottumwa, Davenport and Farson, but Farson seems to be getting the biggest end of it.

A severe snow storm kept this division busily engaged the first week of April. Many of our trains were stuck in snow drifts and it was necessary to send the snow plow and flanger, which condition existing in April has not happened for a good many years.

Miss Lillian Wilson, daughter of Train Dispatcher L. H. Wilson, is recovering from a severe attack of pneumonia.

Agent I. S. Williamson at Mystic recently secured 65 laborers ticketed from Mystic to Chicago. While the mines may have closed down and tried to put Mr. Williamson completely out of business, this indicated that he is still on the job and going strong.

Miss Eula Taylor, comptometer operator, Union Station, Chicago, but formerly of the Superintendent's office at Ottumwa, visited friends here the week end of April 10th.

A big chance now offers itself to employes living at Ottumwa, to do a little personal so-

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SHETLAND PONY GIVEN!

In the past few years I have given away thousands of fine gifts to boys and girls to help advertise my business. Now I am going to give away a fine Shetland pony to make more friends among boys and girls in all parts of the country. Do you want a Shetland pony free? Here is your chance. Send your answer today.

SOLVE THE PUZZLE

The six letters in the picture when properly arranged spell the pony's name. He has the first letter in his name. Can you make out his name?

Send No Money Just write me giving the puzzle solution and your name and address, a post card will do—I will know what you want. I will at once send you full particulars of my offer. **YOU STAND TO LOSE NOTHING AND ARE NOT OBLIGATED IN ANY WAY.** Answer quick.

PONY MANAGER,

537 So. Dearborn St., Dept. 705 Chicago, Ill.

PONY MANAGER, Dept.
537 So. Dearborn St., Chicago, Ill.

Dear Sir:

I want the pony. His name is

Tell me about your offer.

Name

Address

Town..... State.....



This pony is about 42 inches high, attractive in appearance, very intelligent and well trained.

Mail
the
Coupon
Today



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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.

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liciting for the company. Wapello County has voted a bond issue for the hard surfacing of primary roads. Everyone should get on the job and see how much material we can get shipped over our line.

G. E. Stickler, Train Timekeeper, underwent an operation for appendicitis April 10th and is getting along nicely.

A camp of 100 men is now located at Birmingham, Missouri, specially organized to lay steel on the entire southern district, similar to the gang that has been placed on the middle and northern districts. Everything was new but the gang was organized quickly and things are well under way. A very creditable showing

is being made on the coast for laying rail. After they finish laying the six miles of new steel at Birmingham, the men will be moved to Powersville to relay rail, after which they will be transferred to the Iowa Division. J. P. Whalen is General Foreman of the gang, C. L. Boland, foreman and James Shea, Timekeeper. Everyone is interested in seeing this new arrangement for laying steel, make a success.

On March 16th occurred the death of Mrs. James Morrow, wife of section foreman James Morrow of Rubio.

Card of Thanks

I take this method of extending my sincere and heart-felt thanks to all my fellow employes and others who so kindly and generously assisted me in my recent bereavement and assure you that it will not soon be forgotten. May God put far forward the day when you must suffer such a loss.

(Signed) James Morrow

Wisconsin Valley Division Notes

Lillian

A baby girl was born to Mr. and Mrs. Elmer Nienow on March 15th.

Engineer F. B. Pond, visited with his wife at Rochester, Minn. over the week end. Mrs. Pond is receiving treatments at the Mayo Brothers clinic.

Division Accountant, H. O. Wheelock was off duty for about a week on account of illness.

Conductor Thomas Lane who has been off duty for several months on account of ill health has again resumed his regular duties.

Conductor E. A. Wescott, has sufficiently recovered from injuries received in a motor accident during December, to be able to resume his duties on the Wisconsin Rapids patrol run.

Engineers J. Tierney and J. Sullivan have returned to work after taking several months vacation.

The section home of Section Foreman Glen Rice, located at Algonac was completely destroyed by fire recently. The origin of the fire was caused by an explosion of gasoline. Mr. Rice was very badly burned about the hands and face and is receiving treatment at the Merrill Hospital. The rest of the family escaped without injury, but the entire household furniture and all clothing was consumed by the flames, nothing being saved excepting what was worn by the family at the time.

Mrs. A. W. Hintze, passed away at her home on March 27th, of pneumonia. Her passing away was a shock to all as she was an active member of the Woman's Club and shortly before her illness took part in social activities of

the Club. Funeral took place from the home and burial was made in Pine Grove Cemetery. The employees extend sympathy to the bereaved family.

Charles Fredricks, section Foreman at Cassian had the misfortune of slipping on a rail and fracturing his ribs. He is getting along nicely and hopes to be able to resume his duties before very long.

F. A. Wright has returned to work on the Babcock branch after a rather prolonged vacation, part of which time was spent in Cuba. He reports a splendid time and expects to make another extensive trip at some future time.

R. F. Oakes is taking a forced vacation on account of illness. H. I. Rima is filling the vacancy during his absence.

Train Dispatcher H. L. Vachreau is off duty on account of being laid up with the "Flu". L. G. Fredericks is filling the vacancy.

Geo. Cade has a new story to tell about razor straps and fountain pens—Ask Nile McGinley.

Mr. C. H. Mackey, Auditor, has been in the office for the past three weeks, checking, assisting, and general handy man. We will say he will be missed when he decides there is nothing more he can do to make our office 100 percent.

Mildred Conklin spent the week end at Amherst.

F. L. Kerr spent a day in Wausau—Popular, O! Boy, he was seen at the show with three girls.

Mrs. Jule Manhart has been on the sick list.

Mr. W. C. Milne has resumed work after being absent on account of illness for the past three weeks.

Mr. Gerald Stutz who is attending "U" at Madison, paid us a visit at the office. Gerry used to be one of us, and we are always glad to see him.

Mrs. E. Randow has returned from an extensive trip through the west, where she has spent the winter visiting relatives.

The benefit card party and pound social held at the Eagles Hall, April 9th, was well attended and the benefits derived therefrom will be donated to an unfortunate family of one of our Railway employees.

Mrs. J. E. Dexter is confined to her home with the Grippe, we hope she will soon recover and "be yourself" for the annual trip is about due.

Mr. Clifford Flager, steno, to Chief Clerk, expects to spend Sunday at his home in Marshfield, he says, although it is likely that he will choose to stop off at Marathon City. O! yes there is some attraction.

The Wisconsin Valley Division employees extend sympathy to Mrs. Russell Crandall who was called upon to sacrifice the loss of both her mother and father who passed away only a few days apart. Burial took place in Wausau.

General Office News Vila

Mr. May of the Engineering Department is the proud owner of a new Chevrolet Landau Sedan. As fate would have it he met with an accident. We cannot explain just how it happened as we lost the diagram he furnished, but we feel sure he will accommodate any one who is interested in it. Anyhow he only suffered a light scratch on the fender. Lucky boy, Tom.

At the rate Elsie Walker is sewing she will have a full sized hope chest soon. Who is the lucky man? Come on now, 'fess up, Elsie.

Miss Catherine Berntson of the Comptroller's office is flashing a most gorgeous diamond ring. Congratulations, Kay.

The boys of the Engineering Department

would like to know what Richard Gross has on his upper lip.

Miss Bittman of the Legal Department, is a very busy young lady these days getting ready for that nuptial day the latter part of April. We regret seeing Miss Bittman leave us but our best wishes go with her for an abundance of happiness in her new life. A party was given Miss Bittman shortly before she left and her office associates presented her with a wonderful set of silver.

Mr. Knuth of Mr. Jackson's office has been confined to the hospital for the past few weeks on account of an infection. We have learned that he is getting along just fine and hope to see him back before long.

All indications are that Grace Walsh is going to be the leader of vacations this year. She has picked Washington, D. C. as her destination which we all know is a very interesting place.

We understand Robert Meyer had a date to take his best girl to see Louis the Fourteenth but due to the fact that she had not seen the other thirteen she was unable to keep the appointment. The next time Robert asks her to go to a show he is going to pick out something besides a serial.

We were very much pleased to see Miss Georgia Stamm return to the Law Department to take the position vacated by Miss Bittman.

You wouldn't believe it but tis a fact. On Easter Saturday Ruth Rockenbach went over town where the majority of young ladies were busy picking out their new bonnets. But not Ruth. She bought a pair of golashes instead. Ruth hadn't worn golashes all winter but she certainly showed her wisdom in the purchase she made and was right in her element Easter Sunday and from all indications she will be in line for another pair before long if this weather keeps up.

Deer Lodge Notes

R. W. Janes has returned from Tacoma, where he received two major operations. He is now enjoying abundant health and is enthusiastic in his praise of the treatment he received at Tacoma hospital.

We regret to report the death of the little daughter of Mr. and Mrs. Harold J. Morse. The little girl was but a few days old at the time of her death.

Chas. Capon, of Milwaukee, is the new chief clerk in the stores department.

Harry Dell, of Wausaw, seems to be unable to stay away from Deer Lodge for very long at a time. Apparently he is a very welcome visitor, so I guess it's all right.

One of the prominent citizens of this city was attending the Stockmen's convention at Billings and the town was so full of visitors that he was unable to get a bed. Finally he strayed into a railroad business car, but there also, the beds were all occupied, so he piled in bed with the Jap steward. They had an early breakfast on that car because the Jap couldn't sleep on account of the loud snores from his bed fellow, so he got up and prepared breakfast.

Art De Alton is now holding down the welding job in the machine shop.

Dave Erlich has been appointed chief clerk to Division Superintendent J. P. Phelan. If Dave doesn't make good they had just as well give up and abolish the job.

George Hollywood, that handsome little bird from the armature room, is now taking a course in drafting in the General Foreman's office.

Scott Lovejoy recently arrived in Deer Lodge from Tacoma. He decided Deer Lodge was a lonesome place, so he went back to Tacoma after some company and now everything is all right.

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J. T. Griffin

An announcement of importance this month is the promotion of Mr. W. F. Miller to the position of Freight Auditor effective April 1st. Mr. Miller entered the service of the Milwaukee on May 16th, 1906 as an abstract clerk and has occupied the positions of Head Interline clerk, Chief Clerk and Assistant Freight Auditor.

Mr. Miller's new appointment receives the hearty welcome of the personnel. In the various positions of responsibility which he has held with the company, he has always commanded the respect and confidence of his fellow workers and in his new position he is assured of their earnest support and loyalty.

Mr. Miller has been schooled in the hard work of the Freight Auditor's office and knows nothing of the word "rest" when there is something requiring his attention. His ability has been ably demonstrated and he enters upon the duties of Freight Auditor thoroughly equipped for the job.

Succeeding Mr. Miller in the position of Assistant Freight Auditor is Joseph M. Ryan. Mr. Ryan has held various positions of responsibility with the company. He is an untiring worker, possesses the respect and confidence of the employees and of his superior officers all of whom join in congratulating him on this advance.

Another promotion which is well deserved is that of E. M. May, who has been appointed Chief Clerk Freight Auditor's office. He enters upon his duties with the good will of all who know and have worked with him and thoroughly deserves the respect and confidence and the congratulations of his co-workers which he has been receiving since his appointment.

Wonder if John Dever heard about Pat McAvoy's appetite. If so, how envious he must be. Mac believes in eating a square meal. He even goes so far as to have "Hamburger" square with square onions.

W. W. Nehf, Freight Auditor's office went home one day in April with some Limburger cheese in his overcoat pocket. While getting in a crowded Fullerton Ave. street car, the passengers all requested a change. The Supervisor stopped the car and ordered the passengers to take the next car and sent the empty one with Nehf aboard to the barn to be fumigated.

On March 16th, a St. Patrick's Party was given in the Women's Club Room by the Misses Genevieve Klein and Ester Olander for a number of girls in the C Bureau of the Car Accountant's office.

Chop Suicy was served with buns, tea coffee and pie a la mode.

Singing was enjoyed and the "Barber Quartet" (the Misses G. Klein, E. Lindstrom, E. Weidner, A. Seng and E. Ott) entertained by rendering several selections including Solo Mio and Way down upon the Swanee River with variations.

Monday evening March 30th, the Simon-Bruins Basketball Team of the Ticket Auditor's office met their first defeat of the season at the hands of the Oronoco A. C. by the score of 42 to 26. The inability of Coach Simons to appear was perhaps the main reason for the defeat of the South Park Ave. lads.

One of the features of the game was the guarding of Lauer of the Oronocos, who held Gavin without a basket. The Bruins with Gavin, Solomon, Anderson, Schiffer and Perle had a lead of 19 to 17 at the half but through the injuries of Gavin and Gunz, the Oronocos forged ahead during the last period. Schiffer's uncanny ability to cage baskets, kept the Bruins in the game most of the time. The game was clean and hard fought, only three personal fouls being called on both teams.

Employees of the Ticket Auditor's office are

positive that Katherine Stackpoole has the ability to forestall future events. A few days before the big March blizzard she suddenly left the office for that modern wonderland of the South where men are Realtors and women are bathing beauties, "Florida." On her return she reported a wonderful vacation in Palm Beach and Ft. Pierce.

The Bull Montanas are anxious to get going for the Bowling Tournament which is going on in Milwaukee. They are headed by Frank Schornach with the rest of the Bulls as follows:

Chas. Belter—the original Bull
Eddie Leever—Pewee
Ed Rumps—Kayo
H. Tobin—Moon Mullins

These boys are all set to upset the pins and to surprise some of the ringers of the Fullerton Ave. Bldg. viz Gavin, Gutfahr, Legs etc.

Lillian Breseman, Milwaukee Land Co. will be found over in the Crystal Alleys knocking the pins over. There must be something in the air. Since Lillian took up bowling she is hoping to form a bowling team among the female employees.

Chas. Monske, Freight Auditor's office is wearing some very pretty neckties lately and a certain young lady seems to admire them very much.

J. W. Mullen, Auditor Overcharge Claims office wore the broad smile on April 1st when everyone else was frowning account of the bad weather. The reason was—on March 31, Mrs. Mullen presented him with a nine and a half pound baby girl. Congratulations John.

Congratulations to Mr. and Mrs. Jas. Murin on the birth of a baby boy.

We all wonder how our good friend E. P. Barrett Auditor Overcharge Claim's office keeps so plump and stout and at the same time retains his girlish figure. The reason is, he uses 13 chips of butter at his noon-day meal.

Mr. Dan Delaney a former employe of the Auditor of Expenditures' office died at San Antonio, Texas on March 20, 1926 and was buried at Centralia, Ill.

Miss Katherine Schmidt, Freight Auditor's office was married on April 22. Congratulations and good wishes.

Congratulations to Mr. and Mrs. A. Pieper on the birth of a baby girl.

Dudley B. Chandler and Coral Grosinger, of the Car Accountant's office were married on April 10 and are receiving the congratulations and good wishes of their many friends.

Miss Clem Markstahler, Ticket Auditor's Office was married recently to Mr. Henry Barber. Her co-workers presented her with a set of silverware. He desk was beautifully and artistically decorated for the occasion by Myrtle Freitag. Best wishes and good luck.

Madison Division Notes

Agent Richland Center received the following letter from a citizen living near the yards—
"Why is it that your engineer John Brady has to dig and dong and spit and fizz and bang and hiss and toot and whistle and wheeze and jar and jerk and howl and snarl and puff and growl and thump and boom and clash and rattle and yell and smoke and smell and stink and thob and roar and shriek like hell all night."

Cashier R. M. Brewer alias "Tony" of Richland Center has taken a three months leave of absence, and is going to learn the candy making business at Ann Arbor, Mich. It is rumored that they will return to Greece as soon as he has his trade learned. L. L. Lawton is holding down the cashiers chair and L. L. Carter is the new clerk.

Engineer J. J. Brady is back to work again

after being off for nearly two months. Mr. Brady states it was not a pleasant lay-off on account of Mrs. Brady being seriously ill and had to be taken to the hospital at Moline, Ill.

General Agent Millard of Lima Center attended Lodge at Palmyra recently. Eats were in order and how he ordered.

Anyone visiting Vilas Park at Madison should look up our friend John Shore, who is employed on the keepers shift. John qualified by being able to rake the bones from the animal's cages. It takes one experienced with engine tools to swing such a job.

Bill Hardy, the lumber king, had a very successful winter catching fish through the ice at Whitewater. Bill says if fish responded to music like snakes he would oil up his old slide trombone and keep us all supplied.

E. Smoot the official broadcaster at Waukesha during the summer season is now the heavy light man on Nos. 61 and 68. Earnie says he has no chance to take the up-town yard on these runs.

Ruskel Dresen, the "girl shy" section foreman at Mineral Point is contemplating getting a Chandler Six. Says the girls are going too fast for him and he is going to try a speed car to catch up.

Mrs. J. A. MacDonald attended the D.A.R. Convention at Washington, D. C., some time ago.

Trainmaster Beerman and Family will attend the Golden Wedding celebration of his parents at Guttenberg, Iowa, May 1st. His father is an old time section foreman at Guttenberg.

Chas. Gregory, General Yardmaster, Janesville has been absent from his duties for about a month due to serious eye trouble.

Agent Prondal, Genesee, says there is no truth to the report that his baseball team of the Tri-County League is in training in Florida. Jim says they don't need any training.

The ladies of Milton are to be congratulated for the very fine dinner served the Railroad boys during a recent Claim Prevention meeting. Our wish is that we hold all our meetings there.

"Bill" Kenney has applied for a patent on a new device which has been tested out on several engines. When a locomotive stops at or near a switch, the device records an additional mile of switching. W. C. K. hopes in this way to get part of the switching due his engines.

Dispatcher Edward M. Dousman is moving into his new home on Fox Avenue. Eddie, you're crazy—like a "Fox." Congratulations.

Engineer Frank Lyne wore his hand painted necktie to the owler's Tournament, Milwaukee, and created quite a "Fewroars."

Condr. Chas. J. Richter is wearing a never fade smile. New daughter arrived his home recently.

Trainmaster O. A. Beerman is breaking in a new Dodge Sedan. Otto says after another trial trip or two, the new boat will be able to make the time with one hundred percent rating.

"Jack" Ward wants to meet Mr. Ramm A. Poah, the inventor of the "trick" switch stand.

Engineers "Bill" Dwyer and "Art" Wright had an argument at Janesville the other day. "Bill" claims he won the war.

Jim Pratt was out on Lake Mendota today calling the roll of all the old time fish. Jim knows most of them by their first names and also knows the names of their children.

Forest Holcomb has accepted the position as Train Baggage man between Milwaukee and Mineral Point and is planning to move his family to Mineral Point.

R. J. Hughes, who has been confined at his home all winter with rheumatism has resumed work as train baggage man. Glad to see you back again on the job, Dick.

A carload of potash was recently received at Waukesha. A switchman entered the office and asked what the car contained. The fresh clerk said "potash and perlmutter." Very seriously the switchman replied "What kind of stuff is that perlmutter?" The clerk lost his speech for the time being, and the question was left unanswered.

"Tarp" is now passing out advice that you should buy your false teeth in Edgerton.

R. L. Whitney, Traveling Accountant, called at the Superintendent's office recently, and disposed of a number of tickets for the Woman's Club dance in the Windy city, April 24th.

"Tarp" has invented a new window shade. Patent pending. Demonstration without request.

Dick Erdman's Christmas was a little late in arriving, but he's happy now, lots of cinders and ties and a new Extra Gang.

The Paint Gang visited the Supt's office, and left some nice clean offices.

F. A. M. says to fry your bacon in Lux, keeps it from shrinking.

The only reason John Peshorn, baggage-man at Waukesha is single, is that the girl is engaged in taming other Elephants in South America.

Hobart J. Kent, lately from Chicago Daily Newspaper staff, is now employed at Waukesha. He keeps everybody finding work enough to keep him busy.

Biny Wilson, Palmyra, called in to see his old time friend Tom Taylor recently. Old time favorites have nothing on the flow of stories told when they get going.

Engr. Aldridge says if the work keeps up at Waukesha he will have to have engine 2226 geared higher to make the time.

Frank Spillard, third trick Operator, Waukesha, was called to Notre Dame, Ind., by the sudden death of his brother.

S. M. East

On April 1, 1926 Mr. E. A. Meyer, Superintendent of the S. M. Division was transferred to the Dubuque Division, the vacancy on this Division being filled by G. A. VanDyke of Minneapolis. We are all sorry to see Mr. Meyer leave us, but we wish him success in his new location. We also give Mr. VanDyke a hearty welcome to the S. M. Division.

Leonard Flannery and Kermit Meyer have taken Bachelor Apartments in the Urbatch home on St. Paul Street. The neighbors say the only objection they have since the new arrivals on that street is the constant blowing of saxaphones.

Frank Bradt, Trainmen Timekeeper, came to work the other day in a shiny new Ford roadster. The first chance he had he drove Henry down to his old home town, St. Charles there to visit with friends and relatives and incidentally let them all have a look at Henry.

Herb Norgorden, Payroll Clerk in the Mechanical Department at Austin, spent the week end of April 10th at his home in Sauk Center.

Anyone who hasn't seen the new Royal in the Superintendent's Office should make a special trip and get full instructions as to its good qualities and operation from the Chief Clerk. Herman is almost as proud of his Royal as he is of any other thing he possesses.

Leonard Flannery made another trip to Mitchell the early part of April. Guess it is getting to be more than a friend.

Marcella McShane and Eleanor Moran went to Minneapolis on a shopping trip on April 13th. Marce has to get all dolled up for the big party Saturday night.

Clifton Oeschger, Chief Clerk at the Austin Store Department, amuses "himself" when he has nothing else to do by writing poetry. The other day quite a lengthy Political Poem appeared in the Daily Herald with Cliff's signature on

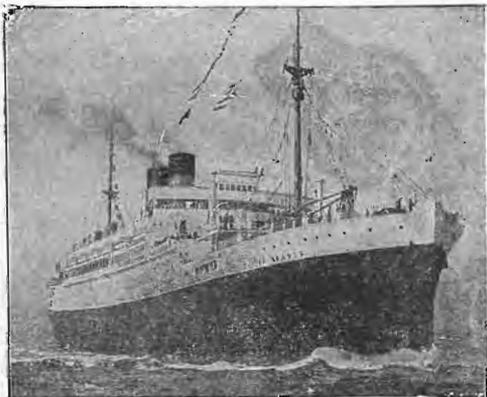
Builders of Over 59,000 Locomotives

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.

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Vacation Tour To France VIA FRENCH LINE

\$315 Including All Expenses **4 Weeks**

For Railroad Men and Their Families

ITINERARY

October 2—Sail on S. S. DE GRASSE.
October 10—Arrive Havre and proceed to PARIS by boat train.
October 11—In PARIS. General visit of the city by auto-car.
October 12—Excursion to Versailles by auto-car.
October 13—Excursion to St. Germain and Malmaison.
October 14—Leave Paris for BLOIS. Visit of the Chateau of Blois, Chambord, Cheverny and Chaumont, by auto-car, and leave for TOURS in the evening.
October 15—In TOURS. Visit the Chateau of Villandry, Azay-le-Rideau, Chinon, Usse, Langeais, Lay-

nes, Cinq-Mars, by auto-car, and in the evening return to PARIS.
October 16—In PARIS. Excursion by auto-car to Fontainebleau and Barbizon.
October 17—Leave Paris about 9 a. m. for RHEIMS. Visit of the city by auto-car and lunch. In afternoon, visit Battlefields in Rheims sector, by auto-car, and proceed to VERDUN.
October 18—Visit of VERDUN in the morning and tour of the Battlefields around Verdun, in the afternoon. Leave at about 6 p. m. for PARIS,

October 19—In PARIS. Free.
October 20—Leave in morning and embark on S. S. LA SAVOIE.
October 28—Due in New York.

Those desiring to remain in Europe on an extended stay will be given return tickets good for one year. The accommodations are Cabin Class, total value \$290.

Your local lodge of the Brotherhood of Railroad Trainmen, Order Railroad Conductors, Brotherhood of Locomotive Engineers, Brotherhood of Firemen, Engine-men etc., are being supplied with full particulars or apply for illustrated booklet and reservations to

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Dependable
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THE P. & M. CO.

NEW YORK

it. Then he grabbed the prize for the best slogan submitted for the City of Austin. The prize winning slogan was "World Takes What Austin Makes."

Tory Gadwa, who was employed at the Austin Store Department about a year ago, has returned to Austin where he is again in the employ of that department. Welcome back to Austin, Tory.

Mrs. G. B. Williams spent a week during the fore part of April visiting friends in the Twin Cities. Guy looked rather lost during her absence.

E. F. Gaskill was called to his home at Colome, S. D. during the latter part of March due to the serious illness of a relative.

Roadmaster Walsh attended the meeting in Chicago during the latter part of March, at which different kinds of railway machinery were demonstrated. Bill hasn't said much about "Machinery" since he got back and we have our doubts about his seeing the Machines. How about it Bill?

Rail Rumbblings from St. Paul

By Allen

Eddie Liljedahl after a trip to Chicago and Milwaukee says that he likes Chicago best because Milwaukee is lacking in elevated street cars and double decked busses.

Frank Schiesel who attended the Milwaukee bowling tournament had the express company put on an extra express car to bring back the bacon.

The writer didn't need a special car to bring back the trophies.

Now my dear friends, Francis Garvey is not running a bus line between St. Paul and Hugo, Minn. He merely makes a good many trips back and forth that's all.

NO SIR, Hans Dahm has not hired out as a chauffeur. He is working for himself. He owns it.

By the way, Marion Cashill here is a tip, place some of those sandwiches on exhibit at the State Fair this fall and the blue ribbon is yours. Let's go.

And Moco is taking dancing lessons. Why not wrestling lessons Moco?

C. H. Cutts will miss the farm life this summer.

Where are you going on your vacation?

Twin City Terminals

Mac

The entire Terminal Organization were very sorry to learn of the transfer to the S. M. Division on April 1st of Mr. G. A. VanDyke, Supt of the Twin City Terminals for the past fifteen years.

The generous hearted disposition of Mr. VanDyke and his friendliness to all employes particularly those to whom affliction came, will not soon be forgotten, and the good wishes of all of the terminal employes go with him in the well deserved transfer to his new and less arduous field.

We learn with much regret that at the time of this writing Mrs. VanDyke is seriously ill and we hope for her rapid recovery.

Mr. E. H. Bannon who succeeds Mr. VanDyke as Supt. of the Twin City Terminals is much in evidence and we assume from the active manner in which he has taken hold of his new duties that his success is assured.

Mr. A. J. Elder who has been Asst. Supt. at Minneapolis for the past year has been promoted to Supt. at Soo City, Ia. of the S. C & D Division. Mr. Elder has made many friends during his short stay in this territory and who wish him success in his well deserved promotion.

Mr. H. L. McLaughlin who for the past two years has been with us as Commercial Agent this city has received a well deserved promotion, going to Pittsburgh, Pa. as General Agent, effect April 15th. While we are sorry to see

"Mac" leave us, nevertheless we rejoice in the fact that he has gone another step up the ladder and hope that it will be but a stepping stone to newer and higher responsibilities.

Mr. Herbert Larson accepted the position in Mr. Kennedy's office made vacant on account of Mr. Robert Johnson leaving to accept a position with the Wabash Railway.

Conrad Hagen Stenographer in the Cashier's office of the local freight has accepted a position in the General Manager's office at Chicago. His fellow workers wish him success in his new work. Miss Luella Westgor is filling the position made vacant by Mr. Hagen.

A baby girl has arrived at the home of Norbert McCauley.

Katherine Wright, Jennie Goss, Mr. Wilkins and McCauley are at present writing on their vacations.

Mr. Oscar Carling Team Track Foreman, Minneapolis, recently went to Long Siding, Minn. to visit his family, and was taken suddenly ill during his visit, resulting in his confinement to his home for several days. We are glad to see you back on the job Oscar.

Miss Gusta Furst came to us from Lake City on the famous River Division and, after stenotyping, timekeeping and various other forms of indoor amusement around the River Division offices for several years finally found her consolidated way into the District Accountant's office. This proved to be her finish, for she done gone and went and took a leave of absence and played a joke on all of us. She went to California, we supposed she was to become a movie actress or something like that, where she would be happy and freed from the cares of the Accounting Department and wouldn't have no more 1154's or switchmen's shortage TD's to worry about. Well, like the proverbial piece of fat that jumped out of the frying pan into the fire, she went and got married right after she lit in California and now is engaged in worrying about the many troubles of housekeeping at Ore Grange. Here's good luck, a good time and a long enjoyment of the bliss of the wedded estate for our Gusta.

Gene Birnbaum, Steno to Dist. Accountant Nickey is in the hospital for the past week or ten days. Is reported as improving and expecting to be back among us before this goes to press.

Mike Ahern of the Accounting Department was so anxious to take a spring drive that he went to Hastings Easter Sunday and stayed there until the big snow storm we had that day bailed things up nicely. Then he started home. He got back in time to report for work Monday morning.

We have made three attempts, this is the fourth to announce in the Magazine that "Scotty" of the Accounting Department was married on Feb. 20th. Up to the present writing he still contends he wouldn't be single again.

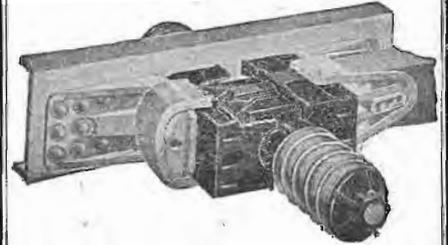
J. A. Balderson, AFE Engineer from Mr. Lodge's office, visited the Accounting and District Engineer's offices April 12th.

It is rumored that the District Accountant's office is to be painted and which rumor is devoutly prayed for to come true. Some talk of the office force working from 6 A. M. to 2 P. M. for a few days to give the painters plenty of elbow room. The storm sash were taken off April 13th, the daylight flooded the room and then the wind hauled around to the Northwest. You all know what that means up in this country.

Al Kurzejka, Chief Carpenter, and Frank Larson, Claus Lind, Roadmaster have consolidated their offices into one office now, the office work being under the supervision of the Chief Carpenter's clerk, who drew the Chief Clerk's job in the new arrangement.

Bill Smith, our General Baggage Agent, had all plans made and an AFE issued to put an

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CANADIAN OFFICE TRANSPORTATION
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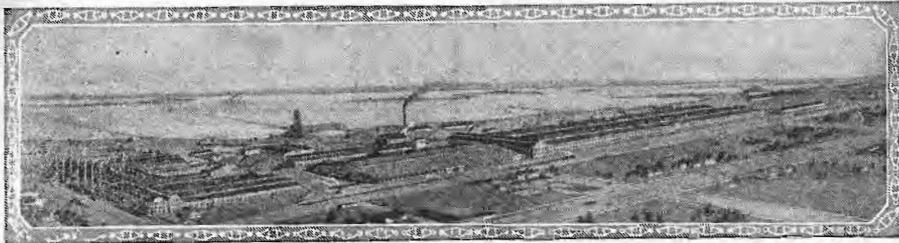
Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably want one, and will buy one if given half a chance.

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



office in the front end of the "IN" baggage room for his use. The carpenters got their lumber on the ground and then the work was held up for some reason and now, Bill with his trusty aids, Earl Davis, Harry Gee and the S'nografer lady, are all wandering when Dave Wolf and his gang are going to complete what they started.

Florence Kelly of the Store Department, says she's going to be married May 1st, and leave the Store Department flat. She's going to change her name to Hanses, which is a long way from Kelly, now ain't it? The best wishes of the whole gang go with her.

Chas. Laird, Store Accountant now travels with the best of 'em. He got a new coupe. He's single and looking for someone to hold down the right side of it.

John Daugherty, our Captain of Police, has had his sedan all painted and varnished up this spring. With John at the helm, the outfit looks like a million dollars when he starts down Washington Avenue.

Dubuque Shop Jingles "Oosie"

Our appointed scrapping foreman,
Who so congenial used to be—
Is now living up to his title;

Oh goodness, mercy me!

He went a bargain hunting; Bill Hopp,
yes sir, did buy—a pipe and a can of tobacco
cheap, but the odor tells why.

Since the sun is shining on both sides the
street; our horse-shoe tossers shine too. For
J. Jones has a gang that is sure hard to beat,
that will make all comers feel blue. His cham-
pion is Reichman, who pitches the shoes—ten
ringers in "suction" by gum; he talks to them
and they do as he bids—as right thru the
air they go "hum."

The very latest—

Radi's got a new mamma;

He parades her up and down—

And he got a letter from Bulgaria

That his brother's made Mayor of the
town.

We are sorry to learn that Boilermaker John
Meyers is confined to Mercy Hospital on ac-
count of illness.

Mr. O'Gar you look like Moon Mullins
In that derby hat!

We'd like to know the ten cent store

That you got it at.

(Minneapolis papers please copy)

Our schedule supervisor, J. Tully, informs
his listeners that the operators of the hand
saws in the large wood-working mills become
so efficient that they trim their finger nails
with, their saws. (Which makes one more
candidate for the Liar's lub.)

Adam watches his job real closely

Ever since a few days ago—

(Ask Adam if he was loafing)

And he'll promptly answer NO!

Sez Joe Ring—

I'll trade my Hudson for a horse;

I will upon my Soul;

Cause a critter that has any sense at all

Won't climb a telephone pole.

(Confer with our Chief Clerk—he
has the last horse left in Dubuque.)

We are sorry to lose Store Order Router,
Thos Hickson who was transferred to Rapid
City, S. D. We understand Mr. Hickson likes
his new position real well and sends regards
to his friends on Dubuque Division.

No column would be quite complete

Without a Woman's Club item or two—

So will briefly tell of the little skit,

We clerks proceeded to "do."

YESTERDAY, TODAY TOMMOROW

Was the name of our little sketch

We put it on March the 19th

Originality

Behind every well developed institu-
tion that has imprinted itself in the
mind of Industry stands Originality
guiding the hands of its organization

The Bettendorf Construction has
forged a vivid originality upon the car
industries of our country.

THE BETTENDORF COMPANY

OFFICES AND WORKS

BETTENDORF, IOWA

Per-fex-ion Auto Black

makes any small car look bet-
ter, last longer and worth more.
A few hours work and your
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

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.

And it did some laughter fetch.
 At Sunnycrest Sanitorium
 We will play it for to see
 If we can make the patients there
 A little bit more hap-pee.

(Mildred F. wants to know if she was tomorrow yesterday, what she is supposed to be today.)

Thru the column, we will say hello to our Ex-President, Mrs. Thurber—keep the percolator "perked" up for we're going thru Savanna one of these days.

Ye scribe was told to ask you, Mr. Shoulty, if you like noodles? Do you?

Iowa M. & W. Division
Ruby Eckman

Conductor Clayton West who has been on sick leave for several weeks reported for work April 12th. Clayton is a West Iowa division conductor.

Foreman Slater with the clam shell outfit worked at Manilla in March and April drilling a couple new wells to help out on the water supply there. A wooden curb was built and forced into the well as the dirt was removed. This is the first time the clam shell outfit has taken the place of a well drilling outfit on the Iowa division.

Engineer Henry Nichols one of the regular men on 4 and 3 between Perry and Savanna has been at Rochester, Minn. to consult the surgeons there. Another old timer, Mel Foster who is on the same run has been at the Presbyterian hospital in Chicago for an operation. Engineers Dillon and Kennison relieved the regular men and engineer Oscar Wood's another extra passenger engineer filled in on John Gilligan's run while John was off duty several trips. Gilligan had a lot of trouble with one ear and was forced to lose considerable time.

Janette Schmitz, daughter of Assistant superintendent W. L. Schmitz of Perry was confined to the hospital in April on account of an operation for appendicitis.

John Opperman of the Perry round house force was off duty for some time in April on account of sickness.

Conductor Fred Vodenick and wife are the parents of a fine son born to them in April. Robert Russell is his name.

Miss Ruth Crinnigan abstract clerk at Perry was off duty for several weeks in March and April on account of sickness. Robert Gilliland was relieving

Engineer Walter Callahan was off duty for some time in March on account of ear trouble. He had an operation for the removal of his tonsils about the same time.

Paul Cushman who had a hand injured several weeks ago was forced to return to the hospital in the fore part of April. The hand did not heal and became infected again so he went back for further treatment.

C. J. Peelstrom, father of Miss Alice Peelstrom clerk in the Madrid freight office died suddenly April 11th. Mr. Peelstrom was a resident of Madrid for many years and burial took place there.

C. E. Marshall tinsmith at the round house was off duty in April as he and all his family had the flu.

Mrs. S. Heightshee for many years a resident of Perry passed away at the family home April 6th. Mrs. Heightshee was the mother of engine foreman Dell Coltrin's wife.

Elmo Bennett who is always the first man on the round house force wanting to play base ball, has already organized his team for the coming summer and has issued a challenge to the other teams in the Perry league.

Engineer Jack Donahue's wife has been having a fine trip, having gone to Cuba to visit



Your Name Free
 In 23-K Gold
 (Give 20c. street No., 20c. any other address, 20c. extra. This attracts attention 20c. extra. The pocket, five engraving slots. This work makes an extra 20c. (10c. 11) This and handsome appearance. Anybody who is worth \$1.00 or more, your money should be some 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 wonderful bargain at our special price of \$98 for Birthdays, Graduation and Xmas.

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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 PIGSKIN. 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 Morocco, \$5.00—worth \$10.

FREE We will engrave your Name in 23K Gold free. Gives your case an exceptionally handsome appearance. An Ideal Gift with your Friend's Name.

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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.

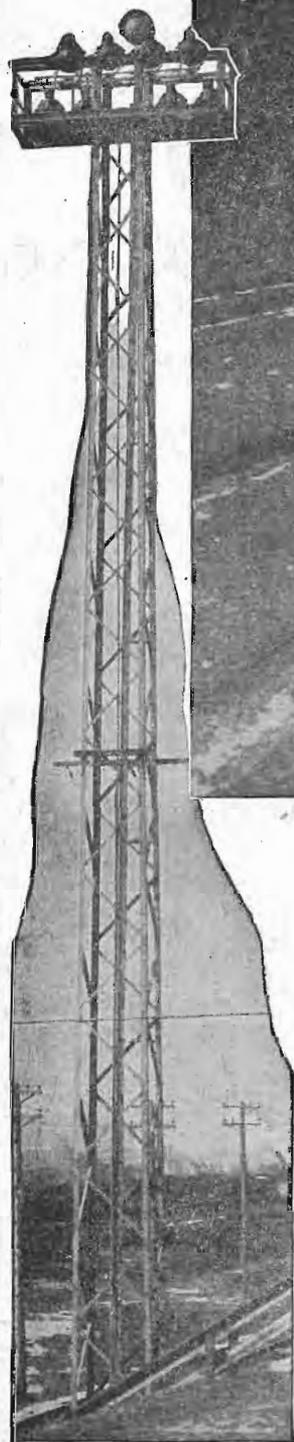
Gentlemen: Send me at once the articles I have marked below (be sure to check the right squares). When the package arrives I will pay the postman your remarkably low price, plus extras (if any) as marked. If I am not more than satisfied I will return the goods and you will at once refund my money including 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
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 - HALVORFOLD PASS CASE, \$5.00—Genuine Black Cowhide or Morocco
 - HALVORFOLD PASS CASE, \$6.00—BLACK RUSSIA Calfskin
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Name _____ (engraved free)
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Also send me your special AGENCY PROPOSITION, I am interested in making extra money.

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Floodlighting—the modern method of lighting railroad yards, free from the objections of former methods and especially suited to this service, because it permits concentration of light sources at a few locations.

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- the number of cars handled at night can be increased more than 15%
- the average cost of damage to cars handled at night can be decreased more than 20%
- the number of personal injuries is lessened, and policing of the yard is facilitated.

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GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y. SALES OFFICES IN ALL PRINCIPAL CITIES

THE NATIONAL LUMBER & CREOSOTING CO.

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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

her daughter who was recently married and moved there where her husband is employed as a mechanical engineer. Mrs. Donahue stopped in Havana enroute to Hershey and visited with Jack Ahern the Iowa division engineer who is now living there with his daughter.

Conductor George Robinson is back on the job after a five weeks lay off on account of personal injuries.

Wayne Milliken the Perry watch inspector was married April 7th to Miss Margaret Graney of Perry.

Local store keeper W. F. Stiel's family went to Dubuque to spend the Easter vacation with relatives and were all taken sick while there so that their return home was delayed several days.

A wedding of interest in the railroad family took place on Baster Sunday at The Little Brown Church at Nashua, Iowa. The bride was Miss Lillian Berglund whose father was for many years a bridge and building department foreman. The groom was George H. Sackett, city solicitor in Perry.

Engineer Ira Hurlless resumed work on the freight April 5th after a several weeks absence during which time he and Mrs. Hurlless were in Florida.

Fireman Addison Birdsall who is in Florida on leave of absence was married March 8th to Esther Wagner of Dows City, Iowa, the ceremony having been performed in Jacksonville.

Switchman Vern Leonard's wife was in a Des Moines hospital in March and April following a severe operation.

Roger Orman who has been working in the car department has taken a leave of absence while business is light and has gone to Toledo, Ohio to attend a linotype school.

Mrs. Verto Reichert and daughter were down from Montevideo, Minn. to visit in March with the family of conductor A. B. Catc. The Reicherts have been living in Montivideo since Verto was made chief clerk there.

Machinist Edward Gowdy's home was completely destroyed by fire in March. The family were visiting relatives in Des Moines at the time and the origin of the fire is a mystery.

J. E. Kent and wife celebrated their fiftieth wedding anniversary at their home in Perry in March. A dinner was served with all members of the family present. The family have been residents of Perry for over forty years, Mr. Kent coming here to take a position in the Perry round house which he held until a short time ago when his health failed. Both Mr. and Mrs. Kent are past eighty years of age.

Bernard Reel, son of conductor D. T. Reel has recently received the position of chief electrician with the Robbins Brothers show. Bernard has charge of all the electrical work with the show.

Engineer R. Y. Dyer had the misfortune to

lose a pocket book containing seventy dollars, while on his way home from the round house in Savanna a few weeks ago.

Machinist Emmett Callahan visited relatives in Milwaukee over the week end April 11th.

Conductor George Baccus and wife of Miles City, Montana spent a couple weeks in March and April visiting relatives and friends in Perry and other Iowa points. George was for a long time in service on the Iowa division.

A. J. Elder the recently appointed superintendent on the S. C. & D. division, accompanied by his wife and daughter spent a few days visiting relatives in Perry the latter part of March. "Friday" as A. J. was nick named by James Cartwright when he was learning telegraphy at Perry yard, is always a welcome guest around the Perry offices and all are glad to see him advanced.

Travelling auditor J. B. Wallis returned to Perry the latter part of March after a few weeks in New York where he went to check the accounts of the assistant treasurer's office.

Lax Division Items

J. H. Pike

Mrs. Voltz, mother of Train Dispatcher J. F. Voltz, died at the home of her son J. F. Voltz at Portage, Wisconsin, Feb. 19, 1926 and was taken to Milwaukee for burial. Universal sympathy from all the employees and co-workers on this division is extended to Mr. Voltz.

We are all sorry to hear that Brakeman and Mrs. C. Velsler and their 11 year old son were quite painfully injured in an auto accident March 14th and wish them a speedy recovery.

Conductor Chas. Brannon has taken a three weeks vacation from his duties on the La Crosse Division and is putting in his time at Hot Springs, Ark.

The O. R. C. Lodge of Portage held their annual ball at the Portage Armory on March 17th. A large crowd was in attendance and everyone reports a fine time.

McQueeny's train was crowded by a very intelligent looking bunch of men on March 24th and we thought it must be a bankers convention. Upon inquiry we found they were the section foremen from the east end of the La Crosse Div. going to a "get together" meeting at Watertown with the local officials. This is the second of a series of meetings being held on the Div., the first one being held at La Crosse on March 23rd.

Roadmaster Kelley of Portage sent in a requisition for a dozen swedges for track work but upon reading the order the supply department evidently made a mistake for instead of the swedges he received twelve good big husky Swedes. Any section foreman that needs help may be able to obtain one or two of these Swedes by writing to Road Master Kelley.

Theres a sheik in our office named Roy

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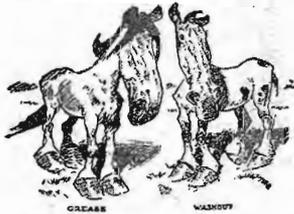
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Pacific Creosoting Company
Northern Life Building Seattle, Wash.

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000
Resources Over \$25,000,000

Who considers himself quite some boy,
He goes to Wausaukee
and sometimes Milwaukee
He goes to get filled up on joy.

Theres a girl in his life named Marie
Who this sheik likes to hold on his knee
This tale is quite shocking
They say he buys stockings,
The kind that on Models you see.

As a model this girl can't be beat
She's the talk of the town for her feat
(feet)
of walking and dancing,
her fine form entrancing,
And Roy thinks he's getting a treat.

Now get the right Roy on your tongue
The Roy that we mean is ROY YOUNG
With a Ford he's a clown
For he speeds upside down,
Just to show dear Marie some real fun.

Our new passenger Conductor Joe Welch recently made his maiden trip on trains 1 and 4. Joe was all brassed and polished up to a frazzle but when he saw the new fangled air valves in each car he figured he'd have to run the full length of the train to get them all stopped in case the head end got going faster than the hind end.

Look out all of you auto fans. Bill Sheeley is going to back a bran new Nash out of the Roundhouse pretty sudden and show you all some dust. How about it Bill?

They say that Bill Jones and Margie Pope have a lot of funny things to tell us about a show they saw at the Milwaukee Palace recently. Come on Bill—let 'er out.

Freddie Kruger stalled his Nash upon the railroad track. And then he backed her up again and ran into a tack. Puncture.

A recent rapid fire rumor was flashed around that Condr. Levens had been killed and Art is having a heck of a time trying to convince some people that he is not dead.

Dispatcher Julius Voltz just returned from a six week sojourn around the south and here is what he says. "Wisconsin is the best State in the Union, and Portage is the best town in the State and I'm mighty glad to be back in Portage."

Kitty Ryan the popular Trainmasters clerk is making frequent trips to Chicago. Hope she lets us in on the secret soon.

Ivory Soap,
Margie Pope,
Toot-toot,
Wyoncena.

Eric Ericksin says the ride of Paul Revere had nothing on the ride he had with Circus Young over Canal street bridge in the Jew Packard recently. Too bad Paul Revere can't contradict this story.

"Julius Priest," says Spark Plug Martin, As the engine whistle blew,
Here we are approaching Kilbourn,
And the train is broke in two.

These gosh darned draw bars must be rubber,
Jedging from the way they stretch,
Or else the gosh blamed coupling pin,
Is cross ways on the gosh darned ketch."

"Hurry up" the Hogger shouted,
"Shake a leg and chain 'em fast,
Don't you know we're being followed,
By a crew that wants to pass?"

"Set the air and mind your business,
I'm the captain of this boat,"
Shouted Harry as he slowly started,
Taking off his overcoat.

Toot-toot a whistle sounded,
On the westbound coming east,
"Can you beat that" Harry shouted,
They're passing Julius."

"M. C. B. Office"

Leora

Harriette Badger spent the week-end at Easter in Minneapolis all togged out in her new spring outfit. We expected to receive an S. O. S. to bring up her winter coat, but Minneapolis weather was in her favor, that metropolis having escaped the blizzard that tied up Milwaukee and made the world look more like Christmas than Easter.

Frank Skola broke his coffee bottle one noon, and was very despondent over the fact. He said it was the first time it broke in all the five years he had carried it, but even that calamity wouldn't have affected him so much if the bottle had only broken after he had the benefit of the coffee. However, it waited until just as he was ready to reach for it to quench his thirst. Never mind Frank, bottles will be bottles, and it may have just learned of Prohibition and being heart-broken over the fate of its former companion decided to end it all and drown its sorrows in—coffee.

Ethel Carpenter is very ill with the "Flu" at the present time but we hope she will soon overcome it and get out to enjoy the spring weather we are finally having.

Julia Barrows would like to know what to name a canary whose name was dick until he laid an egg.

I received the following anonymous note for publication:

"There's no excuse for a nice young boy getting socked in the eye with a base-ball, is there? The next time you are playing ball, use your head, Irving, use your head."

I would say that if Irving got socked in the eye with the baseball that he had used his head, and would advise him to use the bat instead, as I am sure he would find it less painful and not so detrimental to his manly beauty.

Ethel Mallon spent a week-end in Chicago, during which she saw that great production "The Miracle."

Our Chief Clerk is all puffed up over his son and heir who arrived on April 13th. We extend our sincerest congratulations to him and Mrs. Poenisch.

Buddie a little poodle belonging to Julia Barrows, decided to go adventuring one afternoon, and while Julia looked for him all over the west side, she asked some little boys boys whether they had seen a little white poodle and was greatly shocked to hear them reply, "Oh, you mean that little dirty dog from 12th Street, no we didn't see him today, most of the time he bums around here but we didn't see him today."

The Horse-Shoe Champs are at it again. The team of Arly Buetew and Jerry Resar seems to be the best so far, with Frank Skola and August Gehl a close second.

Have you noticed the three cornered race between August Gehl, Francis Anzia and Frank Skola for the honor of walking home with one of our M. C. B. ites?

The MCB Bowling Team did not land in first place but according to all reports they had a fine time trying. John Kozlowski was the star of the team getting 119 to top off his two games of 94 and 104.

Trans-Missouri Division

Gene

The depot at Watauga was destroyed by fire this month, Agent Halverson did every good work in saving what company property he could but unfortunately lost his own personal belongings and was slightly burned about the face and hands.

Agent Floyd Campbell of Fed Elm on April 3rd; was married to Miss Silvia Day, daughter of Phillip Day who is employed in the track

department at Red Elm.

On the General Manager's trip of inspection over the Faith line the latter part of March, the party was welcomed at LaPlant by Spotted Rabbitt, who is the Chief Councilman of the Sioux. At the close of the meeting Spotted Rabbit was presented with gifts by the General Manager's party.

Mac Netterville from our Store Department at Mobridge is at the present time at the Mobridge hospital. Mac says it gets mighty lonesome at times, and I am sure he would appreciate hearing from his friends. A short visit or a letter looks mighty good to any of us when we are sick.

Martin Walsh has accepted position as Assistant Roundhouse foreman at Mobridge.

Mrs. R. H. Smith, wife of our Division Engineer and Son Stuart spent a few days with Mr. Smith recently.

The sad news was given today that Slim, the express messenger on the Isabel Line lost his favorite pet colt yesterday. The colt always followed him when he was on his horse, but it must have strayed away as an automobile hit it about three miles from town.

"The Hourigan Harmony Hounds" alias "Derby Orchestra" have been putting on some "wow" dances the past month.

We regret to tell of the death of Wm. Burns who for almost a lifetime has been employed by the railway company. He passed away at Scranton, N. D., on March 11th, leaving many friends who will mourn his death.

N. A. Holmes who is employed as bridge watchman at Pontis returned a week or so ago, from a long trip and visit on the Coast.

L. W. Clark, Conductor has a new girl at his house—he was buying chocolates for himself the last I saw of him.

T. D. Campbell, Agent at Trial City is a proud papa also. A new girl at their house

We are so glad to tell you all that "Bill Kelly" is on the road to recovery. Just as soon as he feels good enough, we will try and send him some funny papers and also write him some letters.

O. P. Vachreau, our night yardmaster was called to Wausau, Wisconsin on account of the serious illness of Mrs. Pleas Williams, his sister. Pleas Williams holds rights as engineer on our division.

Iowa and Minnesota Division D. M. W.

SPRING is here? Engineer Wm. Brosard has returned. So's the Robin, but Bill is a sure sign.

Engineers Lou Johnson and John Nihil are back to work again and waiting patiently for next winter to come.

Engineer Roy Smith has gone up on his Farm in Leonard, Minn., where he expects to get the Spring work under way before he returns.

We are all very much pleased to see Conductor Joe Graff around our Minneapolis Offices and by the smile Joe is carrying we are inclined to believe that he is glad to be here. Mr. Graff has been placed in charge of the CM&St.P employment office on Marquette and 2nd.

Conductor George Campbell is back on the Calmar line after having spent the Winter in California.

Don't forget to see Chuck Parker if you are interested in Marbles (I mean Potatoes.) He sells them Cash and Carry \$1.00 for a half suit case full. He also has a few eggs that have failed to hatch which he will sell very reasonable.

Seattle General Offices

Mr. and Mrs. H. B. Earling and Mrs. Frederick M. Dudley have been spending a couple of weeks in the southland—principally at Del Monte.

Mr. Pierpont, Mr. Haynes and Mr. Mitchell—the new Traffic Department heads—were in Seattle recently on business.

Mr. E. M. Stablein, Chief Clerk, Transportation Department, and erstwhile dashing young (?) Beau Brummel recently returned from a trip over Lines West, apparently having made the acquaintance of all of the charming young ladies along the way, as Mr. Keller our Stock Car Distributor, who attended stock meeting at Billings shortly thereafter returned with tales of crushed hearts and broken promises strewn along the route of Mr. Stablein's excursion especially pitiful being the case of the young lady who handles the Mobridge Car Records and who we understand was captivated by his flowery promises that he would mail her some new blotters upon his return home. But alas, she was sadly forgotten in the rush. However, Mr. Keller being a kind-hearted soul did mail the blotters on the first train after his return, but it is generally believed that he won't leave this copy of this Magazine lying around where Mrs. Keller might lay hands on it.

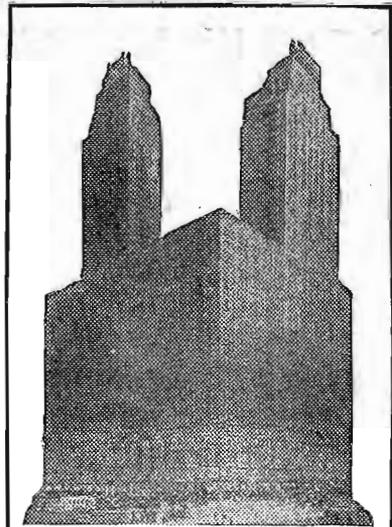
Miss Grace Cummings who radiates Sunshine in the office of Assistant General Freight Agent Calkin's office, is an ardent golf fan, and recently had her picture snapped for one of the leading afternoon papers. Said picture appeared on the front page of said paper accompanied by an article telling the world that she arises at 5 bells on three mornings a week, and dodging the milk wagons, arrives at the links at 6 o'clock, where she proceeds to wallop the pellet around the fairways and greens in great fashion. She's out to beat Glenna Collett she says. More power to her!!

While on the subject of sports we cannot refrain from mentioning Mr. N. A. Meyer, who, according to latest advices, is one of the craftiest hand-ball players ever produced around these parts, and able—according to his version—of trimming the ordinary adversary with hands tied behind his back, by the mere expedient of sticking up one foot thereby blocking any chance of the ball getting past. And they say that in a gym suit he would make Apollo hunt the darkest jungles of Africa to escape the ridicule of his admirers—but the sad thing about it is the fact that his activities in this field are all confined to the Y. M. C. A. gym.

Melvin Lervold, Mail Clerk, has recently acquired a new shiny Ford roadster, and we understand his telephone list has also increased materially. He says he keeps the top and side curtains down so as not to miss any sights—but also admitted there were keen sights to be seen with the top and side curtains UP.

Mr. and Mrs. R. S. Hurd who had the misfortune of losing their house and entire contents by fire last fall have recently moved into their new house erected on the same site, and wish to take this opportunity of thanking their many Milwaukee friends who so ably and promptly gave their help in assisting them get a new start. Mr. Hurd reports at this writing that in addition to the suit of pajamas he escaped in, he now has gathered together two suits of B V D's, a brass collar button, a pair of striped socks and a slightly used bathing suit, and is negotiating for an extra pair of suspenders, and if business keeps up should be fixed up in fine shape for the coming winter.

Mr. A. W. Faragher, formerly Chief Clerk and Cashier in Mr. Earling's office has left the railroading game and has become a full



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MILLS—Milwaukee

fledged banker. He is Manager of the Investment Department of the new Marine Central Bank, recently opened in the Medical-Dental Building and can now be seen daily with a long list of bonds that all railroad people should own endeavoring to convince them that they should purchase them from him. He goes to his new work with the very best wishes of his many friends with the Milwaukee with whom he worked for a number of years.

Mr. Samuel Greengard, former Traveling Accountant in Mr. Kent's office has succeeded Mr. Faragher as Chief Clerk and Cashier in Mr. Earling's office. Mr. Greengard entered service in the Engineering Department at Lind, Washington in November, 1906 before the final survey of the Pacific Coast extension to the line had been completed and continued in that department during the time of the Puget Sound extension construction. He later went to the Operating Department and then to the Accounting Department. We all are wishing that Mr. Greengard may have the best of success in his new position.

Mr. Robert T. Reid, former Traveling Joint Facility Accountant succeeded Mr. Greengard, and Mr. Herbert E. Moody, former Assistant Division Accountant at Spokane, succeeded Mr. Reid. The General Offices extend every good wish to these men in their advancements.

The Brotherhood Bank & Trust Company, which since their organization here August 1st, 1925, has been occupying quarters in the Dexter Horton National Bank Building, will shortly move to their new location at 2nd & Madison—they having taken the space formerly occupied by our City Passenger and Freight Office.

Mr. J. T. Gillick, Mr. Sillcox, Mr. Penfield, Mr. Loweth and party are on their way to Seattle, as this goes to press, and we hope that Mr. Gillick will honor Seattle a bit more this time than on his last visit. He merely passed through, stopping off at the Depot while the train stopped, and a heap of people were disappointed in not seeing him, as he has a host of old friends here who wished to wish him good luck in his new position.

Miss Branin, Reservation Clerk in the City Ticket Office, left the latter part of February to enjoy her vacation—only to have an epidemic of illness settle over the whole family. Giving up her plans, she immediately proceeded to turn nurse, and after bringing them all back to health she herself succumbed and spent the week following her return to the office in bed with the flu. She now has recovered, is up and about and most as well as ever.

Due to the absence from the office of a clerk in the General Offices, there was a general moving about of clerks, and one enter-

prising young man in the Transportation Department, drew up the following set of rules and regulations as conducive to training one to be a good file clerk.

DESK LINEUP

Duties of a File Clerk

In order to become a successful File Clerk, the following rules and helpful hints should be given careful study:

1. Sleep with a clear conscience.
2. Get up late.
3. Swallow cup of coffee—Kick cat out window—Bawl out wife over biscuits, or anything handy. Run for car.
4. Arrive at office out of breath and be sure to mutter something about bridge being up, or street car breaking down, etc.
5. Compose yourself and get innocent look on face, also puzzled wrinkle in forehead. Assume sphinx-like attitude.
6. Run over list of alibis mentally and be ready to spring any one as required.
7. Practice saying the following phases—
"Haven't got it"
"Never seen it"
"Don't know what you mean!"
"Oh yes, that was mailed out last week."
"I'll attend to that tomorrow"
8. Keep good supply of papers on desk and appear busy.
9. Watch clock and slide out exactly at 5:30 p. m. Do not say good-night to Chief Clerk as he may ask for another file.
10. Go home and complain about terrible grind at office. Appear tired out and flop in easy chair.

We offer these for your recommendations—
or otherwise(?)

R. & SW Division

Lillian L.

Mr. H. L. Stiles, Conductor on No. 25 and 26, received a letter from Mr. F. H. Hamill, Executive Vice-Pres. of the CRI&P Ry., shortly after the new Southwest Limited train was put on between Milwaukee and Kansas City, in which he commented on the new service as follows: "I have always felt that some day the facts would justify the value of the Southwestern Division to the Milwaukee Railroad, and the establishment of the new service verifies this. I had one of your new time cards in front of me March 14th, and in my mind's eye could see the train in the Milwaukee shed and I actually followed the train every mile from there until its arrival at Savanna. I could hear it whistling for Burlington, then go up Elkhorn hill, then Beloit, and in that manner followed it every

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mile to the end of the line."

Mr. Hamill stated that he has a lasting friendship and the kindest of feeling toward the old boys that worked with him so faithfully and well when they were all young fellows and when he first went to Racine as an Operator for the Milwaukee; that nothing pleased him more than to know that Conductor Stiles and a number of the old associates were to be rewarded for their long years of service, as he feels there are no better runs on anybody's railroad than the boys will now enjoy in operating the new train.

He closed his letter by expressing a wish that Conductor Stiles would take a trip into Chicago at some time when he has a week or ten days off and take a trip with him out on the line, as he felt it would be a great pleasure to both of them.

An eight pound son, Morris Robert, born to Mr. and Mrs. Morris Butler March 23rd. "Mike" says that he is a regular broadcaster, so its easy to see which side of the house he favors.

Conductor Milo Bolton, who was very seriously injured on March 14th, was removed from the Beloit Emergency Hospital to his home in Milwaukee April 3rd. He is progressing as rapidly as can be expected and is fortunate that Mrs. Bolton is a trained nurse whose sole wish is to see Mila back to his normal health. Brakeman A. M. Schultz, who was injured at the same time, is back on the job.

Understand that Walter Everton is exceptionally fond of taking an early morning hike, so much so, in fact, that he hopped on a train and rode as far as Rockton, just for the pleasure of walking back, and it was during one of the worst snow storms of the season, too.

A daughter, Shirley Eleanor, was born to Mr. and Mrs. Maurice K. Vaughan March 14th.

Mrs. Frank Halstead, daughter of B. & B. Foreman Nelson, who has been seriously ill for some time, is reported to be gaining slowly.

It is with great regret we report the death of Wm. Nelson at Racine, March 23rd. Mr. Nelson was fatally injured while switching in Racine Yards and died on the way to the hospital. Burial was at Racine. Our sympathy is extended to the family and friends.

Mr. and Mrs. John Yohn and daughter took a trip to Chicago during March.

The second of a series of card parties being given by the engineers' wives was held at the residence of Mrs. Fred Miller on March 27th. There were about thirty in attendance. Bridge and five hundred were played, the first prize for the bridge players going to Fred Miller (Fred knew what that prize was, so draw your own conclusions) second prize to Mrs. W. J. Hughes, third to Mrs. G. R. Hannaford. Mr. Schrank won the first five hundred prize, Mrs. Wm. Gilbert second and Mrs. Geo. Blackford third. Tom Crago gave a number of songs and character readings and Fred Frank also gave a vocal solo—the crowd by a supreme effort stuck it out, as they did not wish to hurt Mrs. Miller's feelings by leaving. Delicious sandwiches, cake and coffee were served. The next party will be held at the home of Mrs. Robert Smith.

Trainmaster Connors and Master Mechanic Hughes were both on the sick list the latter part of March.

Conductor and Mrs. Walter B. Thompson will leave Beloit April 15th to make their home in Milwaukee. Conductor Thompson seemed quite happy to get back to the "old village." He has taken the run on No. 21 and 36.

Conductor and Mrs. F. A. Matson moved from Beloit the fore part of March.

Our sympathy is extended to Conductor C. J. McGarry in the loss of his mother, who passed away at Milwaukee on April 11th.

Mr. Martin Halscik, formerly employed as a fireman on the R & SW Division, was very seriously injured at Racine while on his way to work at a local factory, the truck which he was driving being struck by a North Shore car.

A handful of Southwestern rails sprung a surprise on former Superintendent Devlin on April 3rd by presenting him with a very fine gun' also sufficient cash to procure a radio set for his business car. The presents were from his many friends on the R&SW. Mr. Devlin was very agreeably surprised and expressed the wish that his sincere thanks be tendered to all his friends who had shown their good fellowship in such a substantial manner.

Engineer Frank Wussaw is supporting a new Hudson Six. He says he can pass anything on the road except a filling station.

Our Veteran Fireman at Rockford, Mr. Geo. V. Stephenson, is back on the job after a long sick spell. His numerous friends are glad to see George back in his old place on the 1157.

Engineer Ed. Dawes is back from his annual visit to Baltimore, where Ed basked in the sea breezes for a couple of weeks and went down to the shore to see what the "wild waves were saying."

The many friends of Mr. and Mrs. Geo. Hannaford are pleased to hear that their son who has been sick for some time is on the way to recovery.

Tacoma Shop Notes "Andy"

John Juley, Drillpress Operator at Tacoma shops has proven that he has great talent in the musical field, especially on the Harmonica, when he grabbed off the second prize in a contest held recently at the Pantages Theatre. His performance was surely wonderful, and showed that he was truly a master at the art, and should really have been given the first prize.

Wm. Strinsky, the Boiler shop executive, has just returned for a flying trip to Othello for the purpose of inspection.

C. E. Reynolds, that flashy looking stock clerk has been hooked for speeding again. We always thought he was a fast guy, but we also thought he was slick enough and carried the proper amount of prestige to get by with it.

Ethel Schmidt, Comptometer Operator in Store Department, was as usual on Easter, right in line and up to snuff when it comes to style and fashion. She is parading around with a brand new hat. To try and describe its magnificence, or to elaborate on how it credits her judgement in the matter of choosing feminine finery to bring out her natural charming personality and appearance, would come far beyond our scope of ability, however, will say this, that it sure is a humdinger of a lid and covers a great head. By the way Ethel says she has a lot of calcimining to do up at her house, and she was sort of hinting around that anybody that was handy with the brush would be welcome, of course Walter would be too busy along other lines to do all the work.

Elizabeth Hagen (Betty), Stenographer, Store Department Office, Tacoma, Wash. U. S. A., has also been piling on some new rags of late. The other day she blossomed out in what we presume is considered the latest creation from Paris green, but just from general observation would say that it was a cross between a Navajo blanket and a King Tut outfit. It had all the colors of the rainbow and

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Mr. Brewster, that tall and handsome Book-keeper in the Store Department, celebrated his 8th, or in other words, his Rubber Wedding Anniversary on April 13th. Can you feature anybody taking a chance and getting married on the 13th, of course at that time, I don't suppose he knew what he was doing anyway, because when his heart was all aflutter his mind has purchased a Dodge Sedan.

We have not yet had an opportunity to be an eye witness to the fact, but we have it from apparently good authority, that N. B. Footit was all kerplunk—aint love grand.

All the usual signs of spring have arrived with the exception of one, the only sure sign, and that is, Joe Mason has not yet blossomed out in his ice cream suit, but we expect it any day now.

Ray Long, Signal clerk, has joined the ever increasing ranks of Radio fans. He has purchased a Counterphase, super super, something.

Ted Hollis is getting so dog done fat lately so he is walking to work every morning and reads Physical Cultural regularly in his frantic efforts to reduce and maintain his youthful figure and keep that highschool complexion.

Adolph Gunther, Machinist, passed away on April 11th after a period of illness. The body will be taken to his home town Winona, Wisconsin for burial. His many friends among the Milwaukee employes wish to express their heartfelt sympathies to those left to mourn his loss.

Somebody said that the crabby look on P. R. Horri's face was caused by information he received to the effect that his wife was returning home after an extended visit in Salt Lake City, and he will have to get back into the harness and behave.

Wm. Luebbe, has just returned from Concrete where he was getting concrete facts on a locomotive crane, and I guess the facts was all that was obtained, as the crane was picked up by someone else.

Ernest Mehesenick has returned from Spokane where he attended the funeral of his brother.

C. E. Sperry, Special Apprentice has just returned from the wilds of the Middle West where he has been digging into the fuel proposition.

Bill Owens, our high speed Messenger boy, seems to be feeling the effects of spring in his makeup, you know, when a young man's fancy turns to thoughts of etc., etc., well, every now and then we hear him mumbling and raving about some fairy queen named Irene. Infact it sounds rather serious, even figuring on buying a car, and its some question as to whether it will be a Packard or a heavy car, and by the way while we are mentioning Bill we also want to put everybody wise to the fact that he is the strongest man of the flats, he lifts enormous weights with the ease of a Hercules, in fact when he is around we have no use for a jack or crane. He has a very hard time around here to find any weights to exercise with, that is anything heavy enough, in fact he can't even find any bigger dumbbells, so for practice he raises and lowers his voice.

Paul Jasmer, General Foreman's Clerk, expects to celebrate his Silver Wedding anniversary on April 20th. To look at Jass you would never think that he has been on the field of battle for twenty-five years, but he has, the records show it, but that is all that shows it, not him. He must have been a good dodger or runner, for he carries no scars whatsoever. Power to you Jass and may you celebrate your golden, yea even your diamond, yea even more.

Musselshell Minutes

Helen Kirwan

Mr. Dale Sheffield is back in Miles again after being in the east for several months.

Miss Delores Wagner visited friends in Billings recently.

Mr. and Mrs. J. Rothmann of Moberge were visiting their friends in Miles City for several days.

A number of Milwaukee families have been quarantined with scarlet fever, among them M. M. Ball and Fowler Vest.

Conductor Kelly, who has been ill for some time is reported slightly improved.

Mrs. Geo. Cobb received quite serious injuries from a fall down the basement steps of her home. She is able to walk around now and her friends hope she will be entirely recovered soon.

Mr. E. C. Olson's children have been quite sick but are reported O. K. at this writing.

Miss Edith Urban is back at work after her operation for appendicitis.

Chief Dispatcher Kohlhasse has painted the old red car a lovely slate gray—How does it ride now, Al?

Tappan Collins spent a week in Lewistown assisting Division Engineer Ring with the tie inspection on the N. M. Division.

The dance given by the Men's Club was a very pleasant affair. We understand the boys earned enough money to buy the suits for their ball club and then some. Everyone reports a big time and hopes it won't be very long before the Club decides to give another. We're anxious now to see the first ball game with the team clad in gala array. It will be worth the money. Right here and now we promise the Magazine a picture of the heroes.

Mr. Wm. Amidon and family have moved to Milwaukee. Their many friends here are sorry to lose these folks, and wish them every success in their new home.

Mr. Carpenter, former agent at Baker, now residing in Seattle passed thru Miles City today enroute to Iowa, called by the death of his father.

Mr. Earl Gilmore is the new ticket clerk on the day shift, replacing Mr. Bryan Nelson.

James Beard left for his home in Altamont, Ill. today, called account of the death of his uncle.

Mr. Philpot was a business visitor in the old town this week.

We duplicated some of our items last month, thinking the others would not get in print, being too late for the previous month—so forgive us this time and we won't let it happen again.

Division Engineer Edw. Murray received word of the death of his brother, Major Murray in England. Major Murray served in the World War and never fully recovered from shell-shock which he suffered in an encounter when he was one of six survivors.

Mr. A. Towlerton's father is visiting him this week.

Mr. C. C. Juvik injured his elbow recently when he fell while carrying a large can of oil. He reports that he saved the oil anyhow.

Mr. Nels Hamre broke a bone in his hand while cranking his Ford one day this week.

We haven't much else to report this month it seems, save sickness and accidents. There isn't a breath of interesting scandal even, everyone is busy and attending to their own affairs—for the time being, at least—yes, the Editor too.

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