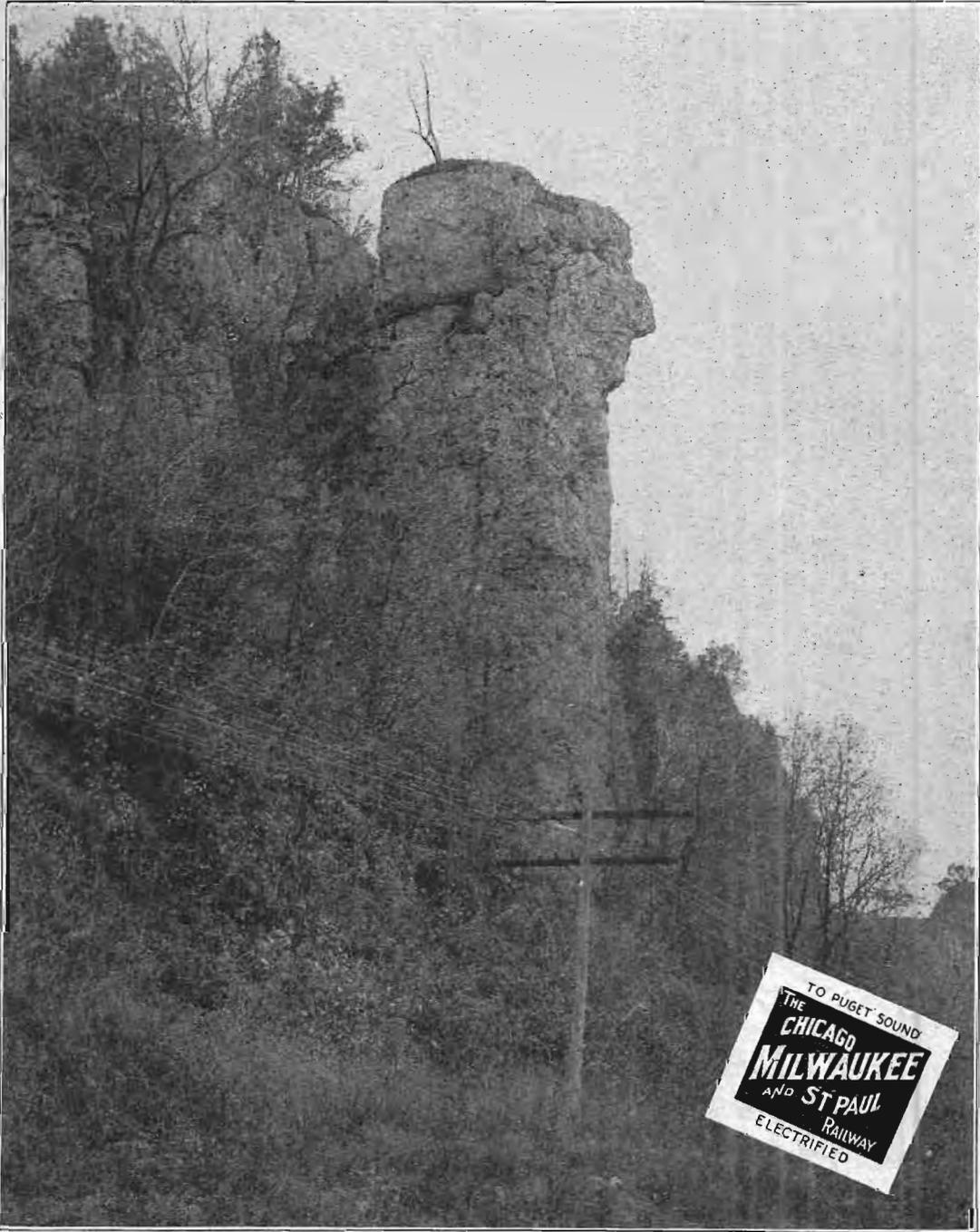
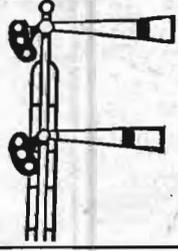
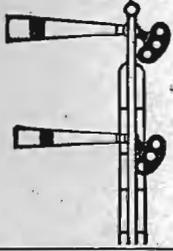
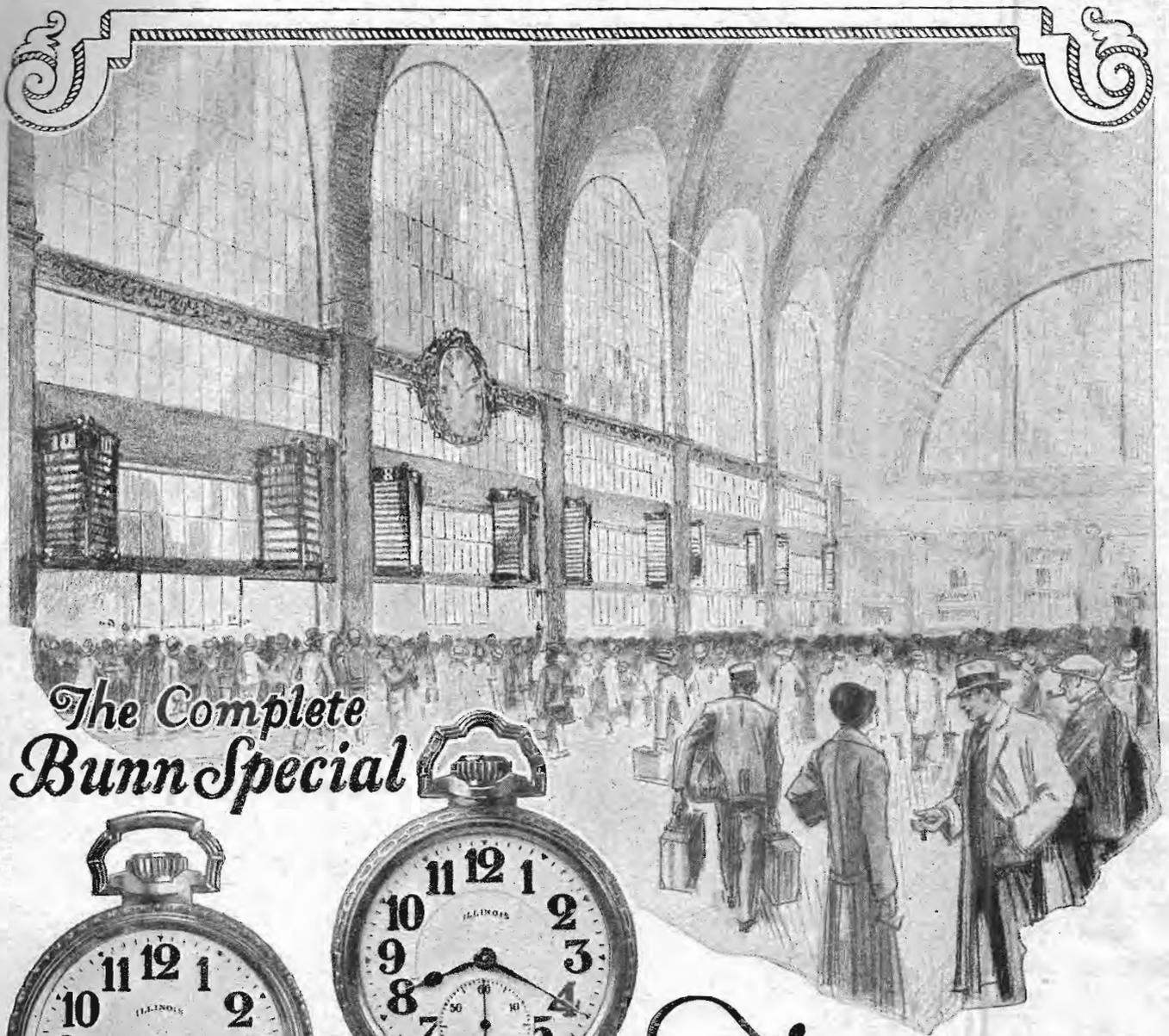


THE MILWAUKEE MAGAZINE

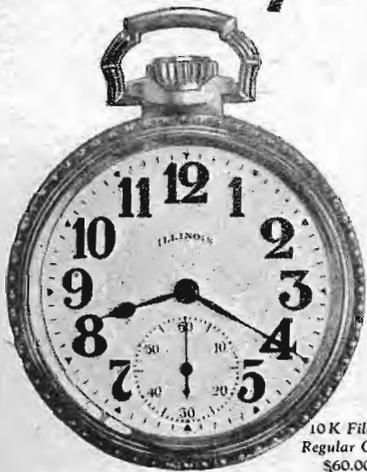


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JULY, 1925



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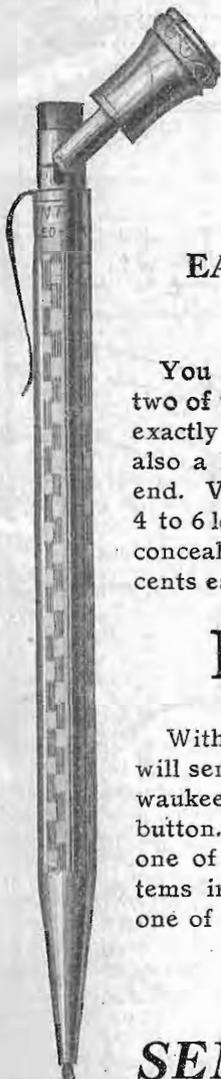
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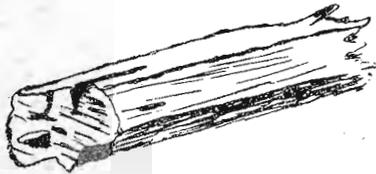
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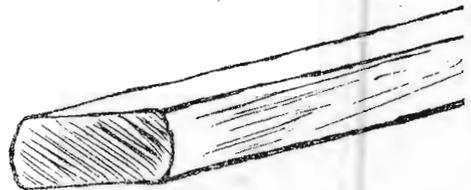
CONTENTS

The Economics of Shopping Steam Locomotives.....L. K. Silcox	3	
Where Are You Going My Pretty Maid?.....N. B. D.	5	
The Old Skally Line	S. R. Collier	7
Now Give Your Freight to the Railroad.....Chas. P. Regan.....	7	
Efficiency	Arthur R. Ferris	8
A Little Story of a Big Industry.....	9	
Eastern Shriners Visit the Mountain.....	10	
Milwaukee Employes Pension Association Bulletin	10	
Minnesota Central and I. & M. Veterans Meet.....	10	
Current News of the Railroads.....	11	
From The Bureau of Safety.....	12	
Our Railroad and its Valued Natural Resources.....	13	
On the Elk River Line.....	Francis E. Roesch.....	13
Things We Should Know.....	14	
Appointments	14	
Milwaukee Official Cross-Word Puzzle.....	15	
Saving of Fuel	Wm. Bostrom	15
Claim Prevention	16	
Another Veteran in the Service.....	18	
The C. M. & St. P. Ry. Woman's Club.....	19	
At Home	Hazel M. Merrill.....	20
On the Steel Trail	24	
Special Commendation	48	

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The Economics of Shipping Steam Locomotives

By L. K. Sillcox, General Superintendent of Motive Power.
(Abstract of a Paper Presented Before the American Society of Mechanical Engineers.)

It is a well-established business principle that it is essential to success that a manufacturer should know the cost of his product; and it is quite as essential that a railroad company should be equally well posted as to the cost of its locomotive maintenance. The serious question in the case of a railway is the decision of an accurate unit of measure.

As for the items to be included in the cost, they are provided for by the Interstate Commerce Commission classification and include all labor, material and overhead as well as a depreciation, the rate of which is left optional with the company. And this with the annual cost of maintenance will average approximately 15 per cent of the initial cost per year.

It sometimes happens, however, that the actual repair cost exceeds the major portion of the value of the unit as renewed. The folly of spending large sums in maintaining obsolete designs, can, at times, be made very apparent. Let us test this by imagining a concrete case. Assume that a passenger engine fifteen years old and originally designed to handle a nine-car train is now required to carry fifteen cars on the same schedule resulting in a heavy maintenance cost due to frame breakages, racking of machinery, valve motion, running gear, etc. If the original unit was of 40,000 lb. tractive effort and was costing an average of \$9,000 per year to maintain with a relatively low record of 3,000 miles per month, then it would seem proper to consider a new type of power, say, with 50,000 lb. tractive effort which would afford 5,000 miles of service per month and yet not cost more than \$5,000 per year for maintenance, making a saving of approximately \$4,000 per year in maintenance cost and increasing the performance 66 per cent. This would justify making a change in power even though the original unit might have cost \$30,000 and the new unit would cost \$60,000. The original unit involved a maintenance cost of \$9,000 per year plus a depreciation charge of \$750, or a total of \$9,750 as compared with an estimated maintenance cost of \$5,000 per year for the new unit plus \$1,500 depreciation charges or a total of \$6,500, making a saving in the new unit of \$3,250 per year, to say nothing of additional savings in fuel and transportation expenses. At 6 per cent this recovery would represent an investment of \$54,000, or almost the cost of the new unit, but if this were done on a large scale then the amount of work would be performed with 66 per cent of the number of new units as compared with the number of old units, and thus, the change would be justified.

Such a case as this would be more applicable to freight than to passenger service because of the greater constancy of the latter.

As to obsolescence, it is a very indefinite measure and is quite dependent upon local conditions. In fact a locomotive may grow obsolete if it only remains standing.

The same idea of promoting efficiency may be applied to the method employed in shopping locomotives. There are many elements in the matter of executive policy which go to make a relatively high or low maintenance cost, and the method of shopping power is one of the primary features to be considered, and it may be said that the policy used in the matter of shopping power becomes a central factor, and may be considered as the hub of the force at play. There are two extremes of policy in the many variations between them. One is what may be termed the "high-frequency-shopping" and the other the "low-frequency-shopping" policy. The high-frequency-shopping policy is that based on running locomotives through shops with an anticipated service of from twelve to fourteen months with a minimum of roundhouse attention. The low-frequency-shopping policy is that based on running locomotives through shops with the idea of having a service of 24 months or more and with a greater degree

of roundhouse attention to attain this length of service. Vital elements in determining such a policy are the relation of the number and size of locomotives owned to the business handled, the road conditions for hauling heavy- or light-tonnage trains, the topography of the country traversed, the distribution of industrial centers, the presence of large terminals, the spacing and capacity of roundhouses, the distribution and assignment of power, the placement of forces as between roundhouses and back shops, the rapidity with which mileage is run out, and particularly the roundhouse and back-shop facilities for handling certain classes of work. Furthermore, where a railroad has back shops of an obsolete character it is practically as well off doing its work in roundhouses, and it may be found helpful under such conditions to construct small modern back-shop facilities at critical points to care for division requirements without increase in overhead expense.

Close observation shows that policy is largely governed by local conditions rather than local conditions being governed by policy. The road with which the author is connected has had experience under both plans, and just as a case in point, the general results obtained will be stated. Prior to 1921 a high frequency of back-shop repairs was employed, but after considerable study the plan was changed to a low frequency of repairs. The trend of unit costs, etc., both prior and subsequent to 1921, is illustrated in Fig. 1. This chart is a graphic illustration of the results obtained under these two extremes of policy, affected, of course, by the price trend of labor and material in the meantime. The lines plotted represent three general groups, one indicating the growth and size of units maintained, another the various unit costs of maintenance, and a third the frequency of back-shop repairs. The growth of property maintained is represented by the dotted line A, which indicates the total tractive-effort pounds, owned from 1910 by years to the end of 1924. This growth was not all in the nature of new equipment but represents power added by the acquisition of subsidiary and leased lines as well as some new equipment, and to that extent the growth line should not be confused with the rate at which new equipment might have eliminated obsolescence. This very fact has a marked bearing on the cost of maintenance, as the total growth consisted of approximately as many of the smaller and older locomotives as of the acquisition of the larger and newer types. The growth of property represents a serious problem in the matter of having back-shop development keep pace with it and of getting continuous use from power. Fig. 1 also shows the increase in the average size of locomotive expressed by the mean tractive-effort pounds per locomotive owned. The size of locomotives is an element in the unit cost of maintenance, and it will be noted that this figure increased from approximately 24,000 tractive-effort pounds per unit to 36,000 in 1924, or approximately 50 per cent. The chart is confined to steam locomotives only.

The feature in Fig. 1 which is deserving of closest study is the line D representing the frequency of back-shop repairs. This is arrived at by dividing the total yearly classified-repair output into the total owned throughout the year, which expresses the number of years between shoppings thus developed, and this of course varies from year to year according to the difference in the number of locomotives owned or used and the output. This is based upon a classification of repairs instituted during federal control and is translated back to 1912.

The variation in the trend of line D is entirely dependent upon the allotment of labor and materials available for maintaining equipment. The shopping frequency increased grad-

Where Are You Going My Pretty Maid

By N. B. D.



"Going A-Milking, Sir"

"I'm going a milking sir she said".... and she did too and brought the cream in to the Three Forks Dairy and they made nice yellow butter out of it and you had some on your hot cakes this morning.

Christopher Columbus discovered a great country for us 'fellers' but Lewis and Clark didn't do so bad when they trailed down the canyons of the Big Belt mountains and parked their pack horses at the source of the Missouri river for the winter of 1805. Westward a vast panorama of fertile mountain valleys, rising into foothills and then into the main ridge of the Rockies.

To Lewis and Clark it looked like a land of promise and so it did to the pioneers of covered wagon days, to the cattle men, homesteaders and wheat farmers who followed after..... a land of promise and of promises fulfilled.

Some there were, drifters, who followed the rainbow, looking for the pot of gold at the end thereof, which was not in Montana for them, nor in Iowa, Maine or California, but of those large numbers of better farmers and cattlemen who did stay, worked with the land and loved it, this then is their's, and the Land of the Shining Mountains, once it has reached your heart will hold it forever, there is no going back. Those settlers were of the type of men that make good in each new country, they studied out the best way for themselves and success was their reward.

In years prior to 1908, when the small city of Three Forks was placed on the map, Rattlesnake Pete and his kind, herded Texas longhorns over the open range and probably the nearest they ever came to a milk cow was a can of condensed cream.....there were milk cows to be sure, I once saw an old cow puncher milk a range cow, but—! that is another story.

And Rattlesnake Pete and his kind do most of their work nowadays for the Grand stand in the local roundups and Rodeos and the long horns are fast giving way to dairy herds, the corrals to cowsheds and the lariats to milk pails. There are more silos and fewer branding fires and many a milking stool now hangs where the running iron once held place of honor, there is less need for

hair pants and more for white overalls.

In 1913 the Milwaukee railroad decided that it would be an added service for the dining cars on their trains to take on a fresh supply of dairy products at a point midway between Chicago and the western coast. Three Forks was the logical point. To furnish this supply a herd of high producing pure bred Holsteins were brought to this place. These were the first real dairy cattle to grace the landscape around the Three Forks Country and in working for the betterment of their dining car service, the Chicago Milwaukee, St. Paul railroad gave the country a start which is fast coming to change the aspect of agriculture in this section and which will in time to come repay the road with interest.

As the farmers of most eastern states have come to know that a successful agriculture can not be built on a one crop system, so are the farmers of Montana fast learning that diversified farming is the keynote to their problem, and one of the large means of bringing in some money at all times of year is the milk cow. As this discovery was made the herd of blooded cattle was here to supply the demand. As dairy cattle increase at a ratio of about five times in three years it can be clearly seen that the results must be far reaching. In ten years the increase from this herd has spotted the near by hills with black and white Holsteins. Putting fifty dollars out at 25% interest compounded annually is a fair comparison.

Three Forks is located at the junction of three rivers which form the source of the Missouri. These rivers flow through three of the most picturesque valleys of the west. Trout abound in the dashing crystal waters flowing from the melting snow of the surrounding mountains which give an unlimited supply of water for irrigation.

The Gallatin river rising near Yellowstone Park about 75 miles away flows through one of the richest valleys in the United States. The quality and abundance of the grain and alfalfa is only excelled by the beauty, indescribable, of the snow capped mountains that guard on three sides this land of milk



and honey. The Madison and Jefferson valleys though not as highly developed as the Gallatin offer much for the future in both dairy and agriculture. In addition to the thousands of acres now under irrigation there are thousands more awaiting the time when increased population will make it profitable to develop irrigation projects. The climate, contrary to the general belief of the uninitiated, is less severe than that of the corn belt and cream producing states of the east and it is ideal for dairy production.

As the tourist drops over the Big Belt Mountains from the east or the main ridge of the Rockies on the west he is surprised to find a dairy supply station along the railroad right of way 'A dairy away up here in the mountains'.... that is because he is a tourist. The rest of us take it for granted, and ten years ago it would have been impossible to have found ten gallons of cream in all the out-lying country around Three Forks. Four years ago the situation was improved though not markedly, but today—

As this article is supposed to be all about the Three Forks dairy a few facts and figures will be of interest now. The output of the dairy has well kept pace with the increase in cream production. During the last fiscal year the dairy purchased 38,000 gallons of cream, 40,000 gallons of milk, four thousands pounds of turkeys for holiday trade in addition to the miscellaneous products of the farm, all from nearby farmers. Two years ago the dairy started the manufacture of butter and during the last year 80,000 pounds of butter was marketed locally and supplied to the dining cars of the Milwaukee railroad....."My land" as Grandmother would have said.....'times



Try to Milk a Range Cow

have changed since she carried a milk-pail full of butter to town and traded it in at the store for flour an' sweetenin'.

In 1923 the Three Forks dairy in competition with the dairies of the state was awarded first prize for butter at the State fair at Helena, Montana which in-

icates that quality has not been neglected.....and times have changed indeed since Grandmother skimmed the milk pans and crocks in the spring house, churned the cream by hand in a dasher churn, pressed the yellow butter into pound moulds with the print of a cow or sheaf of wheat on top and carried it in to the Ohio fair to win the blue ribbon and a set of dishes as her reward, yes indeed.....within this last year the Three Forks Dairy has paid the local farmers approximately fifty thousand dollars for produce.

The demand for dairy products has always kept well ahead of the supply and there is a growing conviction that this condition will continue for years to come.

A cash and convenient market is found in the Three Forks dairy as the city is the logical center for the three valleys for many miles. Mr. Batchelder the proprietor of the dairy was the man to bring the herd of pure-bred dairy cattle to the Three Forks country. He is a man of wide experience in the breeding and feeding of dairy cattle and is a graduate of the Agricultural College at Ames, Iowa.....and one of the most agreeable and pleasant men you would meet in a days journey, but do you think I could get his photograph for this page?

As the dairy industry has expanded, Mr. Batchelder has enlarged and improved his plant. From the dairy supply station built to supply the Milwaukee dining cars the organization has rounded out into an all around dairy. The latest and most improved pieces of machinery have been installed for the sanitary and efficient handling of milk and the manufacture of butter and ice cream.

All products are handled in a scientific way by men trained in this work. Realizing that dairy farming was fast becoming a permanent industry and an expanding one, an assistant was brought from the east, Mr. Frank Krebs to whom, with Mr. Batchelder, I am indebted for considerable of the facts and figures of this article. Mr. Krebs has received experience with some of the larger dairys of the east and is also a graduate of Iowa State College at Ames. The company feels fitted to take care of the increased business in a modern way.

And what of the future? The dairy business has just started. The seed has been sown and the farmer is being convinced that the dairy cow insures an all year round income. At first beef stock was milked but this is being replaced by dairy stock as the farmer is able to do so. More pure bred stock is being brought into the country and in many cases records of production and tests on individual cows are being kept. Much development work can and will be done as the farmer is more able to purchase better stock.

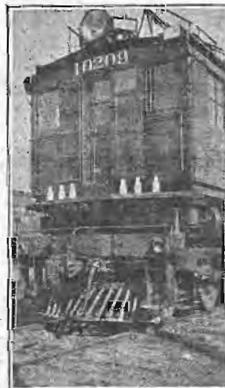
The dairy loan association has done much in some communities. For instance at Missoula is one of the most outstanding examples of what can be done along this line in the record made by the Montana Mutual Dairy Loan Association organized in 1922. It has brought in over 1200 new dairy cows and sires to the state and with these about three hundred herds of dairy cattle have been established among the farmers of western Montana.



In the Land of Milk and Honey



"Of Beauty Indescribable"



4000 Tons East Bound Out of Three Forks and Some Milk and Cream for the Crew

Nine creameries in the western part of the state which have invested over \$500,000 provide a certain market for the dairyman's milk and cream. During the year just past it is estimated that over a million pounds of cheese and two million pounds of butter were produced, due almost entirely to the work of the Dairy Loan association.....the last statement of the association shows assets of \$140,000, an increase of more than one hundred percent in the last year. Over one million dollars worth of stock has been bought by some seven hundred farmers and business men who are sold on the proposition that an enduring prosperity will be built up by the efforts of the association, and are convinced that Montana is destined to become one of the great dairy producing sections possessing as it does so many natural advantages and so few draw-

backs for successful dairy production.

An organization of this sort is contemplated for Three Forks in the near future. The subscription of enough money to buy one car load of good dairy cattle would be sufficient for a start. One or two cows would be sold to deserving farmers on a contract basis and with a mortgage on one or two others would not burden any one. Within a short time the cows would be paid for through their own produce.

Mr. Batchelder with his training and experience in breeding and feeding of dairy cattle has been more than willing to aid the farmer. He is the one man in the community who can be considered well versed in dairy cattle. When the time comes for dairy loan associations and cow testing associations the Three Forks Dairy will be on the ground floor to give any information it can as well as time and experience to the work.

The Milwaukee railroad has made possible the city of Three Forks as it is today with its outlet to the outside markets and its service in transporta-



The Three Forks Alarm Clock

tion. It was responsible for the start in a real dairy way and will make possible a better Three Forks of the futureand a spirit of optimism and cheer toward the future is becoming widely spread and before many of us realize it, genuine prosperity will again be with us.

Fair Enough

Burroughs—"I asked you for a loan of \$10. This is only five.

Lenders—"I know it is, but that's the fairest way—you lose five and I lose five"—Chicago Tribune.

"The Old Skally Line"

S. R. Collier

On Jan. 1st. 1925, the C. M. & St. P. Ry. decided to take advantage of their option on the piece of track between St. Paul, Minn., and Duluth, Minn., now operated by the Northern Pacific Ry., and known to the "Milwaukee" employees as the "Old Skally Line," and transferred four full train and engine crews from the Rochelle & Southern Line for service on this St. Paul-Duluth Line which is now called the "Head of the Lakes" Division under Supt. C. A. Vandyke, and for the benefit of the Milwaukee employees who have never had the pleasure of a trip over this line, the following "trip on a freight" will give you an idea of the beautiful country as seen by the brakeman from the caboose cupola window:

Well, here we go, called for the 4 A. M. extra out of St. Paul for Duluth, we leave St. Paul with only the caboose and back up to Newport, a suburb of St. Paul and pick up a train of empty box cars, all for Duluth, the "helper" engine is in behind our caboose now and we are all ready to start for the north end of our run.

Leaving Newport, we come right back the same way, down through the yards at St. Paul and on up the hill. This hill is the steepest piece of track encountered on the entire trip, and with only one of our L-2 engines we will be able to handle only about 750 tons up this hill, but we usually have two engines, one of them cutting out at Claymont, about 3 miles out of St. Paul. When "light" on tonnage we usually fill out at Gloster, about 5 miles from St. Paul.

Our next stop is White Bear, where we take water and receive additional orders. White Bear is known for and wide as a summer resort and one of the many beautiful spots in Minnesota. Only a mile farther on we come to Bald Eagle Lake, another beautiful place and also a very busy place during the summer season.

Next we pass through a small French settlement, called Hugo. This place is inhabited by all French people.

Leaving Hugo we next pass through Forest Lake, another beautiful summer resort. Many of Minnesota's wealthiest people maintain permanent homes in this wonderful little town.

Wyoming is the next town, the center of a small farming community and a terminal for the Grantsburg branch of the N. P. Ry., which runs on to Taylor Falls, Wis., another nice little summer resort.

Then comes Stacy, just a quiet little farming town, then we strike busy little North Branch, Minn., a thriving town and located in the center of what is reported to be the greatest potato growing district in the world, many cars of potatoes are shipped out of this little city during the season. Now we pass through the little village of Harris, and continue on to Rush City, another potato town, and a terminal of the Grantsburg branch of the N. P. Ry. Through Rock Creek the next town and on to Pine City, where we see quite a few potato warehouses and flour mills. Leaving these behind us we pass through Beroun, another farming center, on through Mission Creek, just a small

hamlet, and arrive at Hinckley, just half way over the division. Here we look over the train, get coal and water for the engine and a good "feed" for the crew and prepare to resume our "dash to Duluth". Hinckley was almost wiped out by a terrible forest fire during the year 1896, but these sturdy people have rebuilt the town and have almost succeeded in removing all traces of this terrible calamity.

Now that we have all been fed, including the "iron horse," we are on our way again, climbing a little grade just out of Hinckley we come upon Friesland that boasts just a station and a stockyard, and proceed on through Gronigen which, from the looks of things must be where the chicken farmers all get their start.

Next comes Finlayson, a pretty little village of between four and five hundred people, this town has six fair sized churches, which is something out of the ordinary for a village of its size.

Now comes a group of three or four houses and a saw mill that boasts the large sized name of Rutledge.

After leaving Rutledge our next town is Willow River, so called because it is situated on the banks of the famous Willow River.

Next in line is Sturgeon Lake, another very pretty summer resort and justly famous for the good fishing.

Now we are coming into Moose Lake a town that has been practically rebuilt since the terrible fire that almost destroyed the entire town in the year of 1918, there is a good sized plant located here that manufactures boats and canoes of all kinds. Just outside of the town is located the cemetery in which are two large graves that contain the remains of some two hundred and sixty persons who lost their lives in the 1918 fire. Barnum, the next place is just a little saw-mill hamlet, as is also Mathawa the following stop.

Atkinson and Otter Creek the next two in order are not very important points other than for meeting and passing of trains, but now we are on a little down grade and coming into Carleton, county seat of Carleton County and the terminal for local freights on the Northern Pacific Ry. also crossings of two N. P. Ry. sub-divisions and the Great Northern Ry. main line.

From Carleton we can go to our terminal at Duluth by either of two routes. Going in over what is known as the second district, we pass through Wrenshall and Barker, and enter the State of Wisconsin State Line, and on down through Anton and Pokegema (here we have a connection with the D. M. & N. Ry.) and enter Superior. The largest ore docks in the world are located right here in Superior. Usually we set our trains out here and cross St. Louis Bay, an arm of Lake Superior and also the state line between Wisconsin and Minnesota, and arrive at the yards, called Rice's Point yard which is the end of our trip when we come in over the "Second".

Leaving Carleton, over the Third District, we pass through Thompson, Brownell, and Short Line Park, and proceed on through a state game preserve, (and right along in here we come to a series of rock cuts and curves on

quite a descending grade) to enter the city limits of West Duluth Here is located quite a large cement mill.

Curving around St. Louis Bay, without crossing it, we enter the same Rice's Point Yard, from the opposite end, or as it is known, 20th Ave, Duluth.

Duluth, Minn. is said to be 26 miles long, one mile wide and one mile high and from the looks of things I guess that is just about right.

Rice's Point Yard must certainly be a busy place during the fall of the year, as it is claimed that they handle on the average of one thousand cars of wheat a day there.

So now the switch engine takes the caboose off the train and puts it over on the caboose track and you are all through with this trip, having made the run of 152 miles from St. Paul to Duluth in anywhere from eight to twelve hours and after a good "feed" and our necessary eight hours "hay" we will be all ready to start the return trip to St. Paul.

"Now Give Your Freight to the Railroad"

Now give your freight to the Railroad!

The Railroad have served you best;
It was steel rails, not Indian Trails

That opened the Golden West,
The Pony train or the Old Stage Coach

Tied-up at the set of sun;
So I'll take the task, to fairly ask

What the Railroad hasn't done?

From state to state and from coast to coast

They paved the way for you;
Back in early days built the right-of-ways

And credit to them are due,
Then the Red man waiting with tomahawk

To "get" the first pioneer;
Why yes, of course: 'twas the iron horse

Pressed onward without fear.

Tunnelled the mountain and bridged the stream

To carry you safe and sound;
Across the plains they leap while you're asleep

And they circle the Globe around,
The automobile now has come to stay

The horse is in the stall;
But your freight should move along the groove

Of our Modern Cannon-Ball.

Your freight when sent by Railroad train,

In stormy weather or wind
When forty below with ten foot of snow;

They are your only friend,
Your grain and stock from West to East

Across the mountain and plain;
On the road of concrete you cannot compete

With a freight or passenger train.

So give your freight to the Railroad
Whose equipment is up-to-date;

They deliver your goods from the mine
to the woods

From the Lakes to the Golden Gate,
The Railroad has built your cities and towns;

And brought the East to the West
'Twas the Railroad bed that buried the dread--

Of the WILD and WOOLY WEST.

—Charles P. Regan.

Efficiency

Arthur R. Ferris, Engineer, Marquette, Ia.

The day has arrived when all the important industries of the nation are calling for more efficiency. To the student in economics, having studied the industrial, social, and political phases, the importance of efficiency is obvious in all classes of service.

Today, our largest industries are so complex and competition so strong and compatible with educational methods, those industries lacking in the qualifications that spell efficiency, cannot long prosper and expand. Again, some of our industries are hampered through state and federal legislation, especially those coming under the head of public service corporations. Our railroads are a good example; also other corporations operating to the extent of inter-state proportions.

Legislative curtailment, although supposedly based upon judgment, justice and the will of the people—oftentimes works gross injustice upon some of our most important public service corporations. Also, there is no doubt but what very much of this so-called legislation is brought about through incompetent, inexperienced legislators.

There is no industry more vital toward our well being than our great arteries of commerce—the railroads. Without them, we would no doubt be back where we were more than eight decades ago, because most all other important industries have grown up out of the possibilities established through the transportation systems of the country. Yet is there an industry more hampered and handicapped through government regulation, than the great rail systems of our country? No other business or industry is as heavily taxed. There are commissions that fix rates, and labor organizations that exact wages, consequently should it not be expected that as efficient service as possible be derived from all employes?

The writer of this article belongs to a labor union and believes in them. There is no doubt but what the executives of all large industries would rather deal with organized bodies than with the individual. Neither do the heads of labor organizations advocate anything contrary to efficiency. There are, however, multitudes no doubt, who believe that to slacken in production, gives employment to many who otherwise would be idle, and the country in general would be benefitted. This thought is erroneous, inasmuch, as if everybody did slow down the country would soon be ruined. Today, no industry can flourish and expand without efficiency to a decided degree. The employe who 'lays down' destroys his opportunities for advancement, as well as endangers the growth of the industry.

Efficiency does not mean a speeding up inconsistent with safety regulations. Nor does it mean to perform duties contrary to rules as laid down. In railroad service as well as all other service, to be efficient, one must know his work well, and be interested enough to do it well. To be interested, one must have a fair knowledge of all the departments, and understand the necessity of co-operation toward the finished product. When individuals or departments 'lay down' there are set-backs all along the line toward

the finished product. Transportation being the finished product in railroad service, every employe should be a business getter, as well as do his work in a sane, economical, workmanlike manner. One should feel that he is a part of that industry, otherwise the chances are, he is not worthy of his hire.

How many people realize what a farmer for instance ought to know in order to be prosperous and expand? To be a good agriculturist, it is necessary to have a certain knowledge of chemistry, botany, bacteriology, entomology, comparative anatomy and physiology, and of hygiene, veterinary medicine and surgery, horticulture, pomology, accounting, finance advertising and selling. He should know something about economics, statistics, world markets, world conditions; the causes, behavior and effect of the business cycle; co-operative marketing, organization, parliamentary law, mechanics, especially in regard to steam and gasoline engines; and he ought to know enough about pedagogy and the science of government to take an intelligent part in the affairs of his school district, his community, his state and nation. This applies of course to the general farmer; and so it is with other industries, there are many things necessary to know in a general way, and one thing to know perfectly, in order to be prosperous and to expand in your own particular line. The tendency nowadays is to specialize, but in order to be efficient in your specialty, you should have knowledge of other branches of the industry.

It would be impossible to specialize in every branch of railroading,—but there is nothing to hinder a man, if he works in the operating department, from knowing something of mechanics; from knowing something of business solicitation; from knowing a little about the financing, etc.

It can be gleaned therefore, that it is possible to specialize in any one branch of railroading and yet have a fair understanding of the work of the other departments. It is necessary to study and analyze the problems bearing upon any particular kind of service; and no matter how obscure and seemingly unimportant, there is no kind of work where the mental powers may not be developed; and it

is possible for a man to work himself up above the purely mediocre if he wills himself to do it.

So it behooves all of us to become as proficient as possible along any chosen line.

A Driver of Men

A driver of men I met one day;
I watched him rule in his surly way,
I heard him snap at the workers there,
And saw him strut with a kaiser's air.
He was the slaver strong, and used
Words and motives as he choosed;
And they the toilers were—that's all!
Who feared to question his vicious call.

A bully I thought—and I placed him
right!
And not a man with a true man's might,
For men are fashioned of better stuff
Than a par-boiled scowl and a brazen
bluff;
And men of wisdom understand,
The weakness of the iron hand,
For the serfdom days have drifted past,
And man is man by his right at last.

But out from the welter of rotten slums
A vulgar profane ignoramus comes
To play his role in the stone-age way,
And wield his might and steal his pay,
And he is the kind that makes a thief,
And burdens the world with needless
grief,
And causes all of the strife that brings
Skepticism of nobler things.

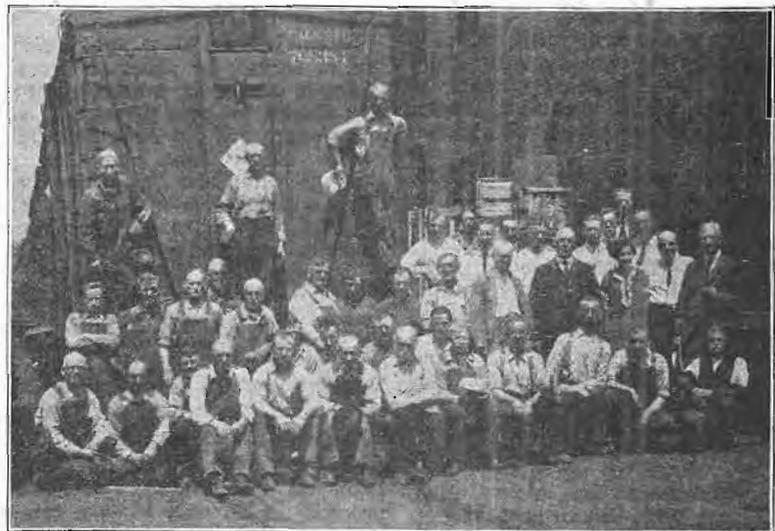
—Anon.

She: "Gee, your whiskers scratch worse than John's."

He: "Yes, that's what Mary told me last night."



The LaCrosse Freight Office Employes



The LaCrosse Freight House Employes

A Little Story of a Big Industry

Not so long ago, and perhaps even today, to many people, the idea of a "ranch" right here in the hinterland, in the middle west, is novel and the suggestion a cause for question.

Yes, "ranching" instead of farming has entered and has location in the Upper Peninsula of Michigan. It is a "cattle ranch", too, that something which we have been prone to allow to be a special feature of the great open spaces in the far west, on the mountain sides and on the plains and in the big valleys beyond the Missouri and the Columbia.

Old timers on this railroad can carry back in memory to the time when the Upper Peninsula and indeed all of the northern part of the Great Lakes region was a part of the primeval forest; look back to the time when the woodman's axe and the hum of the saw mill broke on the silences of the great north woods, driving in the first wedge of the mighty power of industry,—industry that was to leave the land, a scarred and marred waste of stumpage; and to mankind, the bequest of a puzzling problem of how best to utilize the cutover areas.

Farming? Of course; but first the stumps, and that was a matter requiring stout hearts, brain and brawn; patience and "vision" to cope with the bristling array of truncated "forest monarchs". In many districts those virtues won the day and there you may see fine farms and much agricultural prosperity in the regions that once were timber lands.

Now comes a new idea into the farming proposition of the North Country which in one locality at least has converted "farming" into "ranching" in the country up around Amasa, Mich., where a big cattle ranch has settled down and gone into the business of operating thousands of acres and handling ultimately twenty-five hundred to three thousand head of cattle. This problem, tackled by the Rosebush Ranch Company, grew out of the ever-recurring question,—what to do with the thousands of acres of unoccupied cut-over land, and what are the best methods of developing those lands; so the story of

The Triangle Ranch, near Amasa, is their answer to the oft-repeated query of the North Country. The narrative of their progress is substantially the following:

Late in the fall of 1919 the Rosebush Ranch Company set out to cruise the country north of Amasa for the purpose of locating a site for a cattle ranch. In making the selection it was necessary to choose a compact body of land that would be suitable for the purpose in mind, and a large tract of cut-over white pine and hardwood timber land was found where ten thousand one hundred and eighty acres were available for the purposes of a cattle ranch. Later, as development proceeded, about sixteen thousand acres were secured in Ontonagon County, where the same company expects to commence operations very soon.

The name "Triangle Ranch was derived from the fact that this body of land was bounded on the west by the C. M. & St. Paul Ry.; on the east by the C. & N. W. and on the north by the D. S. S. & A. The "Triangle" adopted has been used as a cattle brand on the ranch, while the "triangle" stamp on the dressed beef is more and more coming to be known as a mark of quality.

The clearing of the tract was no easy job to contemplate, but of the several methods in use for such work, one was adopted that has enabled the Ranch Company to jog along at the rate of clearing about five hundred acres a year, and now there are close to two thousand acres in operation, with more constantly being added. Last year one thousand cleared acres was put into hay and meadow land and five hundred acres into grain. The method followed was first blasting out the stumps, followed by a brushing crew which came into the field and quickly piled all the small brush to make room for clearing crews with teams and stoneboats that cleaned up everything possible for them to handle. On their heels followed tractors which towed out the large windfalls and everything else that had been too large to

handle otherwise. This left the field moderately clean for a ten ton tractor with a large drag to work on, cutting



Reclaimed Timber Lands on Triangle Ranch

down the sharp cradle-knolls and filling to a large extent, the holes left by blasting out the stumps. Following, came a heavy 22-inch breaking plow, and again the big drag with the ten-ton tractor, after which it was disced and dragged again, then disced again and seeded.

With a sawmill set up on the property, the lumber for the buildings was made from material reclaimed from the pine windfalls taken from the cleared lands. Nearly a million feet of this lumber has been sawed and all of the buildings have been constructed from this class of lumber which had been considered worthless.

The cattle barns are constructed from special designs, with the prevailing thought in mind, of capacity, convenience and economy. Each barn constitutes a unit. The size of the cattle barns is 80 by 208 feet with a capacity of 600 tons of hay and 300 head of cattle. Such a unit requires the work of two men in caring for the cattle during the winter.



Cultivated Fields of Triangle Ranch

The experiences of the "Triangle" people early taught them that if they expected to handle cattle successfully their land must be cleared and shelter and feed provided adequate to carry the herd through the winter; and that is the policy since followed. Last year 900 cattle were fed and sheltered and this year it is expected there will be like accommodation and care for 1600. To do this it is necessary to have one acre of good, cleared ground and two acres of well developed pasture land to support one cow the year around; and that is the basis on which the Rosebush Ranch is working toward their ultimate goal. It seems a large contract, for although large herds and thousands of acres are familiar features of the cattle country of the far west, the idea of feed and shelter has not been generally followed.

The Triangle Ranch herd is composed of registered and pure-blood

(Continued on page 14)



Triangle Ranch Buildings

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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Eastern Shriners Visit "The Mountain That Was God"

City Passenger Agent Valentine of Tacoma has been having a busy time the past month escorting visiting Shriners to Rainier National Park, on their way back from the conclave of the Order at Los Angeles.

On June 9th, probably the largest party that we ever handled to Ashford, the Park station, went up in three trains, carrying over six hundred people. Mr. Valentine escorted the first section, consisting of twelve sleepers; the second section with ten sleepers; was under escort of Mr. Fred Swanson; and these two sections carried Tadmore Temple of Akron, Ohio. Mr. Eugene Webster escorted the third section consisting of ten sleepers carrying the Temple from Charleston, West Virginia.

All arrangements had been made to perfection by our Passenger Department in cooperation with Mr. Martin, Manager of the National Park Company, and Mr. Osborne, Secretary of that Company taking personal charge from Ashford. The parties were handled in the park motor stages as far as Narada Falls, without a hitch,—and only one who has seen those mountain roads can have an idea what that means. Unfortunately the snow above Narada Falls was still too deep to use the road, but many of the party climbed up over the trail the mile and a half to Paradise Valley on foot.

Mrs. Parks, superintendent of Longmire Inn, served a fine breakfast and lunch to the visitors who much appreciated the good fare. Superintendent Tomlinson of the Federal Park Service also contributed greatly to the pleasure and comfort of the party.

All of the visitors went away enthusiastic over the sublime beauty of the Mountain; and no less full praise for the courteous and efficient service rendered by the railroad and park people. This party were the same Shriners,—by-the-way, who achieved considerable fame by fishing in the streets of Los Angeles during the recent convention, when it rained in June, contrary to all regulations.

Another party of two hundred Shriners went up to Rainier Park a few days later, under the escort of Mr. Valentine, and met with the same efficient and courteous service as the first. They were Rajah Temple of Reading, Pa.

To successfully handle such large parties over the mountain roads of Rainier National Park in early June is a notable feat, as the snow does not leave the upper slopes generally, until later in the month, and as a consequence, the Park

Milwaukee Employes Pension Association

The Milwaukee Employes Pension Association has had a successful year, and at a meeting of the Board of Directors held April 8th, the following action was taken, in order to admit many employes who, for various reasons had not previously availed themselves of the opportunity of joining the Association; but who now have expressed a desire to join the membership.

"Be it Resolved that admission to membership in this Association is hereby open and available to employes of the Chicago, Milwaukee & St. Paul Ry. Co. who have not passed their fiftieth birthday, provided such applicants are endorsed by one member of the Association in good standing." To give this action wide publicity the following has been published and broadcasted over the System:

Milwaukee Employes Pension Association Bulletin

Our reserve fund December 31, 1924, totals \$247,725.37. (End of first quarter, 1925, Reserve Fund totals \$320,098.43).

If you are not a member, you can join NOW, under the following resolution adopted by the Board of Directors of the Association at a meeting held in Chicago, April 8, 1925:

Resolution: "Be it resolved, that admission to membership in this Association is hereby open and available to employes of the Chicago, Milwaukee & St. Paul Ry. Co., who have not passed their fiftieth birthday, provided such applicants are endorsed by one member of the Association in good standing."

Application cards may be obtained from your Supervising Officer or the undersigned.

Notice to Members: Messrs. John J. Barker, Locomotive Engineer, Dubuque, Ia., and G. A. Van Dyke, Superintendent, Minneapolis, Minn., were reelected as members of the Board of Directors at the election held in March, 1925, to serve four years.

Be a booster for your association. The greater the membership, the greater the reserve fund. The greater the earnings, the greater the pension. Let's double the membership.

Chicago, May 15th, 1925.

Management cannot get the roads in passable condition for tourists much before the middle of June, and after a winter of heavy snows on the mountain, it is even later than that before the roads may be pronounced good for motor travel.

Minnesota Central, I. & M. and McGregor Western Railroad Veteran Association Meeting

The Minnesota Central I & M and McGregor Western Railroad Veteran Association, held its 15th, Annual Meeting at the West Hotel, Minneapolis, Minn., on Wednesday, June 10th, 1925.

The weather conditions had not been the most favorable for persons of our age, first too extremely hot for several days, then turning cold, so that it required heat to make it comfortable, sudden changes of this kind upset the strongest and keep the older and infirm at home.

However the attendance was about up to expectations, nearly 50% of the members being present at roll call, which is good, considering that the membership is represented from Coast to Coast.

A short address, (words of encouragement and congratulations) by J. H. Foster, Resident Assistant to Vice-President, was enjoyed by all. Mr. Foster is always there with the glad hand when it comes to meeting the Old Employes, who have been faithful to the Company for these many years and has always done everything in his power to make this Association a Success.

Communications, and Regrets were read from several who were unable to attend, among who were, A. H. Bode; J. B. Waddeck, Geo. Hazzard, J. C. Howard, Geo. Ketcham, David Burke,

Nelson and B. Ned Lewis. Ned always writes a most welcome letter, which is appreciated by his Old Comrades.

Lunch was served at 12:30 and all enjoyed a good meal, which had been prepared by special orders of Miss Helen Wood, of the Hotel. Miss Wood, is the daughter of Colonel Wood who in his early life was a railroad man and one of our type, personally known to all our members, which is one of the reasons for Miss Wood's kindly feeling for Old Trail Blazers of the many great Railroad Systems of the Northwest and she never overlooks a point, to make our gatherings a pleasure and a success.

After lunch the regular meeting was called to order, President Branton in the chair.

The election of Officers followed and M. J. Gill, nominated the present officers to succeed themselves, which was unanimously carried; and Secretary Johnston declared the following officers elected: R. H. Branton, President, A. W. Glenn 1st Vice-President, M. F. Craker, 2nd Vice-President, S. S. Johnston, Sec'y & Treas., J. C. Scallen, Asst. Sec'y.

No other business of importance coming up, general discussions followed and a communication from Elmer Brooks was read by the Secretary and placed in the files of the Association as a matter of record. This article was dated McGregor, Ia., March 11, 1863, and had to do with the Paint Creek Parties buying the franchise of the St. Paul and Otranto, in order to delay the Bloody Run Route, to Calmar, but they were eventually out done by the McGregor Western Co., which took charge after a large meeting had been

held at Ossian, at the Brooks Hotel, on Feb, 26th, 1864.

A resolution was passed, thanking the Officers of the C. M. & St. Paul Ry. Miss Wood of the West Hotel, The Press, and all others who had helped to make this Meeting a success and one of

the most enjoyable in its history.

Those present from out of the city were W. C. Horrobin and wife, Austin, Jas. E. Quinn, Owatonna, Roy Smith, Faribault, S. F. Brown, Mason City, Ia., John C. Bardsley, Glandale, Cal., S. D. Burbank, Hastings, A. W. Glenn and wife, St. Paul.

Romance of the Rails was read by Secretary Johnston and was appreciated by all, after which adjournment was in order, the finish of a most successful and enjoyable meeting, Good Bye and Good Luck was exchanged and all departed for home before a severe storm started to mar the day.



SPEED OF FREIGHT IS COSTLY

A railroad photograph shows a train of 100 cars, each loaded with 50 or more tons. Thus one train load may reach 5,000 tons. By such methods Americans obtain freight rates paid in England. Speed of service in the latter country has been obtained by the use of small cars and short trains. The average freight train load in England is only 130 tons, or less than three ordinary freight cars in the United States. Freight moves much faster in England than it does here, although in some respects delays are longer.

To unload a ten-ton car of coal in England the consignee may take four days. In this country two days is the limit to unload fifty-ton cars of coal. American shippers often cite the speed of English freight movement. But that speed is the most costly commodity which British shippers and consumers pay for. It adds millions of dollars to their freight bill.

American freight moves more slowly; it moves in trains averaging more than five times the weight of British trains; but it also moves at half the price to the American consumer. Americans may be noted for speed in most things, but they scarcely crave speed in freight trains at the price our cousins beyond the Atlantic pay.

WHAT IS GOOD SERVICE WORTH IN DOLLARS? Many Companies Report Large Savings

What is the value in dollars of the adequate, efficient and dependable service which the railroads of this country have been and are now rendering to the public, is a question which Alfred P. Thom, General Counsel of the Association of Railway Executives, put before the annual convention held in Atlantic City of the Railway Accounting Officers' Association.

"What is the value to trade and commerce of the perfected service which is now being rendered?" Mr. Thom asked.

What I want to find is an accountant—a real man—to strike a balance between industry and trade, on the one hand, and the railroads on the other, showing in dollars and cents how the account between the two stands in respect to the value of this transportation service—to translate into terms of money the benefits of the transportation service realized by the public as compared with the amount which is paid for it in the shape of rates.

"Not only during the past two years has car shortage disappeared, but the supply of cars has been made certain; the movement of freight has been speeded up and has been in accordance with schedule; the physical condition of equipment and plant has been greatly improved; deliveries at destination have been made with promptness and certainty, and complaints have ceased to exist.

"While definite information is not available as to just what the exact saving in dollars has been to industry due to adequate and prompt service on the part of the railroads, they are very real. The manager of a large copper company after an investigation as to the shipment of several hundred carloads of ore found that the average time required in transit had been reduced from twenty-seven to thirteen days. The saving in interest alone due to expedited service on this copper goes a long way towards paying the entire freight bill of that concern.

"One of the largest automobile assembling plants in the northwest, due to the dependability of transportation service has found it no longer necessary to have in the warehouse the day before or longer the parts that will be needed in the process of assembling next day. Instead, the supply needed each day in the process of assembling is taken direct from

dling which saves both cost of labor in handling, the cost of storage and the interest on the reduced volume of supplies necessary to be kept on hand.

"The Ford Motor Car Company, which in 1920 carried in sixty to ninety days, is now operating on a five day supply, thereby making a saving of interest for fifty-five to eighty-five days.

"A sheep raiser in Montana has declared that he was saved, in shrinkage alone, by expedited service, a dollar a head on lambs. By adequate and dependable transportation service, which makes possible intelligent and systematic marketing, the sheep raisers of Idaho are said to have saved a million dollars during the past year.

"The head of one of the leading department stores in St. Louis is reported to have said recently that in 1923 his company, because of improved transportation service alone, carried an average stock of one million dollars less than the year before, at the same time doing considerably more business, and that the saving in interest on this one million dollars of reduced inventory had been sufficient to pay his entire freight bill for the year 1923.

"The money value to commerce of adequate and dependable transportation appertains to every branch and department of trade. The examples cited deal with situations which are practically universal. A similar experience will doubtless be found in every producing and in every retail and wholesale establishment throughout the country. These and many other similar items must be entered in the account to the credit of good service.

"When this account is developed and is properly stated and understood, with all credit properly adjusted, it will be found that the apparent amounts of the transportation charge will be greatly reduced, and the rates which are now the lowest in the world will be seen to be even smaller and a very insignificant charge upon the nation's industry. Their apparent amount will be reduced by the credits due to the enormous savings which will be found to be incident to a perfected, adequate, efficient and dependable service."

WHAT ECONOMIES HAVE MEANT TO THE PUBLIC

Average receipts per ton-mile since the peak levels were reached in 1921 have been as follows, according to the Bureau of Railway Economics:

	Receipts per ton-mile
1921.....	1.275 cents
1922.....	1.177
1923.....	1.116
1924.....	1.116

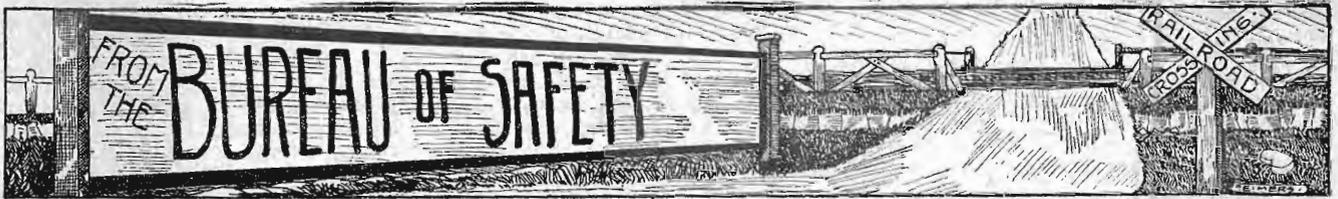
Based on these averages, the total savings to shippers in reduced freight charges, compared with 1921 are indicated below for the years 1922 to 1924:

1922.....	\$ 336,000,000
1923.....	657,000,000
1924.....	618,000,000

Total—3 years.....\$1,611,000,000

Therefore \$1,611,000,000 is the total amount which shippers would have paid for transportation service in those years, over and above what they did pay, had the rates remained at the peak of 1921.

Thus economies in operation which the railroads have been able to achieve have not accrued only to the railways themselves, but a very large part of the benefit derived from reductions in operating expenses has been passed on to the shipping public in the form of reduced freight charges.



"What is the Value of a Safety First Suggestion?"

Recently, while in the master mechanic's office, I picked up a magazine called "Making Paper," the publication of a large paper company in California. It contained a wealth of good reading, a very able discussion of the factors necessary to the successful drying of paper, and other articles of a similar nature; but the page which impressed me most was one set aside for the single sentence, namely: "The greatest inventive thoughts were merely idle dreams until somebody put them to work."

Our thoughts on Safety First do very little good until we put them to work in the form of suggestions. Like the great inventive dreams, they are not entirely lost, as they enrich our own fund of knowledge upon the subject, but they are of no practical value to our fellow-men, and frequently, of very little to ourselves as well, unless clarified and put in the form of a suggestion. If we are fortunate enough to foresee a hazard which is likely to overtake others, it is our moral duty to warn them by some manner of a Safety First suggestion.

We spend a great deal of time searching for the best ways to bring the Safety First gospel to the men in the shop, in the yard and upon the road; and it seems to me fitting that we should devote our very best thoughts to handling properly all suggestions which may come to us. At least ninety-five per cent of all Safety First suggestions are made in the true Safety First spirit, and it is gratifying to know that practical suggestions are transmitted and received in the same true light. We should, I believe, weigh all suggestions very carefully, being particularly careful not to dishearten in the slightest degree those ranking below in position, knowledge or experience, who may give Safety First Suggestions.

The expression "Old men for council and young men for war" is quite true, and naturally the majority of practical suggestions come from the more experienced among us. However, I think we have all heard the old adage relative to words of wisdom from the mouths of babes, and we might well remember this adage when considering the Safety First suggestions of the less experienced.

A number of years ago an accident occurred in a large Southwestern system, which was a sad example of the right way—the Safety First Way—being utterly disregarded. The accident occurred in train service, but the analogy is close enough to do us all good. A freight train descending a mountain grade headed in for a limited passenger train, which we will call No. 3. It happened that No. 3 was running in sections on this particular night. Whether No. 3 whistled signals and whether the freight answered are incidents that were never agreed upon. For some reason, No. 7 came ahead of second No. 3 but

she carried electrically lighted train indicators with letters a foot high to aid identification. It seems too that No. 7 was recognized by the freight crew as a fast mail train. As No. 7 passed, the conductor, who was on the engine, told the head man to open the switch, and the engineer to proceed. The brakeman refused to open the switch, stating that No. 3 carried signals. The brakeman was a new man. The conductor opened the switch and signalled the engineer to proceed. The young brakeman rode the side steps of the locomotive, pleading with his more experienced but less alert superior to stop. The freight was only well upon the main line when it was crashed into by second No. 3. The engineer on the freight and the fireman on the second engine of second No. 3 lost their lives, four men were seriously injured, three men lost their jobs, and the company lost several thousands of dollars, because at least two rules were carelessly violated and the assertions of the only alert member of the crew were disregarded because of his age and experience.

The value of a Safety First suggestion cannot be measured by its immediate results alone, although those are usually the most important. An erroneous suggestion may be valuable because some one present may have the experience and common sense to develop the correct practice from it. Impractical suggestions are valuable in provoking thought on Safety First matters; but this they will never do unless released to run the gauntlet of friendly "around-the-table" discussion and constructive criticism. Certainly we should strive to have our suggestions practical and avoid straining at a gnat; but when we have a thought on Safety First—and all thoughts on safety subjects are worthwhile—we should release it in some form of a suggestion, for if we place our light under a bushel, so to speak, it will be of little service to our fellow men.

C. E. SPERRY,
Spirit Lake, Idaho

Safety First
By E. J. Vollmar,
Train Baggage-man, LaCrosse and
Lakefield Route.

Just what does it mean? Perhaps, the saving of property, perchance a life or a limb. Some of us take too many chances. If we win, we pass it up with a grin and perhaps do it over again. No matter where you are or what you may do, give the other fellow a chance. That's the least that you can do. And the time may come when he will do the same for you.

Safety First is our slogan,
We are out to sink or swim
So, if we all put forth a little effort
We are bound to make it a win
For **SAFETY FIRST** is our slogan
So let us apply it from beginning to end
And when your day's work is over
You will have nothing to amend

Safety First is our slogan
So let us all help to win.

**Paper by Lawrence E. Lawson,
Southern Minnesota Division**

Safety First is an item of vast importance. Our worst enemy on Safety First is **CARELESSNESS**. Just a few words to explain how carelessness appears. (Carelessness is personified here):

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets and I have wrecked more homes than the mightiest of siege guns.

I steal in the United States alone over \$300,000,000 each year.

I spare no one and find my victims among the rich and poor alike, the young and the old, the strong and the weak, widows and orphans know me.

I loom up to such proportions that I cast my shadow over field of labor, from the turning of a grindstone to the moving of every train.

I massacre thousands upon thousands of wage earners in a year.

I lurk in unseen places, and do most of my work silently. You are warned against me but you heed me not.

I am relentless, I am everywhere, in the home, on the street, in the factory, at railroad crossings and on the sea.

I bring sickness, degradation and death and yet few seek to avoid me.

I am your worst enemy.
I am **CARELESSNESS**.

To avoid carelessness and welcome safety, we all have to work together. Safety First can be put more effectively to each one by, at various periods, putting on "No Accident" weeks, and by putting attractive posters which shows how we can be more safe, and to show how carelessness comes.

The only way we can spread the safety first movement is by working in harmony with each other. One can not do much, but a large number can do a great deal in preserving safety. By keeping the safety first movement constantly before the people, it will gradually get everyone interested in it. The more that can be made interested, the stronger it will be. It is just like an army when they go into battle, and have a large regiment, they all feel as though they can go through the enemy's line where if the army is small, they don't feel-as though they can accomplish as much.

It is the duty of each and every workman, when he sees something that is not safe, to report it to the official in charge and then it is the official's duty to see that it is repaired, to make it safe. It also would be of help to keep a list of don'ts posted every once in a while to keep every one on the alert for things which are not safety first.

In order that safety first shall make a

success, it is the duty of every person to get behind this movement and the results obtained will encourage others to help make it a wonderful success. Safety First is a safeguard of health, the key to happiness and to success.

LAWRENCE E. LAWSON

"Stop Crossings"

Those interested in efforts to reduce casualties at railroad crossings will be glad to learn that the State of Michigan has taken a notable step in that direction. Michigan has recently passed a

law known as "House Enrolled Act. No. 51" which provides

"Whenever, in the opinion of the State Administrative Board, the safety of the public demands the stopping of every vehicle, whether motor, horse-drawn, or otherwise, upon approaching and before passing over any crossing at grade of railroads, interurban, and suburban railways with public streets, highways, alleys, private roads, private ways and crossings, the said State Administrative Board shall design-

nate such crossing a 'Stop Crossing.'"

As Milwaukee Railroad records show that more than one third of the auto accidents on railroad crossings are due to drivers running into trains it is plain that the observance of this law would altogether eliminate such accidents and, of course, it would bring about a gratifying reduction in other cases.

The State of Michigan is to be congratulated upon its initiative in adopting this practical measure to save life and limb.



The Big Safety Rally In Minneapolis April 6th

Our Railroad and Its Valued Natural Resources

W. A. O'Leary

The ever outstanding possibilities in a vacation at Excelsior Springs, Mo. for the upbuilding and augmenting of good health has again impressed itself so forcibly upon me, I feel it would be a neglect of duty if I did not attempt to draw the veterans' attention to its possibilities so he in turn may serve his neighbor as well as any other seeker of good health, and thus encourage a trip to Excelsior Springs, Mo. Going there the first time some years ago with rheumatism so bad that it was difficult to cover more than a few blocks: this time just to drink the curative waters in order to balance the chemical analysis of the body, which when established spells good health for all that participate. The old adage of "an ounce of prevention is better than a pound of cure" is surely true, when it applies to Excelsior Spring mineral waters.

There not being another place known up to this time that has as many waters with mineral contents suitable to put the body on a sound and healthy basis, especially when rheumatism in its various forms, high blood pressure, heart trouble, diabetes and stomach trouble as well as other ailments are concerned. The good that can be obtained by any one who has past the half way mark of the allotted three score and ten by a two or three weeks stay, is a great

health giving and maintaining venture. And all this within easy reach by a fine and superb ride on the Southwest Limited, from Chicago to Excelsior Springs.

When Excelsior Springs and its natural health giving resources become better and fully known, the Southwest Limited, operated by the Chicago, Milwaukee and St. Paul Railroad only main line that touches Excelsior Springs, is sure to operate in sections to meet the demand for service, if you and I will but do our part to BOOST the natural resources of OUR RAILROAD.

Milwaukee Shops

H. W. G.

Stationary Engineer Hurst, of Deer Lodge, called on old friends May 22nd. His brother is one of the engineer dispatchers at the shops.

We see by the magazine that Henry McCarthy of Madison is the oldest employe, but it seems that his 67 years' service is not up to Jno. M. Horan's 70 years. Just wait "Harry" 'til Jno. M. Horan gets in your wool.

Business car "Minnesota" was put through in good shape, and puts up a fine appearance. This is Mr. Gillick's car.

Dining car 5132 is another innovation, increased capacity and other improvements.

Sleeping car "Bellingham" is another fine achievement. Sleeping cars are to take the names of the prominent cities along the line.

The V. E. A. committee had a meeting at Mr. Carrick's office May 25th, to arrange for the annual meeting, which is to be held in Mil-

waukee in August.

"Save all your old calender slips for figuring blocks, dry out your paper drinking cup and use two or three times."

Mr. Sillcox was here all through the general foremen's meet which was a most successful session for three days, and just missed the hot week.

The sympathies of the shop employes goes out to Veteran Henry TeBrake who recently lost his wife, the faithful companion who cared for him in his frequent rheumatic attacks.

Miss Cora Quimette, of the M. E. department, just returned from her vacation. Miss Ruth Pritchard starts on her's.

The main tracks through Merrill Park and beyond are being raised and graveled, a first class job under the supervision of Roadmaster Farrell.

About 150 automobiles of the employes are parked at the north entrance and nearly as many at the south entrance to the shop grounds.

Those hot dusty days were made more bearable with that good sprinkle of water that Mr. Hineman gives us, even a little dust goes a good ways in the photo and drawing rooms.

A new style of tender lettering and locomotive numbering is being tried out on one engine temporarily.

A section of Devonshire, England, let down in Wisconsin is right at our doors, just west of Wauwatosa with the rural scene both sides of the Menomonee River as a background and the herds of Guernseys and Jerseys grazing among fine elm trees makes a fine setting for a photo of the Pioneer Limited and Columbian which are being photographed in that locality, in full flight.

Things We Should Know

Interesting Railroad Performance

The efforts made by the railroads to give the public good, reliable, safe service are probably not generally appreciated.

The C. M. & St. P. Railroad, for example, has had in effect for years an interesting method of insuring these results by competition among the various operating divisions.

On its Lines East of Moberg, S. D., there are 21 divisions classed as A, B, or C, according to the volume of traffic handled over their rails.

Each group is judged by its performance in relation to a certain arbitrary percentage allowed for each of the following operations:

- Passenger Train Performance
- Freight Train Performance
- Tonnage handled per car and train
- Average number of miles made daily by each freight car
- Freedom from Accidents
- And several Cost Items

A perfect performance in each of these will give a division of 100%.

For the month of April the LaCrosse Division stood highest of the Class A Divisions with a percentage of 98.8%. In March this position was held by the Aberdeen Division with 99.4%.

Among the records established under this competitive system it is interesting to note that of the time freight trains operated during the month of April 92% made scheduled running time or better, and of the passenger trains operated in the same month 98% made running time or better.

These items and others that could be mentioned indicate that the Milwaukee Railroad is keenly alive to the demands of the public for first class transportation service and that it is getting results.

Milwaukee Road's Safety Achievement

During the year 1924 the Safety and Fire Prevention Bureau conducted on the various Divisions, 456 Safety Meetings.

These meetings were attended by 3,594 officers and 6,868 employes.

At these meetings were received 11,395 suggestions. Of these suggestions in the interest of safety 11,285 received favorable action. 4,158 of the suggestions were sent in by mail by employes.

The papers prepared by employes and read at these meetings numbered 460.

Safety Bureau representatives talked with 24,123 men in the twelve months about improved methods and practices.

What was the result of these activities?

The total number of employes, trespassers and others killed in shops, on tracks, at stations, on crossings, etc., was brought down from 423 in 1913 to 170 in 1924. This in spite of the tremendous increase in automobile travel.

It is also worth noting that not a passenger was killed in a train accident in the last five years, although in that period this railroad has handled about seventy million passengers an average distance of 60 miles each.

A Little Story of a Big Industry

(Continued from page 9)

Hereford cattle, as they are very hardy, good rustlers and early maturing. They are pastured during the summer and in the fall after the crops are harvested, the beef cattle are turned into the fields and grazed for several weeks on the cured vegetation. In the winter, tank heaters are used to take the chill from the water, which is probably one reason the Rosebush Company have been successful in carrying their herds through the winter; as cattle will not drink the proper amount of water if it is ice-cold, especially when the weather is extreme-

ly cold. The cattle raised up there in the North Country, and given the right kind of care, turn out hardy, big-boned and profitable in the market.

Although there are many fine dairy farms well established in the North Country, "cattle ranching" pure and simple, is a new factor in the development of that region; and one that will develop into a fine business feeder to the revenues of the railroad. It will be watched with interest.

Appointments

Effective June 1st:

Mr. O. M. Stevens was appointed As-

"The railroads, in my opinion, made during the year 1924, the largest contribution to the prosperity of this country that they have ever made and greater than has ever been made by any single industry. The economic health of this country largely depends on the prosperity of the railroads and that prosperity is brought about, to my mind, only through genuine cooperation between the public and the carriers. Through the medium of Shippers' Advisory Boards, industry and transportation are settling their own problems, substituting the liberal use of cooperation and common sense for litigation and legislation."—W. J. L. Banham, General Chairman, Atlantic States Shippers' Advisory Board.

In 1921, the net railway operating income of the western railways amounted to a return of 3.59 per cent on their tentative valuation. At that time, however, the country's business and especially its agriculture, was suffering from a severe depression. To give some relief to the farmer, at the beginning of 1922 there was put into effect a general reduction in the freight rates on farm products. The reductions on grain and grain products were especially large. Later, effective July 1, 1922, the Interstate Commerce Commission reduced freight rates on all other commodities.

As a result of these and other important freight rate reductions and subsequent downward revisions, the average receipts per ton-mile of the western railways showed a decrease of 15 per cent in 1924 under 1921, the actual receipts per ton-mile being 1.209 cents in 1924 and 1.422 cents in 1921. Contrasted with this reduction in freight rates on the western railways, it appears from statistics published by the Federal Reserve Board that from 1921 to 1924 the average wholesale prices of agricultural products increased 29 per cent, while the average wholesale prices of animal products increased 9 per cent.

The general reduction in agricultural freight rates made at the beginning of 1922 because of the low prices of agricultural products, and the increases in these prices which have occurred since that date are of especial significance to the western railways. In 1924, of the total revenue tonnage transported by the western railways, 23 per cent represented products of agriculture and animals and their products, while in the eastern and southern districts the corresponding percentages were but 8 per cent and 10 per cent respectively. To state the same point differently, of the total tonnage transported of products of agriculture and animals and their products in 1924, 53 per cent was transported by the western railways.

Loading of revenue freight for week ending June 6th totaled 994,874 cars, the highest week's loading this year, according to reports filed today by the carriers with the Car Service Division of the American Railway Association.

This was an increase of 84,081 cars over the corresponding week last year, but a decrease of 17,438 cars under the same week of 1923.

Assistant to the Receiver, with headquarters at Chicago.

Mr. C. F. Urbutt was appointed Acting Superintendent of the Illinois Division, vice Mr. O. M. Stevens assigned to other duties.

Mr. H. E. Sittler appointed Trainmaster of the Illinois Division, with headquarters at Savanna, vice Mr. C. F. Urbutt promoted.

Persistent!

"Late for reveille again, I see, O'Malley," snorted the irate captain. "How do you account for this persistent tardiness?"

"'Tis inherited, sir," answered Pvt. O'Malley. "Me father was the late Michael O'Malley."

Saving of Fuel

Wm. Bostrom

Article No. 2

In the last article in regard to the saving of fuel which appeared in the June Number of this magazine. I tried to explain some of the possible causes for the waste of fuel in a general way as far as the fuel gases are concerned. A more definite explanation would take too much space but I hope they were sufficient to defend my statements made in the November Number.

In this concluding article I will try to go a step further along this line and explain how some of the fuel is wasted besides letting the heat units escape up the chimney unused. An old saying is "There is no fire without smoke", and we will take that for what it is worth. As a general rule there is smoke, especially when bituminous coal is burned. A good deal of smoke is at times seen rolling out of stacks to the discomfort of the neighborhood and if it should happen to be in a place where a Smoke Ordinance is enforced the Smoke Inspector would soon be on the job.

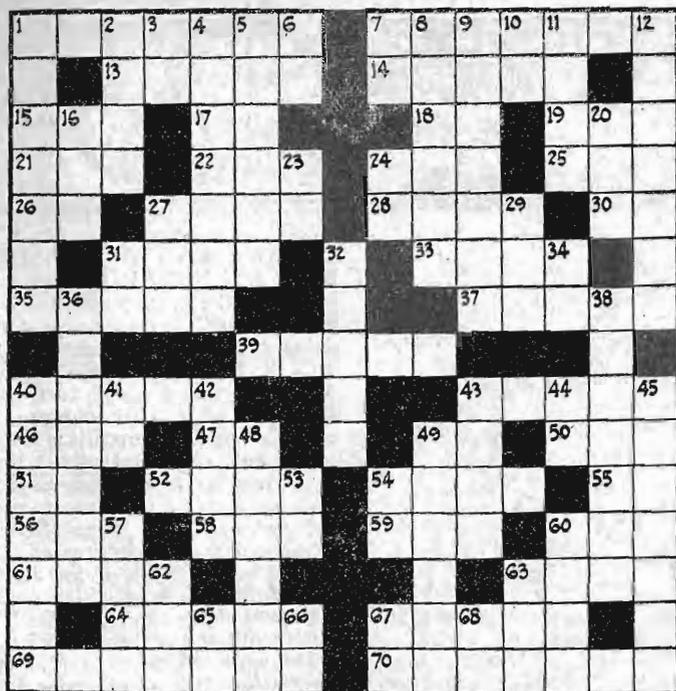
There are several reasons for the smoky condition. A few of them are, first, lack of air; second, lack of mixture; third, lack of temperature, and fourth, lack of space.

It is an easy matter to burn coal without smoke but to burn it without smoke and at the same time economically is another proposition. Smoke shows a waste of fuel but not as much as we may think it is, under the very worst of conditions, the colored substance, commonly called smoke, contains no more than about 2% of carbon, not so very much if that was all the fuel waste we had to contend with but far from it. We must realize that a lot of soot deposit will lodge wherever there is a place for it to hold and as soot is one of the most effective of all non-conductors we will waste fuel if tubes are not kept as clean as possible. It has been proven that soot has five times the resistance of fine asbestos. This is not all because if soot is allowed to remain undisturbed for sometime carbonaceous scales will form and if this happens very serious trouble may be the result. A smokeless chimney on the other hand is probably the worst fuel waster because it may carry off unburned gases and will consequently effect a waste of fuel to a greater amount than the smoky one. It is harder to estimate the loss of fuel on a smoky chimney because on the smokeless one the loss can be determined by the reading of the Fuel Gas Analyzer.

Another cause of fuel waste is the formation of lime scales on the tubes. The heating surface of boilers are made as thin as safety will permit because the thinner the metal the more rapidly the heat will be transmitted to the water. The conductivity of steel is about five times that of lime scale so that a tube with a quarter of an inch of scale upon it will give heat to the water no faster than a steel tube an inch and a quarter thick.

Boiler tubes are about one eighth of

(Continued on page 18)



MILWAUKEE OFFICIAL CROSS WORD PUZZLE

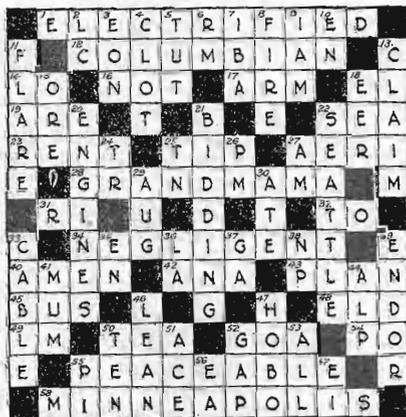
H. C. Brisbine, Great Falls, Mont.
Horizontal

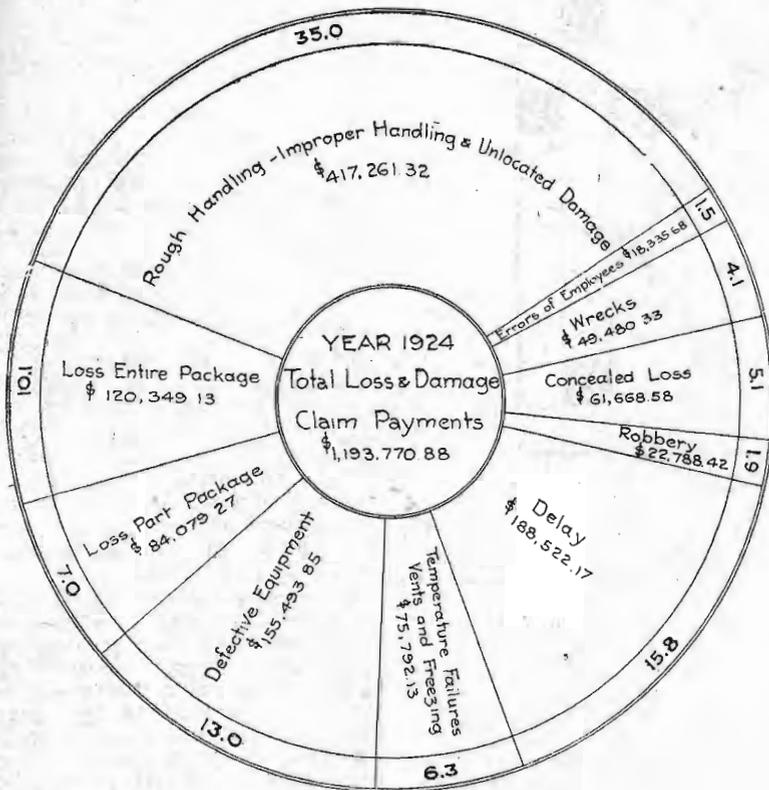
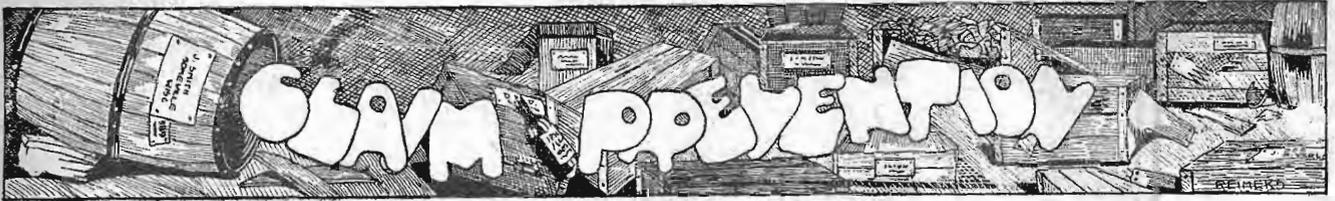
1. Our chief traffic officer.
7. Our chief western representative.
13. Proprietor.
14. A country in southwestern Europe.
15. To total.
17. Visalia electric (abbrev.)
18. Part of the verb to be.
19. Tampa & Jacksonville Lines (abbrev.)
21. What mother makes best.
22. Terminus.
24. St. Paul (abbrev.)
25. A lubricant.
26. A pronoun.
- 27 and 28. Make name of one of our popular officials.
30. Note of diatonic scale.
31. Throw violently.
33. Youngstown & Northern R. R. (abbrev.)
35. Mother of Pearl.
37. That on which trains run.
39. A chief officer of our road.
40. Another popular official, Lines West.
43. Large deep-sea fish.
46. American district telegraph (abbrev.)
47. A preposition.
49. To accomplish.
50. Part of verb to be.
51. Eastern state (abbrev.)
52. A hard knot.
54. A raw-hide.
55. Prefix meaning within.
56. Streets (abbrev.)
58. Greater New York (abbrev.)
59. Authority for expenditure (abbrev.)
60. Kansas City Northwestern (abbrev.)
61. Printing material.
63. Similar.
64. A compound.
67. To fall upon knees.
69. Enumerations.
70. Our general car foreman, Tacoma.

Vertical

1. Another popular official in Seattle.
2. Vein containing ore.
3. Measure of electricity (abbrev.)
4. Contrary in direction.
5. An important town in Wisconsin.
6. Southern Railway (abbrev.)
7. Famous health resort on the C. M. & St. P.

8. Overleaping natural bounds.
10. An island on east coast.
9. Indifference.
11. Inward.
12. Name of two popular officials on this Ry
16. Engraved metal model.
20. Nickname for James.
23. An affix used in addressing a clergyman.
24. Seaboard—Savannah (abbrev.)
27. A bank of sand.
29. Wabash Railroad (abbrev.)
31. District of Columbia (abbrev.)
32. First name of a chief office of our road.
34. Initials of a supervisory officer, mechanical dept., Milwaukee.
36. The quality of being sour.
38. Another popular official living in Milwaukee.
40. Assistant general manager, Chicago.
41. Central time (abbrev.)
42. Uttered melodious sounds.
43. Part of a shoe.
44. A narrow width shoe.
45. Asst. general freight agent, Minneapolis.
48. Passage through a hill.
49. To tell meaning.
53. Railway (abbrev.)
54. An eastern state (abbrev.)
57. A dot or mark.
60. A furnace for drying.
62. Period of time.
63. A meadow.
65. Denver & Intermountain (abbrev.)





The above chart indicates as to Cause our Loss and Damage claim payments for the year 1924, amounting to \$1,193,770.88.

You will note the one big item of Rough Handling, Improper Handling and Unlocated Damage represents 35% of the total payments. The Delay item amounts to 15.8% while Defective Equipment amounts to 13%. 63.8% of the total payments is chargeable to three causes. The Defective Equipment item and the Delay item are slightly reduced as compared with the year 1923, but the Rough Handling item shows an increase over 1923. Rough Handling to a certain extent can be materially reduced by the proper bracing and blocking of shipments.

The one big commodity in Defective Equipment which brings out this item so prominently is the grain loss. This can be materially reduced where paper car liners are used, as mostly all of the stations west of the Mississippi River have been equipped with these liners.

To Delivery Clerks and Other Employees Who Deliver Freight

In the consummation of every business transaction there is always one special person designated to "CLOSE THE DEAL," and in the great business of transportation you are this special person, designated by the Railroad Company to protect its interests and you control the last, but by no means the least important step in the transportation of freight. The proper delivery of freight and the obtaining of a proper receipt therefor terminates the railroad's responsibility, and for that reason it is of the utmost importance that this transaction be carried out correctly so that no one will be able to contest the validity of the receipt.

The ways in which you can help to prevent freight loss and damage are countless, but four of your most important responsibilities are:

First: To exercise general supervision over truckers working in your section and see that they handle freight carefully and stow it in the proper location.

Second: To make certain that you deliver freight only to the right person.

Third: To see that consignee or his accredited representative receives what his freight bill calls for and no more, and that marks on packages correspond exactly with those shown on the delivery receipt.

Fourth: To obtain a properly executed receipt for all goods delivered, signed by the consignee or his authorized representative.

When freight is received in your section, assemble it in shipment order in the designated place so that it can be readily located when called for. A good motto for every employee who delivers freight is, "Handle it as though it were your own." KEEP YOUR SECTION

CLEAN, AND YOUR FREIGHT PROPERLY PILED, which will enable you to make proper and quick delivery, avoid extra labor to house forces, and delay to consignee's trucks. CHECK YOUR FREIGHT ON HAND with delivery receipts daily, to facilitate the collection of storage charges, the disposal of freight uncalled for, and to locate any additional marks that might be of use in locating consignee. If a package occupies one spot too long, find out why. Keep your "Over" and "Refused" freight segregated. Also, be always on the lookout for an ORDER NOTIFY shipment which perhaps has not been properly described on the freight bill and delivery receipt.

It is a good plan to keep shipments of cigarettes, shoes, candy and other freight likely to be pilfered, on the inside of the house away from the delivery doors. Keep your eye on the driveway side and do not leave your section without arranging for someone to protect it in your absence. Do not permit consignees or draymen to wander through the freight house and help themselves to their shipments.

Delivery of freight must only be made upon surrender of original paid freight bill, arrival notice properly endorsed, or upon written orders approved by the Agent. After you have satisfied yourself that the party calling for the shipment is entitled to receive it, careful check should be made as each piece is delivered, and all identification marks such as case numbers, invoice numbers, etc., should be recorded on the delivery receipt, and your check should be made on delivery receipt for each piece delivered.

Notations concerning shortage, or damaged condition of shipment, should be made only at time of delivery and when requested by consignee or his representative. Do not make any notation until you have checked the freight, then use your exception stamp, recording alike on the freight bill and delivery receipt, in ink, a full and complete report of conditions as they actually exist. With furniture, stoves, etc., get the manufacturer's catalog number, also give complete description of the broken part. In the case of shortage, your notation should so read that it can be readily be determined just what part of the shipment is short. Always weigh a shipment on which there is an exception, as the actual weight of freight delivered is often one of the most important factors in the settlement of claim. Be specific in your exception notations, so that the so-inclined consignee cannot use it to cover a greater loss or damage to an article of greater value than that actually received.

The exception must be signed with Agent's name and your name, also the date must always appear thereon. As your notation is made the basis for claim, you will readily see the importance of

being specific in your description of the loss or damage, so that the amount paid will represent a just settlement in accordance with the actual condition of the freight as you delivered it.

Always endeavor to maintain that ever-essential "Good Feeling" with the consignees, their employees, and draymen. They can assist you in many ways if they have confidence in you. Most receivers are likewise shippers, and any friction may reflect itself in out-bound business which is vitally essential to all carriers.

You play one of the leading parts in claim prevention activities. We appreciate your good work in the past and we are counting upon you to help us make further reductions in the loss and damage waste this year.

Remember—MAKE A PROPER DELIVERY AND GET A PROPER RECEIPT.

TO Freight Truckers

As your work takes you into all parts of the in-bound and out-bound houses, and into most of the cars, you have probably a better opportunity to prevent loss and damage to freight than many other men around a freight station. If you will be careful in your own work and at the same time help correct possible mistakes that the other fellow may make, you can do a great deal to help us reduce the freight claim bill.

When starting in the day's work, you should see that your truck is in good working order. If it requires oiling, take it to the place in the warehouse assigned for oiling, so that the overflow will not cause damage to shipments or possible injury to fellow workers due to a slippery floor.

The first thing to learn is the location of the various sections of the freight house and the location of the guide which tell where the cars with different "spot numbers" are located. You will then make sure of putting your freight in the right section of the house or in the right car. If the veri-check system is used at your station, make sure that you carry it out as instructed, that you put the freight in the spot car shown on the loading ticket, that you stamp the ticket with the stamp IN CAR WHERE YOU PUT THE FREIGHT and that you deposit ticket in the designated place.

Loading of Truck

The manner in which freight is loaded on to the truck has a great bearing on the condition of the shipment when placed in car, in freight house, or on consignee's dray. Don't overload your truck so that packages will be apt to fall off turning corners or when crossing gang-planks into cars. Be particularly careful when handling heavy and bulky freight, and don't be afraid to ask for help if you think you cannot handle a particular piece of freight alone without damaging it. Sacked goods must never be hung over the nose or lip of the truck, as in that position there is possibility of the sack being torn by the chisel edge of the nose, or torn by contact with floor or gang-plank.

Handling of Truck

Don't cultivate the habit of dumping the load. In delivering a truck load of freight, do not let go of the handles and allow truck to drop, as this is very likely to cause damage to package and con-

tents. Much concealed damage is caused by using the nose of the truck to sledge boxes into place in cars or in the freight house. Although this practice may not always result in visible damage to the outside of the package, it is very apt to cause breakage of the freight inside the package. You should also be careful to prevent the nose of the truck coming into contact with furniture or other goods inside of slatted freight.

Handle Freight Carefully

Never use hooks on freight which might be damaged by them. Never use hooks on any freight unless it is absolutely necessary to do so. The company pays out thousands of dollars each year in freight claims, caused by damage on account of improper use of hooks. Use particular care in handling packages marked "Fragile" or "Glass," and remember that when a shipper goes to the trouble of stenciling "This side up" on a box, there is usually some very good reason for keeping that particular side of the box standing up.

If a piece of freight should be damaged while in your care, see that the cooper fixes it up. Never load a damaged piece of freight into a car where it will be liable to suffer further injury before it gets to destination, or to cause damage to other freight in the car.

If you discover that someone else has made a mistake, help to correct it. If you have any suggestions which you think will help to prevent loss and damage or will improve the station operation, don't hesitate to talk them over with your foreman.

Coast Division Claim Prevention Meeting

Report of Claim Prevention Meeting held at Tacoma Passenger Station, on Thursday, May 28, 1925.

Those present: W. E. Cummins, trainmaster; J. S. Eccles, assistant trainmaster; C. F. Negley, assistant chief clerk to superintendent; Frank Buchanan, traveling engineer; R. Wende, general trolley foreman; T. B. Hammill, traveling freight claim agent; A. DeGarmo, traveling freight inspector; W. L. Delaney, general car foreman; A. D. Browning, chief car inspector; F. J. Alleman, agent Tacoma; W. H. Campbell, agent Raymond; G. M. Owen, agent Sumner.

The meeting was opened by Mr. Cummins, who called attention to the subject for discussion as being "Defective or unfit equipment, preparation of same, and bulkheading and bracing after loading," citing a number of cases which he had observed through actual experience, where claims had been caused, particularly on carload lots, on account of unfit equipment being furnished.

He requested that agents at stations where no car inspectors are located, make as rigid an inspection of equipment furnished for loading as possible, particularly in regard to leaky roofs and nails protruding from the sides and floors of cars. Mr. Negley stated that agents are now required to render Form 1413 at points where we have no car repairing forces.

In speaking of cars being damaged by switching in yards, Mr. Cummins stated that in many cases switchmen are not aware that they are causing damage, as the matter is not brought to their at-

tention by the yardmasters. It is thought that the average switchman will take enough interest in handling the cars carefully if the importance of such handling is pointed out to him in the proper way by the supervising officers. Particular attention should be given to the handling of cars of dressed lumber.

Conductors often receive a message to set out cars for loading at blind sidings, and as in cases of this kind they are often familiar with the commodity to be loaded, an ordinary inspection could be made without much inconvenience, for self-evident defects in equipment.

After speaking at some length, Mr. Cummins turned the meeting over to Mr. Negley for further handling, who quoted percentage of total damage caused by defective equipment, as compared to the total amount paid during the following periods:

Year 1924	13.2%
January 1925	9.4%
February 1925	12.9%
March 1925	10.2%

From a claim prevention standpoint the handling and loading of lumber is an important factor. Shippers are at all times anxious as to the condition of cars that are to be loaded, particularly when the commodity is a finished product.

Nails and bolts in doorposts, ends, sides and floors of cars, unless given the necessary attention by being driven in or broken off, cause a large percentage of the damage, especially when the load shifts as a result of improper loading and the absence of a perfect balance. Leaky roofs is another cause of damage.

One of our prominent lumber firms shipped in the past ten years approximately 51,000 cars of lumber, and all carriers have paid to this firm over \$50,000.00 in claims during the same period.

It is suggested that train crews be more fully advised as to the proper method of loading cars, rules to be submitted to them which have been endorsed by the car department, so that whenever it is possible, they would be in a position to furnish the necessary information relative to any defective loading that might come to their notice.

A great deal of rough lumber, as well as finished products, is being moved by water, that formerly moved by rail. In 1920 the Puget Sound territory shipped 51 million feet by water, in 1921, 211 million feet, and the amount is still increasing. That leaves the railway companies the task of moving the finer grades in box cars, and the shippers give us this part of their tonnage demanding that delivery be made without damage. These facts bring out the importance of close attention as to the condition of our equipment, in order to hold the business.

Numerous curves in the mountains require first class equipment. In checking our records it is noted that there are over 100 ten degree curves between Avery and St. Regis alone.

Car department records show supervision and labor involved making repairs March and April 1925, as follows:

March 1925—1051 cars over the rip track; 5588 minor repairs made outside.

April 1925—1326 cars over the rip track; 5286 minor repairs made outside.

When called upon to give his experience with this feature of claim prevention, Mr. Campbell stated that the shippers at Raymond are very particular about their methods of loading lumber,

in all cases putting rough lumber in the bottom of the car. However, he said, his greatest difficulty is with the 36 ft. box cars, 59% of which arrive at Raymond bad order and not fit for loading, making it necessary to return many of these cars to Tacoma for repairs.

It was brought out in further discussion that there is at present an unusual demand for 36 ft. box cars, and in competing with other lines, it becomes necessary in some cases to release this class of equipment for rough freight loading, when bad order. Mr. Eccles mentioned a case where four cars of lumber had to be transferred on account of being bad order, and inquired of Mr. Delaney if it was not possible to give this equipment inspection before loading. Mr. Delaney stating he had instructions at that time to release all cars fit for rough freight, though some of them were actually bad order.

As agent at a mill-and-transit point, Mr. Owen was called upon to cite conditions obtaining at his station. He stated that loading is given careful attention at Sumner, but complained of having the same difficulty with 36 ft. cars, many of them arriving there in condition which necessitates sending them to Tacoma for repairs before they can be used for loading while the N. P. and O. W. railways are able to furnish these cars in sufficient quantities and in fit condition.

The cost of transferring loads, and damage caused thereby, was brought up and discussed at some length.

In further discussing the subject of 36 ft. box cars, it was suggested that inasmuch as most of this equipment is brought here empty from the east, that inspection be made at Harlowton to determine whether cars are fit for first class loading, rough freight, or bad order.

Mr. Delaney stated that, according to our present program, all the defective box cars will be repaired by the end of this year. Mr. Browning of the car department also spoke a few words, giving his views as to preventing claims caused by defective equipment.

Saving of Fuel

(Continued from page 15)

an inch thick, so that one fortieth of an inch of scale lessens the factor of conductivity to the same extent that it would be reduced by doubling the thickness of the tube.

One more cause for fuel waste was mentioned in the first paper namely, the temperature of the uptake gases. The fuel waste cannot be determined from the uptake temperature alone or from this temperature considered in relation to the initial furnace temperature. The pyrometer does not count heat units. It measures intensity without regard to quantity. It makes a lot of difference whether the pyrometer is reporting on 100 cubic feet of gas or 500 cubic feet of gas. The heat lost in the uptake is determined by multiplying the temperature into the quantity of air and gas heated. We can stand a reasonable increase in uptake temperature as we raise in the CO₂ scale, because we are reducing the quantity heated faster than we are increasing the temperature.

In this article as well as in the two preceding ones, I have tried to explain methods and conditions that must pre-

vail in steam plants in order to run them as economically as possible, and will again make the statement that if we have not got as high a percentage of CO₂ as we can get. Clean fires, boiler free from scale and by observing little things and many of them we are wasting 25% or probably more of the fuel.



John M. Klint and Mrs. Klint on Pacific Sands

Another Veteran in the Service

On April 1st., this year John M. Klint of Minneapolis completes a full fifty year term of service, with the freight department of the Chicago, Milwaukee & St. Paul Railway Co.

He entered the service on April 1st, 1875 at the age of 21, at the old local depot then located at second street between 4th and 5th Aves. South. Mr. C. W. Case was agent of both freight and passenger departments which were both housed in the same depot.

Mr. Klint began his career as trucker at the old depot and at that time it required the total of four men to handle both in and out freight. It was quite common to load and unload freight cars numbered 4, 8 and 10 and the longest freight cars were 27 feet in length. Locomotives were wood burners. There were no street cars to be found in the city at that time and everybody had to go to the Postoffice at Bridge Square for their mail as mail carriers were unknown. Like the rapid strides made by the C. M. & St. Paul Ry. System, the city too, has advanced in size from a city of 35,000 population to 12 or 13 times that number.

Mr. Klint was later advanced to checker and for the last fourteen years has been lay-out clerk at the Twin City Transfer.

He is hale and hearty for his age and retirement is still quite remote in his mind.

Deer Lodge Notes

Walter B. Strawn

Machinist Apprentice James Jones has returned to Milwaukee. Too bad he had to return home in such bad shape. One leg is much shorter than the other, due to walking around the sides of the hills in Butte. If he had spent some of his time out on the Flats instead of wandering around Galena and Arizona streets this might not have happened.

Raymond Merrill and Max Mullins went to Garrison to visit a couple of frails. The freight train didn't stop going back so the boys had to stay all night in Garrison and come home on the Stub.

It may be so, I do not know;—
It sounds so very queer.

We hate to doubt your honest word,

But your apple sauce don't go here.

Bill Hobart thinks John Grant is getting something good and doesn't know it.

Wm. Hoskins, Bill Wallace and Ferris Bien had quite an experience recently as they were returning from Brown's Lake. They ran out of gas near Louis Knop's ranch and had to walk to Garrison. It was late (nearly nine o'clock) and every one was asleep in Garrison, at least they were all in bed. They went to the hotel to borrow some gas, but the landlady didn't speak English and thought they wanted a room. I don't know why they thought they could buy gas at a hotel. Then they found a store and Caruso The Second went around and peered in all the windows. They finally aroused the proprietor and got the gas. He had a hard boiled bird sleeping in the store to guard it from burglars and this man said he heard Bill prowling around and when he looked in the window he had dead aim on Bill's face, but said that Bill had such a good honest face that he hated to spoil it with buckshot.

Sybel has a weakness for noisy hosiery and wears a different colored pair nearly every day. Some of them are awful. Russell is so modest he hates to mention such things so he has adopted the cryptic remark—"S. S. S. this morning!" meaning "Seen Sybel's Socks this morning?"

Speed North has gone to Milwaukee to finish his apprenticeship.

Eddie McKee was offered a transfer to Milwaukee but couldn't go and leave his girl, so he married her and took her with him.

We hope the Milwaukee fellows won't judge all of us by the two samples we sent them. We're not all as tough as Joe Newell and Mike Foley.

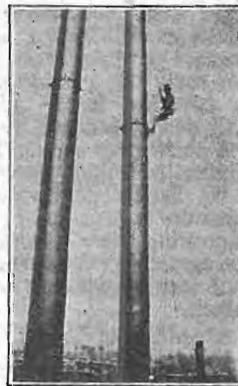
I'll have to admit that I am getting a little assistance in gathering the shop news. I won't tell you who is spilling all this inside dope, but his name is Jim and he's nice and plump and likes apples.

France Woods and Jack Thomas were doing a little post-season jack rabbit hunting. France got one and Jack remarked: "What's the idea of killing all these rabbits?"

May Cunningham expects to enter the calf roping contest at the Deer Lodge Rodeo this year. Two-Gun May is one of those picturesque characters of the Old West which is rapidly passing.

Laura Benson broke the springs on the car she was driving from Butte recently. Yes, she carries quite a bit of weight with that particular car. Also with the owner of that particular car. Yes, he's particular too. This is a particular item.

Hugh Evans went East to visit his wife's relatives. They hadn't seen our friend Booy before. He says they looked him over and he over looked them.



Steeplejack Bradley—87 Years Old—Painting Chimneys at Roundhouse and Power Plant, Deer Lodge, Montana

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

On June 2nd, a meeting of the General Executive Committee of the General Governing Board of the C. M. & St. P. Ry. Woman's Club was held, to discuss the best time and place to hold the first big Get Together Meeting of all the Chapters, with as many members present from each chapter as could find it convenient or possible to attend.

The Woman's Club now counts twenty-eight Chapters, all of which have been organized and are going strong since the first meeting of a few of the women of the Milwaukee Family in President Byram's office less than one year ago,—to be exact, on August 19th, 1924. To all of the members of these Chapters, the word was passed at the time of organization, that the General Governing Board would call the first of the annual get-togethers, early in the spring of the year. As the work progressed, however, it seemed best to postpone such a meeting until all of the Chapters then in progress of organization had gotten into working order and were ready to send delegates to the big meeting.

Now because of the fact that it had not been possible to complete the organization so that every division point, at least, would have a Chapter, a further delay seemed expedient in order to allow the eight or ten remaining points to get into line with a Chapter at each point, therefore the Governing Board ruled that the meeting should be postponed until the latter part of October, by which time, all of the remaining points wishing to come into the Club, would be organized and could be included in the call for a general meeting.

For this reason, therefore, the first of the annual get-togethers is now planned to take place in October, and all local chapters will receive due and sufficient notice. Local Chapters now have added time to make their plans for a large attendance, and a fine turnout from all points is confidently looked forward to by the President-General and other members of the Governing Board.

Chicago Chapter

Perhaps the most delightful of all the pleasurable meetings held by the Chicago Chapter was held on June 13th, at the residence of Mrs. Carl S. Jefferson, in Evanston, Ill. At the April meeting of the Club it was decided that the summer meetings should be held out of doors, and Mrs. Jefferson, who is 2nd Vice-President of the Chapter, graciously offered her beautiful home for the first of the Club lawn parties.

The big house and spacious lawn were none too large to accommodate the one hundred and fifty odd members who availed themselves of the opportunity to spend a summer's afternoon in the open. Luncheon was served at one thirty, followed by a short program consisting of readings by Mrs. Mary Just of Libertyville and Mrs. Burton Hanson of Evanston. Both of these ladies are artists of exceptional talent and their selections, most cordially received.

After these, Mrs. Byram made a short talk, telling the members of the wonderful success that had attended the organization of the various Chapters, both on lines East and West, since she had been present at a Chicago Chapter meeting. Mrs. Byram came to the meeting against the advice of her physician, because of having suffered recently from a nervous breakdown; but our plucky President-General was not to be deterred from the pleasure she had promised herself of being able to tell of the splendid work the Clubs are doing, and how gratified she is over the success of the movement all over the system.

After the program, the club members enjoyed the social hour under the trees and on the broad lawn. The July meeting will be held at the home of Mrs. H. E. Byram in Evanston.

Bensenville Chapter No. 3

On May 21st, Bensenville Chapter gave a motion picture show at Social Hall, producing under the direction of Mr. George Semmlow of the Railroad's Advertising Bureau, a Pathe and a comic reel and several films showing the scenic route of The Olympian from Chicago to Puget Sound.

The pictures were preceded by a short program presenting two little dancers, Misses Ruth O'Keefe and Mildred Tonning; followed by little Miss Kathryn Vixquer of Mont Clare; Miss Dorothy Litchfield of Chicago, a whistler of remarkable talent delighted the audience with three numbers that displayed her accomplishments to the best possible advantage.

The pictures were thoroughly enjoyed, especially those showing scenes along the Milwaukee's route to the Coast, and the Club united in a vote of thanks to Mr. Semmlow for his kindness in giving the Bensenville Club such a rare treat.

The women of the Club also voted their thanks and appreciation to the townspeople for their splendid support, and to Louise Bodenburger pianist and Ariel Potter, violinist, during the pictures.

Savanna Chapter

At the June meeting of the Savanna Chapter, the members were called upon to say good-bye to their President, Mrs. O. M. Stevens, who is moving from Savanna to Chicago, because of the promotion of Mr. Stevens, to a position with headquarters in the latter city.

In the short time since the organization at Savanna, that Chapter has made marked progress, under the efficient and energetic guidance of Mrs. Stevens, its first president. The members have heartily joined hands to work out a fine record, and in all their efforts, there has been a splendid spirit of comradeship, which was voiced in Mrs. Stevens' letter of resignation and aurevoir. Mrs. Stevens said:

TO THE LADIES OF THE SAVANNA WOMEN'S CLUB: You are my friends. The pleasure of having you as such I owe largely to this club of ours. For a year I lived in Savanna and was lonesome. I knew but few of

you and had no ready means of extending my acquaintance. I knew that among our railroad people there must be many lovely women, but I did not know how to reach them and, if they thought of me at all, I suppose they did not know how to reach me.

Then came our club and almost overnight I found more than one hundred friends and the circle is growing. Life in Savanna, which previously had been lonesome and almost dull for me changed completely. No longer did I go about the streets without a smile of recognition, or a word of greeting, but instead on every hand I found some one I knew; some one I liked, some one to make me feel at home.

This is one of the concrete results of our new club. I like to believe that even you who have lived here many years have felt something of the same influence.

I do not like to leave you or to leave this work of ours which has only just been started and yet I can't do otherwise. I know our work here is left in good hands and that it will go on, and reach, perhaps even surpass, the ideal I had set for our club. I trust you will remember me kindly and that my mistakes of inexperience will be forgotten. I hope you will permit me to retain my membership here and that I may be welcomed to come whenever I can and visit with you. I cannot go without thanking you for the help and support you have given me in this work, which really has been very difficult for me. Without your help I would have accomplished nothing.

Go ahead with our work—get the Club House built and furnished—make this club of ours the real power in Savanna that it deserves to be. The full possibilities of the club I am sure have not occurred to any of us. With the Secretary I shall leave my address in Chicago and I shall feel badly indeed should any of you come there and, having the time, fail to call on me, or at least call me by phone. It will be a pleasure to see any of the Savanna women at any time.

Spokane Chapter

The regular monthly meeting was held June 9th, room 14, union station.

Mrs. Rummel, our president, presided. The various reports of officers were read.

It was discussed as to what we should do at our next meeting, it was decided that we would hold a card party following the business meeting. Our next meeting will be held at our club room in the local freight house, July 14th. When this appears in print, the card party will have occurred and will, we hope, have been a success.

Twelve new members were enrolled and we are now trying to make this chapter 100 per cent.

It was decided to have our regular monthly meeting the second Tuesday in each month.

The following chairmen of committees were appointed:

Mrs. Lanning, chairman of Refreshment Committee.

Mrs. O'Reilly, chairman of Entertainment Committee.

(Continued on page 22)

AT HOME



HAZEL M. MERRILL, Editor

The Editor of this Department hereby sends out an S. O. S. for some pictures of the Milwaukee children. The supply is exhausted; but we are sure the youngsters are hale and hearty, so let's have their photos.

Fashion Notes

Make the right start for a vacation free from worry and have the right clothes ready to take with you, for pretty frocks make happy play-days, or at least play their part. Besides an outfit for sports, you will probably want an afternoon frock or two, a couple of morning frocks, and an evening dress. A chiffon sleeveless frock for afternoon may also be worn for informal evening affairs. A crepe de chine or flat crepe, made with long sleeves, pleated skirt, makes a nice frock for morning which may be worn late into the afternoon. If inclined to be somewhat stout, vacation clothes should be of crepe de chine, georgette, chiffon, those soft fluffy materials, a little summery lightness mixed with a great deal of darkness; in other words, a dark background with light trimming. A gray crepe or voile has a slenderizing effect and looks cool for the hot days. If by chance you are planning to spend your vacation golfing, you must have light, loose-fitting, plain styles—bright colors. Skirts must be wide enough to permit you to stand correctly; full enough in back to prevent drawn look, but must not be full enough to dip down in front. Sleeves must be long, with linked cuffs. Soft collar shirt style, or loose open neck. Heavy quality crepe de chine of bright color with contrasting trimming makes a frock of suitable material for golfing. With it should be worn, bankok hat with brim enough to shade the eyes; low heeled brogues; lisle hose.

A handy little dress of printed cotton pongee, which you can wear lolling on the beach, sitting on the porch, hiking along country roads, or working about the cottage, which is tubbable, wearable, and has style besides, may be made plain with side-jabot of white poplin; small smart-looking pocket over each hip, placed low; deep pleat at each side, under center of pocket, to give freedom, but preserve the straight line. No matter where you plan to spend your vacation, perhaps the most-used garment will be the wrap. Make the wrap attractive, for after all homely things are no more practical or serviceable than pretty ones. A wrap for service and wear, if woven of soft homespun yarn, possibly turquoise and dark blue, may be made a thing of beauty and a joy forever. If you are spending the holidays at hotel, choose frocks that are not for strictly either afternoon or evening wear, but can be easily adjusted to either. They should be of sheer fabric, simply made, with short sleeves or sleeveless. Flower-printed chiffon or crepe roma are perhaps the best suited for frocks of this

type.

For several seasons past we have had sensible clothes. Tailored frocks, man-nish style, short skirts, bobbed hair give freedom and comfort. This season, the summer fashions are thoroughly beautiful and delightfully pleasing, with little touches of femininity in pleats and frills which are more becoming to most of us because of their softening effect. Nearly all the skirts this summer are either pleated or flared to give a ripple at the hem; latest sleeves are long and full, gathered into a cuff. Printed crepes and chiffons of dainty colors are so soft and pleasing and so feminine. Any shade of blue is good, even to navy—but somehow you seem to feel cooler and surely look it in frocks of lighter hue. With silk frocks in pastel shades, hats of straw or felt to match exactly are worn. To be properly gowned, one must be careful of accessories. With sports clothes, wear low-heeled oxfords or pumps, and small hats. White footwear should be worn with light, summer frocks. Gray is a popular summer color. You must have a fancy, light-toned, possibly white, hand bag to carry when dressed in light, summery frock. Large hats are more in evidence this season than for some years past, but should only be worn by tall slender people. Gloves are worn very seldom and we might say they are passe or summer except on rare occasions, and where worn at all, they are usually short regardless of length of sleeve. The new short-handled umbrellas, so fancy as to look like parasols, and used for sun or shade, are handy to take on your vacation. There are good-looking fitted suit cases and hat boxes on the market, too, for the vacationists.

Hints and Helps

One of the newest things in sports wear are the coats and frocks made of net through which yarn is woven closely to make a sort of fabric.

Wear the finger of an old kid or rubber glove on the first finger of your right hand to save it from fruit and vegetable stains.

If you do not wish to send your orientals to the cleaner, you may effectively clean them yourself. Cut two bars of a good white laundry soap into 2½ gals. of very hot water. You may use an equal amount of commercial flakes instead of soap. Let stand to form a jelly. Rug should be firmly tacked to a board and one end set higher than the other. Spread the soap jelly over entire rug, working in thoroughly with brush; leave in about an hour. Rinse thoroughly with hot-water hose, being sure to see that all soap is removed. This amount of soap jelly should clean two 9x12 rugs.

Starch makes lace too stiff. After washing, rinse in very cold water several times, and the right amount of stiffness will result.

To remove grease or oil from matting,

make a paste of fuller's earth and cold water and spread thickly on the spots. When dry put a paper over it and let it stand for a few days. Brush off with dry fuller's earth and spots will disappear.

You should have a canvass bag for cracking ice. Tie with tape. Ice may then be pounded with wooden hammer or mallet and then be slipped easily into the pitcher, freezer, or pail without loss or waste.

We are told the bolero jacket is returning to favor and will be in full vogue for fall.

To revive withered flowers, place in large pan of water and cut stems under water, then do not disturb for an hour or two. Flowers may be kept fresh longer by removing them from vases at night and placing in large pan of water where water will come right up to the petals without soaking the petals.

You may make your old trunk look like new if you will give it one or two coats of stain and varnish of the original color. Then polish the lock and latches—and behold the result.

Household Hints

A novel way to poach eggs is to grease the inside of a cup lightly and break egg into it; then set cup in covered pan with enough water to surround it but not touch the egg. In a few minutes you will have a dainty egg which can be served in the cup or on toast.

For a pleasant dainty surprise, try stuffing celery with good rich peanut butter.

Use maple syrup in mixing powdered sugar and butter for butter icing, instead of using milk or water. The flavor is delicious.

You will find a bread-mixer very satisfactory for mixing a large fruit cake. Prepare fruit, make batter in can, place fruit on top, and turn handle.

In making boiled dressing for fruit salad, use pineapple juice with lemon or some other tart fruit instead of vinegar.

Add one or two tablespoons of tart apple jelly to apple pie, in late winter or early spring, when apples are apt to be tasteless, and it will restore much of the flavor of early fall apples.

A grape fruit knife will be found very convenient for use in scooping out inside of potatoes or anything that is to be put back into shell. The curved end of the knife will slide around without breaking the skin.

Color Scheme

He: "You look like Helen Brown."
She: "Thank you! I look even worse in white."

Her Drawbacks

First Girl in Elevator—"Miss S—— is a nice girl, but rather loquacious."

Second Girl in Elevator—"Yes; and besides that, she talks too much."

—Albany Evening Journal.

Good Things to Eat

Baked Stuffed Cucumbers. Wipe and pare the required number of cucumbers. Cut in two-inch slices, crosswise and remove seeds. Mix four tablespoons bread crumbs, two tablespoons finely chopped boiled ham and two tablespoons grated cheese. Moisten with tomato sauce and season with salt, pepper and cayenne. Put the cucumber cups in a shallow pan, fill with the chopped mixture, surround with white stock and bake thirty minutes. Remove, cover with buttered bread crumbs and return to oven until browned.

Cucumber Jelly. To two cups chicken or white stock, add one slice onion, one sprig parsley and two cucumbers, pared and grated. Cover and let stand two hours. Heat gradually to the boiling point and add one and one-half tablespoons of granulated gelatine and a little green vegetable coloring. Let stand until nearly cold, then strain into small glasses in which a slice of cucumber has been placed. Serve with mayonnaise dressing.

Fried Cucumbers. Pare cucumbers and cut in lengthwise slices, one third inch thick. Dry between towels, sprinkle with salt and pepper, dip in crumbs, egg and crumbs, fry in deep fat and drain on soft paper.

Scalloped Egg Plant. Pare an egg plant and cut in slices. Cook in boiling water until soft, and drain. Cook two tablespoons of butter with one-half onion, finely chopped, until yellow and add three-quarters tablespoon finely chopped parsley and the egg plant. Cover with buttered crumbs and bake until brown.

Onion Souffle. Boiled onions in salted water until soft. Drain and rub through sieve. There should be one cup and a quarter of the pulp. Melt four tablespoons of butter, add a like quantity of flour and pour in gradually, one-third cup of water in which the onions were boiled; and one-third cup cream. Then add onion pulp and bring to a boil. Season with salt and pepper. Beat the yolks of three eggs until thick and add to the first mixture. Beat whites until stiff and dry and fold in. Turn into a buttered baking dish and bake twenty-five minutes in a moderate oven. Must be served at once.

Broiled Tomatoes. Peel several medium sized tomatoes, cut in half crosswise, sprinkle with salt and pepper, brush over with melted butter and broil from six to eight minutes. Remove to thin slices of toast, and garnish with horseradish Hollandaise sauce.

Horseradish Hollandaise Sauce. One-half cup sweet butter, divided in thirds. Into a sauce-pan, place one-third, with yolks of three eggs, one-half tablespoon vinegar and half a teaspoon salt. Cook over boiling water, stirring constantly until butter is melted. Add the second piece of butter, and as the mixture thickens, the third. Remove from fire and add four tablespoons grated horseradish root and two tablespoons of heavy cream beaten until stiff.

Fashion Book Notice

Address Miss Hazel M. Merrill, Room 802 Union Station Building, Chicago, Ill.

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1925 BOOK OF FASHIONS.

5139. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 yards of 32 inch material. Price 12c.

5138. Girls' Dress. Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 3/4 yards of 40 inch material, with 3/8 yard of contrasting material for collar, tab and cuff facings. Price 12c.

5126-4700. Ladies' Costume. Blouse 5126 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 4700 cut in 7 Sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure, with corresponding hip measure, 35, 37, 39, 41, 43, 45 and 47 inches. To make this Costume as portrayed in the large view, for a 38 inch size, will require 5 1/4 yards of 40 inch material. With long sleeves 5 3/4 yards are required. The width of the Skirt at the foot is 2 3/4 yards. TWO separate patterns 12c FOR EACH pattern.

5137. Juniors' and Misses' Dress. Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 3 yards of 40 inch material, with 1/2 yard of contrasting material for collar, cuffs, plait and pocket facings, if made as illustrated. Price 12c.

5159. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size if made as illustrated in the large view will require 5 1/4 yards of 32 inch material with 1/4 yard of contrasting material for the vestee cut crosswise. With peasant sleeves 1/2 yard of the same material as the vestee is required. The width of the foot is 2 3/8 yards. Price 12c.

5144. Ladies' House Dress. Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 1 3/8 yards of 36 inch material with 1/2 yard of 27 inch material for collar, cuffs and pocket facings. The width of the skirt at the foot is 2 3/8 yards. Price 12c.

5142. Ladies' Dress with Slender Hips. Cut in 8 Sizes: 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. To make as illustrated will require 1 3/4 yard of plain material 40 inches wide and 2 1/2 yards of figured for a 44

inch size. The width at the foot is 2 yards, with plaits extended. Price 12c.

5173. Child's Dress. Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 1 3/8 yard of 36 inch material for the Jumper, and 1 1/4 yard for the Guimpe, if made with long sleeves. With short sleeves the Guimpe will require 1 yard. Price 10c.

5131. Child's Play Dress. Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 3 yards of 27 inch material with 3/8 yard of contrasting for collar facing and leg bands, if made with long sleeves. With short sleeves 3/8 yard less is required. Price 12c.

5130. Boys' Suit. Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size if made as illustrated requires 2 3/4 yards of 27 inch material with 1/2 yard of contrasting material. Price 12c.

5148. Ladies' Apron. Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4 1/4 yards of 27 inch material. Price 12c.

5135. Girls' Under Garment. Cut in 6 Sizes: 4, 6, 8, 10, 12 and 14 years. A 10 year size requires 1 3/8 yard of 36 inch material. Price 12c.



Miss Rocek, chairman of Ways and Means Committee.

Mrs. Cutler, chairman of House and Purchasing Committee.

After the meeting adjourned, a social hour was enjoyed by every one and refreshments were served. Even some of our men enjoyed the refreshments.

Miles City Chapter

First meeting of Milwaukee Woman's Club was a decided success. Membership now 112.

The meeting was held May 20th at the Y. M. C. A. Mrs. Edward Murray, chairman of the program committee, presented a fine entertainment. An orchestra composed of Carl Krutt, Guy Hotaling, Clifford Allderman, Guy Comstock, A. F. Kencke and Jack Faulkes played several numbers during the evening that were greatly appreciated. A quartet composed of Messrs. Cocia Shawver, Toombs and Boyles was the surprise of the evening. They were accompanied on the piano by Mrs. M. D. Whitney. Miss Harriett Brown and Miss Jean Bishop gave two numbers. The young ladies were accompanied on the piano by Mrs. Thos. Brown. All of the artists appearing on the program are "Milwaukee Folks."

A delicious lunch was served during social hour by Mrs. E. J. Rippberger and her committee. The officers furnishing the lunch.

Mrs. J. P. Rothman, president, during the business meeting announced the following committees. Same to be enlarged as membership to the club increases.

Welfare—Mrs. W. N. Ross, chairman. Co-workers—Mesdames A. C. Bowen, E. D. Mathieson, Charles James, H. Holm, A. Maille, H. M. Stangland and Thomas Morgan.

Membership—Mrs. Earl A. Farr, chairman. Co-workers—Mesdames E. A. Lindsay, Harry Grothe, Barry Glenn, C. M. Drawbaugh, W. Shine, William John, A. W. Wickersham, J. A. Johnson, W. F. Muehler and C. Brunneband.

Program—Mrs. E. Murray, chairman. Co-workers—Mesdames Dave Rivers, E. Rehn, O. A. Coltrin and P. J. Burns.

House and Purchasing—Mrs. A. C. Kohlasse, chairman. Co-workers—Mesdames Thomas Brown, S. Torgerson, H. E. Riccius, C. B. Tarbox, C. Lincoln and R. C. Sherman.

Constitution and By-Laws—Mrs. E. Petersen, chairman. Co-workers—Mesdames Geo. Cobb, W. S. Amidon, W. C. Cook and Geo. Wagner.

Social—Mrs. E. J. Rippberger, chairman. Co-workers—Mesdames E. E. Brooks, W. S. Budd, J. Gray, J. B. Wyman, E. H. Mundt, M. D. Whitney and Chas. Boeckman.

Publicity Committee—Helen Kirwan, chairman. Co-workers—Mrs. Jerry Clifford and Mrs. Martin Eastwood.

Miss Coleman resigning as recording secretary. Mrs. Edith Pettersen was elected to fill the office.

Mrs. Harry Miller, who recently moved here from Green Bay, Wisconsin, and a member of the Milwaukee Club there, told the local organization of some of its activities and of how it worked for a better understanding among the women and for the benefit of the entire community.

Mrs. Rothman also made a brief address outlining some of the club's proposed activities.

Portage Chapter

The Portage chapter held its monthly meeting on Saturday, June 6th, in the Business Men's room in the City Hall.

The members decided not to have meetings during July and August, the next meeting being September 5th.

We have 137 members and hope to have 200 for our fall meeting.

The Ways and Means Committee reported \$49.00 as proceeds of a bake sale held in May.

The Sunshine Committee and Mutual Benefit Committee have been working very hard the past few months in visiting and sending flowers to the sick and clothing families of the needy.

The B. of R. T. Lodge and the G. T. A. ladies have been very kind in giving us the use of their halls for our meetings, but we would like club rooms of our own and the House and Purchasing Committee are working very hard to secure same.

The Program Committee has entertained the chapter with some very interesting programs the past few months.

Our Publicity Committee helps us a great deal by publishing notices of our meetings and social gatherings in the city daily newspaper.

Our Social Committee gave a card party a short time ago which was well attended and enjoyed by all. A picnic is being planned after the first meeting in September for members and their families. Many other social affairs are being planned for our fall meetings and much enthusiasm is being shown.

Marion Chapter

The monthly meeting of the Women's Club was held June 12th in Memorial Hall, Mrs. M. J. Flanigan presiding.

Despite the rain storm a very interesting and enjoyable time was had. 45 members were present.

Mrs. Willis Jordan, chairman of Sunshine Committee, reported a good deal of relief work done in the past month.

Reports from various committees show commendable activity.

There will be no meetings during July and August.

Social and refreshment committee as follows:

Mrs. Henry Perrin, chairman.
Mesdames Emma Kindler, Frank Keith, E. C. Fox, B. C. Sears, F. J. Hardenbrook, A. H. Clausen, R. A. Waln, E. W. Price, F. Francik, Sadie Paulin, Roy Blackledge, Robt. Cessford.

Program consisted of piano solo by Geraldine O'Leary, piano solo by Mabel Perrin, reading by Edith Hutton, vocal solo by Mabel Perrin, reading by Mrs. L. K. Owen.

Ottumwa Chapter

The card party and kensington held in the club room on May 20th was well attended, a number of visitors being present and several new members enrolling at this time. Musical numbers by Mrs. Frank Martin and Miss Ruth Williams were greatly enjoyed. Delicious refreshments were served. The committee in charge was:

Mrs. Jas. P. Morlock, chairman; Mrs. W. J. Wilson, Mrs. J. V. Tuomey, Mrs. E. J. Klahn, Mrs. J. H. Valentine.

Mrs. Kendall has presented our chapter with a walnut frame mirror for which we are very grateful and wish to extend our thanks to her.

A new committee known as the Ways and Means Committee has been appointed. The members of this committee are:

Mrs. Thos. H. Kemp, Mrs. Geo. Kissinger, Mrs. Lloyd Wilson.

A picnic is being planned for Fourth of July to be held in Memorial Park.

Superior Division Chapter

The regular monthly meeting of the Superior Division Chapter of the C. M. & St. P. Woman's Club was held June 4th in the American Legion Hall. Business meeting was called to order at 7:30 by the president, Mrs. F. C. Dow.

Mrs. F. C. Bennett, chairman of the Ways and Means Committee, gave a very favorable report on the rummage sale held May 16th and 17th. This is very encouraging as it shows that the members co-operate with the chairmen of the committees in their effort to raise money in order to carry on our good work among needy employees.

The Year Books are now ready for distribution among the members. This book contains the names of officers, chairmen of the committees and all members also the program for the club year.

Immediately following the business meeting a card party was held by the Decorating Committee and office girls, Mrs. Archie Basche, chairman. A delightful lunch was served and prizes awarded for high scores at Bridge, Five Hundred, Cinch and Schafskoph.

The club is to sponsor a refreshment stand at the American Legion celebration to be held at the De Pere Driving Park July 4th and 5th to raise funds.

Great plans are now being made for the big picnic which is to be held at Bay View Beach July 18th. The Program Committee, Mrs. John F. Dunn, chairman, is in charge of the amusements. She, together with the heads of the various crafts is arranging to get all the men interested in the games and is sure everyone will have a very enjoyable and pleasing time.

Wausau Chapter

A very pleasant meeting of the Milwaukee Ry. Woman's Club was held at the Business and Professional Women's Club in the afternoon of May 19th. Following a short business session Bridge and Five Hundred were played. In Auction Bridge prizes were awarded to Mrs. Emelie Randow and Mrs. Dan Wells, and in Five Hundred to Mrs. James O'Brien and Mrs. Bert Nelson. This meeting closed the membership campaign, Mrs. J. L. Truax of Merrill leading, Mrs. Charles Lattimer and Mrs. Grace Munger were close seconds. A cafeteria lunch was served from tables decorated with apple blossoms and lighted candles, at the close of the afternoon by the hostesses, Mesdames W. F. Bunker, Walter Billington, John Brown and Jay Campbell.

Sioux City Chapter

The Sioux City Chapter held its monthly business meeting Tuesday, May 19th, in the Y. W. C. A. Club rooms.

Mrs. J. T. Clark gave a report of the dance given May 7th. While all returns were not in the committee hopes to realize about \$100.00.

The dance was a marked success, both socially and financially, and it was voted

to give another one in June. Mrs. Wean was appointed chairman.

Miss Marie Neenan, chairman of the Membership Committee, announced that a picnic supper, at which the winning team of the recent membership drive will be guests of the losing teams, will be served at the next regular meeting June 15th, at Riverside Park.

Mrs. La Breck, chairman of the Sick Committee, read her report which showed that the chapter, while still very young, has been of some assistance.

Misses Ebba Evers and Marie Larson gave a program of dances and reading.

Beloit Chapter

The regular monthly meeting of the Women's Club was held June 6th. As the thermometer showed way up in the nineties there was a very small attendance, nearly everyone deciding it was too warm to doll up and go to a club meeting. However, they were pretty sore when they heard that hall was just the coolest place in town and about all the ice cream and good cake that was served (angel's food and devil's food) so as to please every one. Could not get the few who did show up to leave before five o'clock, as they all declared it was the coolest spot they had found that day. Wilbur Howe gave a couple of saxophone numbers, accompanied at the piano by his sister, Miss Kathleen Howe, which were greatly enjoyed. We surely hope they will favor us again. We can well understand why Brakeman Mel Howe feels so proud of the "kids" as he calls them.

Dubuque Chapter

On May 15th the Dubuque Chapter held its regular meeting with about seventy-five members in attendance. Reports were given of the activities of the various committees. Mrs. T. Jones, chairman of the Ways and Means Committee, reported net proceeds of \$56.00 from the dance given on May 1st and \$45.00 as the proceeds of the card party given May 15th. Mrs. Malcolm McEwen, chairman of the Program Committee, reported on her plans for activities up to Christmas and as these plans require a considerable amount of work if they are to be carried through successfully, Mrs. McEwen has added a number to her committee and invited anyone who wishes to do so to join in this work.

Mrs. Walter Keck, second vice-president, extended an invitation to Dubuque Chapter to a picnic at her summer home at Massey on July 22nd. Everybody come and bring their luncheon.

We had as our guests Mrs. Shumacher of Milwaukee and Mrs. Taylor of Janesville, who told us something of the work being done by their chapters.

After business was concluded the meeting was turned over to the firemen ladies, hostesses of the evening, who had prepared a very interesting program consisting of two piano selections by Miss Ruth Morgan, accompanied by Mr. Redding with violin; also piano solo by Miss Morgan, two piano selections by Miss Margaret Ruprecht, two readings by Miss Loraine Ayer, two vocal selections by Marie Parnell Malloy, accompanied by Miss Loretta McAndrews, and vocal selections and dance by little Marion Smith, accompanied by Miss Mulligan. At the conclusion of the program light refreshments were served.

Concluded on page 47



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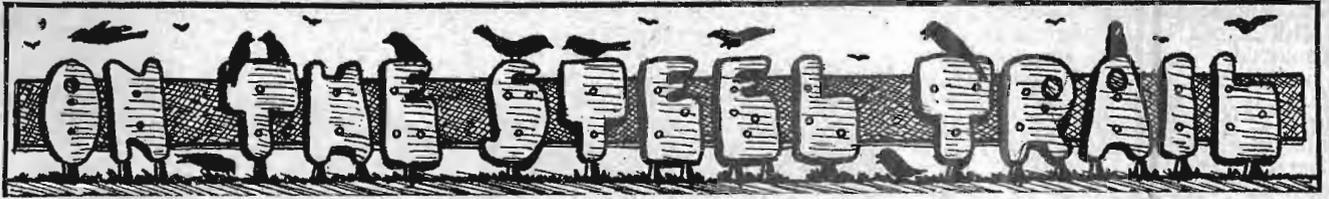
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J. T. Griffin

On May 18th a young son, Donald Robert by name, arrived at the home of Mr. and Mrs. O. P. Barry. The young man was a welcome guest and has decided to remain. The father was all smiles and said, more clothes to buy and less income tax to pay, so why should we worry. The employes extend congratulations and best wishes.

Which is it or what is about Mr. (Pat) McAvoy of the Auditor Overcharge Claims Office that all the girls from seven to seventy, good looking and otherwise, fall all over themselves and everyone else, stealing a glance at him. Is it his laughing brown eyes or his well trained mustache, or is it his sweet personality full of rascality. You tell'm Pat, so that they will know, and Pat says: "I never knew they loved me until I met them in the dark."

Miss Rose Knippel and Eugene Krupka, both of the Auditor Overcharge Claims Office, were married Saturday, June 6th. This young couple sure surprised their many friends, as few knew they were even engaged. Congratulations. The employes of that office presented them with a junior lamp.

J. T. Harvey, C. Becker, E. Ludwig, C. Tarkowski, C. Vendegna and J. Stanley, all members of the "Milwaukee Fun Club," took their annual trip to Kansas City May 16th and report it a huge success under the trained eyes of their chauffeurs, Vendegna and Stanley. They were piloted through the city in a Cadillac Limousine directed by E. Ludwig, visiting Swope Park and Reservoir Hill, two outstanding features of the city. At the breakfast table, it was discovered that the six members represented six different nationalities, including an Italian, quite an oddity. All returned safely May 18th and are now looking forward to their next excursion, which will undoubtedly be a boat trip across the lake. The club has a few openings left for membership for those who care to join.

Congratulations to Mr. and Mrs. H. L. Severs, Auditor Expenditure's Office, on the birth of a baby boy, June 9th. Mother and son doing well.

Mr. Tony Naatz, Ticket Auditor's Office, has taken up a new profession. Old Shoes mended, Wooden or Rubber Heels put on shoes or Slipper while you wait, and you don't have to wait long either, in fact when you need anything fixed or mended, see Tony, "HE FIXA DA SHOE."

Me for Broadway and the Great White Way said Harry Earle, when he left to start his vacation. Two days later he passed the office in a nice white painted milk wagon. It must have taken some time to reach Broadway via the Milky Way, Harry, but then a change from the regular occupation does one good.

It took a long time for two of the girls in the Reclaim Bureau, Car Accountant's office, to bob their hair, but they finally appeared with the very latest in bobs, called the "Police Bob."

Mr. J. W. Severs, Auditor of Expenditure, is attending the Railway Accounting Officers' Association Convention at Atlantic City, June 9th to 12th.

We have been receiving cards and letters from Mr. E. J. Kavanagh, who is spending his vacation in California. He had a very interesting trip west and enjoyed being with the Shriners.

Miss Ellen Lindahl, one of our former employes who has been devoting her time for the past year to religious work, has returned for a short time. We are happy to have you back with us again, Ellen.

The topic of conversation during the past months has been "Permanent Waves." We are getting all curled up around here and the best part of it is, it is permanent.

C. H. Schulze and A. J. Connors, Freight Auditor's office, spent Decoration Day at Louisville, Ky. They left with the best intentions and had everything figured out before they went, and all the folks back home were anxious to get the good news. When they returned, all Charlie would say was, that they did not run according to form, while O'Connor said, we bet on the wrong horses.

Wonder why it is that Margaret McCarthy, Car Accountant's office, is in the habit of leaving her wrist watch at the office and then calling up on 'phone, asking a certain person if he can bring the watch to her or keep it until the morning? Explain Margaret.

Mr. C. H. Gasman, Car Accountant's office, is taking up housekeeping as an experiment, so he says, but the girls are all wise, they have heard the rumors.

Well, here is a good one. Clyde Osborn, Car Accountant's office was telling his friends how he caught 104 fish in 15 minutes. Impossible said one, it can't be done. Is that so, says Clyde, well I'll show you. Here is the picture of the fish and myself, now do you believe it. Well so it is, but how in the world did you do it. Oh! it's easy when you know how. I used hook, line, sinker and automatic bait, and being somewhat of a fisherman the rest was easy.

Miss Ethel Hutchinson, Ticket Auditor's office, accomplished a great deal in her week's vacation. She came back with her hair neatly bobbed and a diamond ring.

Mr. D. B. Ramsey, Car Accountant's office, is keeping in trim for the coming bowling season. He is seen almost every night playing baseball so that his arm will be all right when the season opens.

Mr. Chas. Hall and D. Chandler, Car Accountant's office, are going to Boulder Jet, to fish. Not being accomplished fishermen, they thought it best to ask some one to go with them and show them just what to do, and Mr. Jno. Dewar and Earl Kulton, who are experts in this line, have agreed to go with them and give them the usual first aid, on the promise that when they return, the fish they caught would be divided equally amongst them.

Mr. J. Kavaney, Car Accountant's office, has just returned from Louisville all dolled up with a brand new suit. Asked how he liked it down there and what luck he had, he said, well I bought this new suit at Louisville, to which the boys replied, "Well, they must have run your way, John, not a bad suit for \$30.00 do you think so?"

We were wondering why so much whispering between Clara Wood, Car Accountant's office, and Mary Maney, the nurse, recently, but we have solved the problem now. They both spent their vacation in Cuba. They returned fine and report having had a very pleasant trip. They brought back some useful souvenirs in the way of cigarettes and other sealed packages. Those contemplating this trip will do well to consult Clara and Mary, who will be glad to tell them

of the many wonderful things they saw "ABROAD."

Miss Ethel Carlson, Computing Bureau, Ticket Auditor's office, was married to Mr. J. A. D'Evelyn, on June 6th. Her girl friends in the Bureau gave her a beautiful clock as a wedding gift. The happy couple left for Mackinac Island to spend their honeymoon and will be at home after July 1st, 3558 Lakewood Ave. Congratulations.

Miss Laura Blair, Computing Bureau, Ticket Auditor's office, and Mr. Howard Olson, were married on June 17th. Her girl friends in the Bureau presented her with a tea set and Japanese vase as a wedding gift. Miss Blair left with the best wishes and congratulations of her friends.

Miss Marion Schaefer, Computing Bureau, Ticket Auditor's office, has resigned and gone to Los Angeles, Calif., where she is to be married on June 24th. Love knows no distance. Her many friends presented her with a beautiful linen set, and their best wishes and congratulations for her future success and happiness in the land of sunshine and roses.

Miss Mildred Ocnascheck, Computing Bureau, Ticket Auditor's office, is wearing an engagement ring. More weddings.

Mr. Joseph Buster, Auditor Overcharge Claims office, and Miss Rae Cohen, Computing Bureau, Ticket Auditor's office, surprised their many friends when the announcement of their marriage was received. They were the recipients of a beautiful set of silver and silver electric percolator. The happy couple spent their honeymoon at Niagara Falls. Congratulations and best wishes to Joe and Rae.

Wonder how Katherine Schmitt, Freight Auditor's office, enjoyed her trip to Davenport. She sure was showered with attention during her trip.

Mr. H. E. Martin, Chief Clerk, Ticket Auditor's office, has had it pretty easy here of late, wearing a nice new expensive straw hat at the expense of others who have to content themselves with last year straw. He sure tried to get even with you Harry the other night when your hat blew off. He tried his best to run over it with the machine. Free rides and free hats.

Ask any of the waiters at Starkeys' restaurant if they think Wesley Nehf of the Freight Auditor's office is a quiet boy. The place sounds like a boiler factory when he enters. He got so that he orders everybody around; you would think he had a half interest in the place.

Sick room bouquets were sent to the following employes by the Employee's Association:

Wm. Prehler, Florence Schulz, Freight Auditor's office; John Feddor, Auditor Expenditure's office; W. J. Breen, Auditor of Overcharge Claim's office; Anna Walchak, Ellen Yorkson, Ruby Dunavan, Ticket Auditor's office; Blanche Beck, Geo. Hebel, Bernice Kennedy, Ruth Loescher, Lydia Pagels, Helen Degner, Helen Pearson, Jule Nelson, Car Accountant's office; O. P. Barry, Assistant Comptroller.

The officers and employes extend sympathy to Frank Knigsley, Freight Auditor's office, death of mother.

"Seattle Local Freight Office"

Howdy folks! You didn't see us the last month or two did you? Well, you see it is this way—with everyone taking their vacation at this time of the year, we had to do it too—

hence the sixty day leave of absence. It is rather hard to get back into step, but we are here to stay this time, and will do our best to tell you the news around the Local.

First of all, we want to say that Ceal Lydon, Expense Clerk, was missed from the office during the latter part of May. Ceal spent a week visiting her parents in Grand Forks, B. C.

Miss Ellen Ball, Counter Clerk in the Cashier's office, has been granted a sixty day leave of absence and Loyce Hanna has taken over the duties of this desk.

John Agner, our Revising Clerk, appeared with the Charmed Land Serenaders in a special program arranged by the Woodmen of the World on May 26th. The program was broadcasted over The Times and from reports of those who "listened in" John is there on the saxophone.

Bill Murray says when boarding a train in the dark you can easily find the sleeper by simply listening!

Mr. Pitts, accompanied by Mrs. Pitts, spent our recent holiday of the 30th on the Olympic Peninsula renewing old acquaintances.

Agent Wilson is wearing some new "black rimmed glasses"—have you noticed?

It has recently come to our attention that C. T. Cox makes "frequent" inspection trips (?) to S. H. Kress's. Business must be good, Mr. Cox! (?)

We have a new stenographer on Position No. 67—Esther Fogelberg, who is taking Loyce Hanna's place while Loyce is in the Cashier's office. Miss Fogelberg is from Honolulu.

Guy Truscott, assistant to the Special Agent, spent Decoration Day visiting friends in Ellensburg and Yakima. Oh, yes! the little Ford performed beautifully.

We are glad to report that Ethel Lee is again able to be with us, after an enforced vacation due to illness.

Guy Anderson is back at his desk after a two weeks' vacation. He hasn't given any information as to how he spent the time—but, we do know, his Studebaker has a new coat of paint!

Stella Johnson returned to the office this week, and reports a very nice vacation.

Little Fooley, Fooley, the office dog, says, "You can wander in the United States, but you must go to Italy to Rome."

E. J. Doyle, Perishable Freight Inspector, paid the station a visit last week, inspecting perishable freight equipment in anticipation of a busy lettuce season.

Dubuque Division J. J. Rellihan

Train Baggage man Greener submitted to a surgical operation and as a result was confined to the hospital for about two weeks. He has fully recovered and is back on his regular run.

The weed burner has started out for the season and at this writing is working on the West Union Line. Conductor Geo. Belknap is in charge of the outfit.

Telegrapher "Nubs" Irons was bumped at Gordons Ferry by Operator Wilson, so Mr. Irons went to Lansing and took 2nd trick which is open temporarily.

On account of the new time table which took effect May 31st, Conductor Charley Merwin and brakeman Sam Hess have given up their south end run and are now working between Savanna and LaCrosse on Nos. 3 and 4.

On May 16th, Paul Powers, son of Station Baggage man Ed Powers, of Dubuque, was struck by an automobile, the accident resulting in a fracture of the skull. The little fellow is getting along very well, and it is hoped that no serious after effects will follow.

Mr. A. Dutton, former Trainmaster on the Dubuque Division, but now in the real estate business in Florida, was a Dubuque caller last

month. "Andy" reports business good in his line which is indeed very pleasing news to his old time friends on this division.

Mr. L. B. Beckwith, formerly night Yardmaster at Dubuque, and several years ago moved to the T. H. Division, has returned to this division, and just now is working as switchman in the Dubuque yards.

Conductor Guy Bircher is a witness on the famous Murphy case which is attracting a lot of attention in Northeastern Iowa. The case is being tried at Cresco.

Miss V. Nelson, the 2nd trick operator at Gordons Ferry, is taking her annual vacation, and spending her time with relatives in Canada.

The depot at Waukon was the scene of a daylight burglary on June 4th. During the dinner hour, while the station was deserted some one broke a pane of glass in the west window of the office and crawled through. The money drawer was broken open and rifled, but all the intruder got for his pains was about twenty cents in pennies, as Station Agent Intlekofer, as he always does, had taken the company's funds along with him when he went to dinner.

Fireman Jim Hart is attending the convention of the B. of L. F., which is in session at Detroit this month.

The many friends of Engineer Bob Lang will be pleased to know that he has recovered sufficiently from the eye trouble he has experienced lately to take a position at Dubuque Shops.

Trainmaster W. L. Schmitz has been quite busy lately holding schools of instruction, and re-examinations on Standard Rules.

A report is in circulation that Engineer Wm. Luther of the West Union Line, has cleaned up on his Florida land, making about \$70,000. We all hope it's true.

Nick Barbars, the veteran section foreman of Harpers Ferry, has been quite sick, and his illness was of such a serious nature that he had to be removed to Mercy Hospital at Dubuque. At the present writing he seems to have fully recovered, and no doubt is good for another twenty years.

Conductor R. H. Kearney has disposed of his home in Dubuque and moved to LaCrosse, where he will make his headquarters in the future.

How many of the old timers remember W. O. Craig, as he tramped over the Milwaukee for twenty-five years as Traveling Auditor, working on nearly every division of the road? A great many should remember him personally or by reputation. This writer was surprised recently by receiving a note from Mr. Craig. It seems that he was retired over four years ago on account of ill health, and has not been able to work since and never will be. Having put in his time thinking of the interests of the company and his family he has not accumulated much of the world's goods, and he is now trying to piece out his income by doing a mail order business on the "pay-on-approval" plan. While Mr. Craig was one of us we have always found him a square shooter, and should any of the "rails," old or young, be able to use any of the merchandise he offers, we are sure they will find him a "square shooter" still!

Dubuque Freight House Notes

Franklin John Ickes, better known as Bowly, now uses the alleys in the vicinity of 12th St. We understand that there is a local business man who wishes to interview Bowly in regard to the defeats which the "Midnight Marauders" have been suffering.

Frank M. Duffy, Chief Bill Clerk at Dubuque Freight office, underwent an operation for appendicitis at Finley Hospital, Dubuque, on May 17. At this writing Frank is up and around. He expects to return to work about the first of the month.

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Did you see the new Buick Sedan that J. P. W. recently purchased? "I'm, getting pretty sporty in our old age."

Bowly Ickes promises some good material in the June issue of the "Milwaukee." Of course you understand that Bowly has been suffering at the hands of some practical joker.

The writer wishes to report that something is in the wind. On May 27, Roland Ralston had the only girl in the world up visiting the folks. Of course this may mean nothing but you know that he presented her with a diamond at Christmas, and it is reported that he was seen wandering about town at 1:00 and 2:00 A. M. in the morning. Of course, this is pretty bad, especially when you can't sleep any more.

Chicago Terminus

Guy E. Sampson

Here we are again. Summer is here. A fairly good business is here, dry hot weather was here, now a good cooling rain is here so we can say, "Cheer, cheer, we're all here, what the heck do we care," etc.

The death of Mrs. Sarah Walters, May 19, made sad several families of railroad people. Deceased had attained the ripe old age of 85 years and leaves three sons and three daughters, the sons holding positions with eastern roads, while one daughter is an employee of the Milwaukee, one daughter the wife of Yardmaster Chas. Harrington, with whom she made her home and her other daughter, the wife of Switchman James Coward of Bensenville. Burial was made at Washington, Indiana, her former home. Sympathy of all employees is extended to the bereaved ones.

We have just been informed that our silver toned phone operator at Western Avenue has taken a notion to accompany her husband on a month's tour of the Canadian Rockies. No doubt they will rest a few days at "Crows Nest" and when they return will favor us with an account of all the beautiful scenery they passed by.

Mrs. James Coward has gone to the hospital for treatments since the death of her mother. Mrs. Coward has been in poor health for some time and her many friends hope to see her home again soon hale and hearty.

There have been several games of ball played between car clerks in Bishops, O'Brians and the Galewood office. We were unable to attend but from all reports no national league player ever worked harder to keep his team ahead than these same clerks did. We are unable to get any of the boys to give us the exact returns only that the boys at Bensenville are ahead at this time.

Vacation season is in full swing and Union Street employes are scattering to all parts of the country.

Hazel Collins, Chief Clerk's stenographer and Nell Wager, our cute demurrage clerk, spent

their vacations in California looking over the native sons.

Joe Skelton spent his in Tennessee and Hubert Grambort wandered out to Seattle. Hubert made the trip all by himself too—bless his little heart.

Loretta Oberg and Ann Holland visited Washington, Baltimore, Philadelphia, Boston and then took a whirl on Broadway. We'll bet the New Yorkers opened their eyes.

Ethel Reaum, nee Johnson, is spending her honeymoon in Windsor, Canada. Wonderful judgment.

Vic Petersen, Union St. chief clerk, took in the Kentucky Derby. He says if he'r known Flying Ebony was going to win, he might have risked a dollar or two.

Volney B. Richardson has passes over seven railroads and one steamship line and is planning a tour of Canada and the west coast. If Rich gets through Canada all right, we can expect to see him back studying the Racing Form about the middle of July.

It's really a good thing the beach reformers didn't visit the Union Street freight office during the heat wave. They would have thrown up their hands in horror. We don't want to go into detail, but some of us went around with a constant blush on our faces. No, that isn't all we had on.

Henry Stephan wants to know if it would be foolish for him to marry a girl who is his mental inferior. No Steve, it wouldn't be foolish; it would be impossible.

John Miller says 'ell stands for Love.

Joe Goose is looking for a job calling out the stations on an ocean liner or as chief linesman for a wireless telephone company. He will consider a position as fireman on an electric locomotive.

The many friends of Le Roy Westernberg will be interested to know that he is now working for the Western Trunk Lines in the new Union Depot.

Adolph Monterde says there are two kinds of girls. Those who kiss and those you don't want to.

Dave Bysted had a hard time making some teamsters understand him the other day. He used such big superfluous words that he was the only one who knew what he was talking about, at least we hope he did.

We sent Curtis Epen to cover the Johnson-Reaum wedding, but his report was so incoherent that we are lead to believe that he didn't attend strictly to business.

We gather, however, that the wedding was a huge success in every sense of the word.

Among the celebrities attending the wedding were Miss Kathleen Connors, Mrs. Emily Parks, Mrs. Neva McGee Slingerling, Miss Anna Holland, Miss Ethel McGee, Miss Anna Merz and Mr. Adolph Monterde. Mr. Volstead was not present.



Successful prevention of scaling, foaming, pitting and corrosion through scientific treatment of boiler waters by Dearborn methods is the result of life time study and experience. World wide use is proof of the efficiency of Dearborn Treatment.

A House of Chemical Engineers at your service.

Dearborn Chemical Company

310 South Michigan Avenue
CHICAGO

The guests were entertained by the Drexel Radio quartet and some Union Street talent, mostly cheer-leaders.

Everyone was in the best of spirits and enjoyed themselves immensely. Anna Merz is still giggling and Emily Parks still has her arm in a sling.

Ruth Westland has taken Luba Golub's position in the cashier's office and Kathleen Connors has taken Ruth's place as Marshall's assistant. Marshall always seems to draw a good looking girl. It's too bad he's so bashful.

The Union Street baseball team is showing mid-season form. They have beaten the strong Pan Handle team four out of five games and are improving every day.

Barney and Stanley, for the past couple weeks have lost their fame, as a couple of sheiks. The girls still sigh, when they call on the phone,

But the boys aren't so impressive, when they get 'em alone.

The reason for this 'tis our honest belief
They're as free from hair, as a hen is from teeth.

Some say that since the barbers have raised
They're conducting a boycott—their heads are shaved!

When you see the boys, you can't help but smile,

But they will not say why they wear this style
It is said that since their hair started thinning
They wanted to start with a brand new beginning:

Others insist that with the summer's hot days
Hair is bound to impede them in tracing down strays

A Cicero shingle, with a bald effect
Is one idea that could hardly be checked.

The definition of vacuum would be appropriate,
But you can't help them now, it's really too late

Despite such opinions, at least none can deny
Domes like these make great landing fields for the pestiferous fly.

As a result of a romance that started at Bensenville roundhouse, our handsome apprentice, Herbert Rapp, took Miss Ilo Curtis, our former, pretty stenographer for better or for worse, Saturday, June 6th.

Congratulations Herb. Thanks for the cigars.

Speaking of business men, take Machinist Wm. (Red) Wolfe for example. When some of the boys go to his home for a sociable game of cards, he charges them for the deck they use, then a few days later they want to play on the shop train on the way to work and Red brings this same deck out and charges them the price of a new deck again. Red is there when it comes to getting the money.

Mrs. Florence O'Conner, formerly Florence Donohue, steno in Mr. Ingraham's office, resigned her position and all were sorry to have her leave.

Dorothy Roxburg is the new girl in the office, and all welcome her.

Mr. H. E. Sittler, Trainmaster, has been transferred to the Illinois Division, and his place has been filled by Mr. C. E. Elliott. Chicago Terminals will miss his smiling countenance, but we all wish him success in his new field. All hope Mr. Elliott will like Bensenville.

Mr. and Mrs. George Stone, both former employees of the C. M. & St. P. at Galewood Roundhouse, Mrs. Stone being Edna Merriman, are now the proud parents of a little girl, born April 24, whose name is Dolores Leta.

Congratulations to Mr. Marshall, who is now a great grandfather.

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

Mrs. F. J. Alleman and Mrs. W. Charles Langbeer both were in attendance at the recent state convention of the Parent Teachers Association at Aberdeen, Washington, at which Governor Hartley's recent caustic utterances with reference to the P. T. A. came in for much comment, goodhumored and otherwise. Both ladies are prominent in P. T. A. circles of this state and beyond it and can well afford to take the governor's reference to "the cat and the canary" with good humor.

We regret to note that John Dubois, long of the warehouse force at the Local Office, and more recently of the Yard Office, is still sick at Lake View Sanitarium, near Tacoma, where he has been since last winter. We sincerely hope that his condition may soon improve enough to enable him to return to work.

Keith Williams of the Local Office force has been sick with pneumonia for three weeks at this writing. We extend our best wishes for his early recovery. Kenneth Alleman, the famous baseball player, is on Keith's job in the meanwhile.

Francis Kirkland of the Local Office force has been on a two weeks' vacation recently, but we have not heard of his going away anywhere to enjoy it.

Mr. and Mrs. W. B. Alleman (of the Local Warehouse) left May 29 for a month's visit to relatives at numerous points in Wisconsin and Illinois, including Libertyville, Madison, Milwaukee, Monroe and others. We trust that they will have a great old time and that they will not get tangled up in any of the storms with which the central states seem to be afflicted of late. Nothing like that here on the Coast, you know. This paradise of a Puget Sound country answers to Tennyson's poetical description of

"The island valley of Aylon,
Where falls nor rain nor hail nor any snow,
Nor ever wind blows loudly, but it lies
Deep-sheltered, happy, fair with orchard lawns
And bowered hollows, crowned with summer sea."

Small wonder the tourists flock here in ever increasing droves.

Emmett Maloney, the athletic Chief Oriental Bill Clerk at the Local Office, for once was off a few days due to a slight attack of tonsillitis. Everybody missed Emmett and was glad to see him back at work.

Jack McKay of the Yard Office was one of the victims of a cold recently—many others had it in a greater or less degree—and was absent from work for several days, but is his usual self again.

Noah Waldron, Assistant Foreman on Import at Dock Two, is very seldom away from work or from the city and it was quite an event for him when in company with Mrs. Waldron and several friends he drove across the Snoqualmie Pass to Roslyn, near Cle Elum, over Memorial Day. Noah is developing into quite a driver, we hear, but he has not yet invited any of us for a ride. The trip to Roslyn was uneventful except for some misguided individual bumping into the Waldron sedan at Renton on the way back.

W. J. (Scotty) Kear, Assistant Foreman on Export at Dock Two, had a narrow escape the other day on the steamer London Maru when a loaded winch cable slipped along a hatch combing while he was looking down into the hold of the vessel and caught him a glancing blow along the side of the head. Its force was such that it might have injured him very severely or knocked him over into the hold to instant death, and he was very fortunate to escape with slight contusions on the side of the jaw.

Cedric Moyer is doing extra work at the Yard Office, relieving others of the office force

Be Ready for Vacation or the Ticket Agents' Convention at St. Petersburg This Fall

Get extra money for vacation by selling Travelers Accident Tickets. Don't let an opportunity pass. Ask every person buying a railroad ticket

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Will you help us to serve you?

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who are off for a day or two. While he was laid off himself he took the opportunity of visiting relatives near Portland, Oregon, and his grandmother at Port Angeles, Washington.

Two almost new turbine steamers, the Paris Maru and the London Maru, have been placed on the Puget Sound run by the Osaka Shosen Kaisha, our Oriental steamship connection. They were on the European run for a few voyages and are now replacing the Manila Maru and the Hawaii Maru, which have been put into service to South America. The Paris Maru and London Maru are faster vessels than the ones which they are replacing, but are freighters exclusively without passenger accommodations. This is a result of the exclusion act which has reduced Japanese travel to and from the United States, while Japanese emigration to South American countries is increasing. Most of the O. S. K. steamers on the westward trips are now carrying enormous lumber cargoes, Japan being a very heavy buyer in this commodity. Pieces of dimension lumber—so-called "Jap squares"—are being handled in this line which would make lumbermen elsewhere green with envy, so enormously large are they.

Mr. Albert G. Bantly, Traveling Freight and Passenger Agent at the Tacoma City Office, with Mrs. Bantly, leaves Monday, June 15th, for Minneapolis to enter upon his new duties in that city, he having been appointed Division Freight and Passenger Agent at Minneapolis to succeed the late Mr. A. S. Willoughby. His jurisdiction will extend over the river, Wabasha, Chippewa Valley, Iowa and Minnesota, and Southern Minnesota Divisions as far west as Wessington Springs. Much as we congratulate Mr. Bantly upon this well-merited promotion and wish him every success in his new and larger field of usefulness, all the Milwaukee family at Tacoma who know him, as well as the business men and general public with whom he came in contact, will be sorry to see him leave here.

Mr. D. E. Stevenson, son of Division Freight and Passenger Agent Stevenson, and an old Milwaukee employe, having worked the last two years as a passenger brakeman on the River Division, has gone into business in Tacoma, having opened an independent gasoline station at Puyallup avenue and Bay streets, a very favorable location, where he will doubtless do well. The picture below shows him and the service station. His many friends on the Lines East will wish him every success in the venture.



Roy Kidd, the handsome Rate Clerk at the City Office, is another one of the tin can tourists. Roy and the family recently hitched up the faithful flivver and motored to Dallas, Oregon, to visit Roy's mother and other relatives at that city. They made a regular job of it, camping out nights like any other auto tourist. They also visited the famous and much-advertised towns of Kelso and Longview. Hardly had they returned when they drove to Hood's Canal over the week-end to see the blossoming rhododendron—a wonderful scenic trip at any time but especially so now in blossom time.

S. M. P. Office

"Hazel"

Miss Marie Henneberry has left the office of the District Master Mechanic and John Cass of the S. M. P. office is now on the timekeeping job which she vacated.

Alvin Jung has taken the position made vacant by Mr. Kass.

The most excitement we have had since the plaster dropped off the ceiling was the epidemic of vaccinations. Several were confined to their homes due to illness resulting from same.

Mrs. Elinor Zastrow gave a house warming party in her new bungalow. The majority of the office force was there to pass on her ability as a cook and all reports indicate that she is a very capable hostess. A jolly time was had by all and it has been requested that mention be made of the "Receiving Set" which Manilla Voelkel won as a consolation prize at Five Hundred.

Word has been received from Mr. and Mrs. Howard Chandler that they have returned from their honeymoon and are keeping house in Du-buque.

Al Link, of the A. F. E. Bureau, made a trip to Madison, S. D., in regard to the water treating plant.

If Marty and Red of Milwaukee Roundhouse will call on me the next time they "Step" I'll willingly give them the necessary to make it possible for them to spend more than a large evening. It's a little late for spring poetry, but when properly inspired one must burst forth into rhyme.

Little dimes and nickles,

Little pennies, too,

Make a lot of Dollars,

Red and Mart, for you.

The long looked for vacations are with us again. Ramona Kopitch is going to spend part of her vacation in Birnamwood, Wisconsin, with her folks and will then go to St. Paul to visit her sisters. She also intends to cavort upon the greensward at Mayflower Lake.

Bernice and Eleanor Collins, accompanied by their mother, made an extended trip through the East, visiting points of interest in Vermont and New York and Washington, D. C.

Louis Bednar reports a well enjoyed vacation. He made several trips, visiting friends at Chicago, LaCrosse and Minneapolis.

Mary Hartford didn't travel far on her vacation but had a nice time at nearby lakes.

Albert Smith of the Shop Superintendent's office stayed home during his vacation and worked in his garden, tended to the chickens and came back with a nice coat of tan.

We hear Larry Dornuf of the Pattern Storage is so deeply in love that they have to throw ashes around so he don't slip while at work.

Katherine Ryan and the contriver of these notes will leave on June 27th for the West Coast. While there we will go up the Columbia River Highway Drive from Portland and then spend a few days at Mt. Rainier, after which we intend seeing Snoqualmie Falls, and last, but certainly not least, we will visit friends in Vancouver, B. C.

S. M. East

R. G. E.

Baggageman Williams of Austin has returned to his duties after spending two weeks in Kansas City where he attended a convention of the Brotherhood of Railway Clerks, Freight Handlers and Express Employees. John says there wasn't much vacation about it, mostly work.

E. F. Gaskill, Trainmaster's Stenographer, spent a two weeks' vacation at the home of his parents in Cologne, S. Dak. He returned in time to relieve Rose Krulish, General Clerk in the Superintendent's Office, who has gone to Idaho to spend a month with her sister there.

The paint gang has been busy at Austin and have finished painting the cornices of the pas-

senger station. They also put a new finish on the Yard Office building at Austin and touched the interior of the Yard Office and Baggage Room.

Alfred Larson, Trainmen Timekeeper, has resigned from the position in the Superintendent's Office and expects to leave about July 15th for Denmark where he will spend about a year with his parents.

Understand Engineer Wm. Sucha had quite a time recovering his lost bicycle. If you ask Bill he can give you the full particulars of the case.

Chas. Wollweger appeared on the scene one Saturday afternoon all shaved up and he said SHE is some barber. Charley urges all the boys to give the lady barbers a chance.

The Milwaukee Cardinals have played several games of baseball this season, meeting defeat but once. They were beaten by the Blooming Prairie aggregation on foreign territory. At Grand Meadow a tie game was played. Agent R. G. Laugen was official umpire of the game. Understand he is also manager of the Grand Meadow team, and he runs a restaurant on the main drag. Outside of these things he hasn't much to do.

Someone has suggested that Cashier Okre of Albert Lea get a chain and lock for that pocket-book of his. He is very thankful to Operator Hayes for the recovery of the lost purse.

Another good man gone wrong. On June 2nd Fred Smith took unto himself a wife, the victim being Miss Martha Heman, of Myer, Iowa. After a honeymoon by car through different parts of Minnesota the newlyweds are quietly domiciled in their home on Seventh street, Austin.

C. A. Turney, Night Yardmaster at Austin, spent a couple of days during the month of May visiting friends in Milwaukee.

On June 12th the track at Lanesboro was covered by two and one-half feet of water as a result of the heavy storms in that vicinity. Train service was not interrupted, and the S. M. pulled in on time.

The park near the Austin Passenger Station has recently been decorated by flower beds. The Kinsman greenhouses had charge of the work and are to be complimented for the transformation.

The fellows on the paint gang say that Earl Libby must have it bad. He sure treated Uncle Sam right while in Austin, sending two letters a day to a little village named Lanesboro.

Iowa (East) Division and Calmar Line

J. T. Raymond

Mr. and Mrs. L. C. Dow have gone to Lake Okoboji where they have a cottage to spend the summer.

Mr. and Mrs. R. Lee Taylor visited several days with relatives at Morrison, Ill.

Round House Foreman W. E. Cooper of Marion attended a meeting of General Foremen at Milwaukee June 8th.

Engineer Oliver S. Thompson was absent several weeks account of illness. "Len" Low pulled the Farley passenger during his absence.

Charles Laird and Joseph Prior spent Decoration Day with relatives in Minneapolis.

Miss Alice McGuire visited in Chicago with friends week ending May 28th.

Mr. and Mrs. E. S. Scown of Marion have returned from a two months' trip visiting friends in Oregon and California.

Miss Dorothy Myrtle Klumph and Claude Merl Robison were married at the home of the bride's parents, Mr. and Mrs. L. A. Klumph, at Marion, Tuesday evening, June 9th. Mrs. Robison received her education in the Marion schools and was employed for two years in the Milwaukee offices and for the past six years in the County Treasurer's office. Mr. Robison is employed with the railway company at Atkins and has many warm friends among the employes. We

heartily congratulate them and extend best wishes for their prosperity and happiness.

Leverman and Mrs. F. W. Bowers of Sabula Bridge spent a week's vacation at Battle Creek, Mich., witnessing the graduation of their daughter, Miss Winefred, who took a three years' course in nursing at the famous sanitarium. A fine achievement.

Conductor William Brubaker has taken one of the runs on Nos. 4 and 19 between Marion and Chicago.

Conductor William Shank has taken one of the jobs on the Cedar Rapids Calmar run.

Operator and Mrs. L. A. Patton of Marion were away several days on an auto trip to Hartley, Iowa.

Miss Idelle Fullerton has been transferred to position of clerk Roadmaster's office, as a result of this change Chester Cornelius, Harley Reynolds and Wm. Kinder receive promotions.

Harry Murphey went to Minneapolis escorting his children that far on a visit to their grandparents at Seattle, Wash.

Agent M. E. Burns of Green Island spent several days visiting his mother at Volga City. Her health is very poor and prospects for her recovery are not very bright. We are sorry to learn that this is so. Operator R. Tarr was relief operator at Green Island during Mr. Burns' absence.

On new time table taking effect May 31st, No. 4 is carded to run via Green Island instead of Elk River Line and the time is shortened one hour.

Mrs. W. R. Barber of Marion went to Milwaukee to spend Decoration day. This is Mrs. Barber's former home.

The deepest sympathy of many friends on the division is extended to Train Dispatcher L. S. Dove and family in the death of Mr. Dove's brother, Ralph, who was drowned at a Chicago beach Sunday, May 31st. He was 23 years of age and would in another year have completed a course at Ames College. The funeral was held at Marion June 3rd and was conducted by his former pastor from Ames. Six fellow students from Ames acted as pall bearers.

Chief Dispatcher H. C. Van Wormer was a guest June 8th of Mr. Eberman of the Drake Hotel, Chicago. These gentlemen own cottages and are near neighbors at Pequot, Minn.

Miss Blanche Remington left Marion June 8th, spending her vacation in Minneapolis and Seattle.

Victor Bernhardson spent Decoration Day week end with relatives at Minneapolis.

R. E. Fitzgerald of Perry spent an evening in Marion enroute from Minneapolis home. He is as young and genial as ever. "Fritz" has the life more abundant.

The sympathy of the employes are extended to Conductor and Mrs. J. J. Troy of Marion who were called upon to mourn the death of their son, Franklin, who passed away May 21st. The funeral was held at Marion and was largely attended.

The remains of John Humble, former K. C. Division Engineer, were brought to Marion May 20th and laid away in Oak Shade cemetery. He met his death in an elevator accident in Milwaukee.

Mrs. Phillip Shoup of Marion met with a painful accident May 21st. She slipped and fell breaking her arm.

Operator Mac Stewart of Oxford Junction has resumed work after several weeks vacation. He spent a part of the time taking treatment at Excelsior Springs and is much improved in health.

Mr. and Mrs. L. A. Klumph spent several weeks visiting relatives in Los Angeles, Calif. Among that number is Frank Varner, former Train Baggage man on this division. Frank has been there three years and is doing well. He takes especial delight in extending a warm

reception to any of the Milwaukee "old timers" that come his way.

Agent H. E. Ramsey of Oxford Junction has resumed work after several months' absence. Leon Huffman who has been relieving Mr. Ramsey has taken a two months' leave of absence.

Edward McElhane, Extra Conductor, passed away June 7th at his home in Savanna after a long illness. The funeral was held June 7th. He was a son of Engineer W. D. McElhane, who passed away some years ago. We extend deepest sympathy to the family in their loss.

Engineer Morgan Hildreth is off duty account serious illness. He went to a hospital at Des Moines for treatment.

Chief Dispatcher H. C. Van Wormer and Dispatcher Lawrence S. Dove have built adjoining cottages at Pequot Lake, Minn.

Mr. and Mrs. Van Wormer left for Pequot June 17th for a months vacation and Mr. and Mrs. Dove expect to start July 1st on their vacation.

Dispatcher H. E. Ramsey is at Marion acting as Relief Dispatcher during the vacations.

On new-time card Conductor Hyde runs No. 38 Davenport to Savanna and Ill 53 Savanna to Davenport.

Brakeman H. E. Deischer and Conductor Frank Dlouhy attended the Iowa Grand Lodge of Masons at Davenport June 8th.

Brakeman Walter Willett is off on an extended leave of absence on account of being sick.

Mr. and Mrs. Ray Perrin went to Denver visiting Mrs. Perrin's parents account illness of Mrs. Perrin's father.

Dispatcher A. J. Krohnke of Perry visited briefly in Marion while enroute home from vacation.

Mr. and Mrs. John W. Nolan of Cedar Rapids were away on an extended vacation visiting their son Thomas who is employed on the Pacific Electric Railway at Los Angeles and attending the wedding of their daughter, Miss Catherine, at San Diego, Calif.

Operator J. W. Nolan, Jr., is acting as second trick operator at Cedar Rapids during his father's absence.

Labor Foreman at Atkins, Frank Osborne, is getting very sporty. He now sports a new Ford car. He is also minus several teeth on account of cranking said Ford.

Machinist Joe Brown has returned to Marion from Marshalltown where he visited relatives.

Wonder why Machinist "Mike" Mullaly went to Wisconsin? We suppose it was cheaper to buy one than two.

Boilermaker C. T. Bowman was called to Boone account of the death of his mother.

From the Banks of the Wabash

Roberta Bair

Fred and Howard Hollis, Store Department, are on their vacations at the present time.

Eleanor Faris, of the Master Mechanic's office, is spending her vacation at Trinity Springs, Indiana.

Mr. J. J. Crowley, Chief Electrician, spent June 10th and 11th on this division.

Mrs. E. L. Notley, wife of Roundhouse Foreman at Terre Haute, is convalescing after a serious operation at St. Anthony's hospital.

The pass request recently made out by Leonard Lentz looks rather suspicious. Come on, Leonard, tell us when it is going to happen.

We would like to know if we can believe the story John Unison tells relative to spraining his ankle while in Milwaukee.

Ethel Dick is spending her vacation at Hollywood, Florida.

We are glad to hear that Leonard Lentz, Draftsman, has received a promotion and will be in the Mechanical Engineer's offices at Milwaukee. Although we hate to see him leave, we wish him success.

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Mr. and Mrs. M. C. Faris, Freight Agent and wife at Terre Haute, are spending their vacation in the southern part of Indiana.

The members and guests of the Milwaukee Employes' Social Club enjoyed a picnic supper at Denning Park, Monday evening, June 8th. Everybody came with well-filled baskets, and lemonade and ice cream was furnished by the club. The Milwaukee double quartet, composed

of Eleanor Faris, Alice Church, Martha Swanson, Catherine Pfeiffer, Richard Wehr, C. W. Pearce, John Unison and T. J. Lentz, entertained with several numbers. The committee in charge were: Eleanor Faris, Catherine Pfeiffer and R. M. Blackwell. There were about one hundred in attendance.

Catherine Pfeiffer again celebrated her 25th birthday. Someone gave her golf clubs. Our hearts go out in sympathy to those poor innocent golf balls.

Eleanor Faris once had the notion,

That to be an old maid was her portion,

Dick sez "Dear" (Tee Hee) "I move you accept me,"

Sez Eleanor, "I second the motion."

An almost deadly argument ensued on Ethel Dick's birthday as to whether she was sixteen or sixty. She, of course, maintained that she was sweet sixteen. I wonder if she can get an affidavit sworn to that effect? We'll ask her pa.

Fred Mancourt of the Chief Timekeeper's office has returned from a vacation trip to Los Angeles where he attended the Shriner's convention.

West Clinton Notes

On May 12th, Conductor Glen Goff was injured in the West Clinton Yards while switching. After being taken to the hospital in Terre Haute, it was found necessary to amputate his left hand just above the wrist. Mr. Goff has the sympathy of everyone in the railroad service.

Edward Braden, our popular night yard master, returned to work the evening of June 3rd, after an enjoyable vacation of two weeks. He spent part of the time in Kansas City. R. W. Males and Mark Hewitt divided honors in working as yardmaster during Mr. Braden's vacation.

About the most popular thing we can think of at this time is the water cooler that was installed in the yard office just before the real hot weather commenced.

Earl Mullen, Car Inspector and our Chief Clerk, Frank Correll, attended the races at the capital city May 30th.

Frank Hunnicutt, Light Repairman, is the proud father of a son, born May 28th, named Junior.

A son was also born on Sunday night, June 7th, to Car Repairman Harold Jones, and wife.

Looks as if our Storekeeper W. C. Glass is having troubles of his own with the "Clam Shell."

A ball game was played at the park one afternoon in June between the yard office and store room and machinists and boiler makers. The score was 12 to 5 in favor of the clerks. Logan and Glass played best for the pencil pushers while Wallace and Coonce were the stars for the big boys. "Red" Lockman and Herbert Dietz were in the line up but failed to connect and were a disappointment. With a little practice they should improve.

Claude Silkwood, our car record clerk and wife, spent the latter part of May visiting Mr. Silkwood's relatives near the Ozarks and other parts of Missouri and Illinois.

Several of the fellows had fine patches of strawberries this spring, but the long dry spell hindered the crop and as "Doc" says—"We have strawberries once in a while, but prunes we have with us always."

Brakeman I. G. Boyd and family left June 11th for an extended visit with relatives in Florida. We'll bet it isn't any hotter down there than in Indiana now.

Fred Stephenson, our sheik yard clerk, and his heavyweight prize fighter, young Thomas, son of car repairman, Jay Thomas, went down to Terry Hut one night not long ago to battle one "Bueller." They were real joyful when Bueller failed to appear.

Twin City Terminals Happenings

"Nah"

"A safety first sign can't talk, but it's not so 'dumb' as the fellow who disregards it."

One of our old River Division passenger engineers, Mr. S. Evans, called at South Minneapolis for the first time in a long time and visited the various departments. Mr. Evans retired a number of years ago, after having given the company many years of faithful service, pulling some of our very important passenger trains.

Mr. A. Z. Cowles has returned from Florida but as yet have not had a report from him but when we do, we know it will be interesting.

Anyone with cash and lots of it can do business with our Timekeeper Oberg as he has five full blooded Boston-Bull Terrier pups for sale.

Those desiring a real car for fishing purposes, apply to Master Mechanic John Turney, Minneapolis, Minn., as he has an up-to-date FORD equipped with train control, etc.

Luncheon was served at 12:15 Thursday, May 28th, 1925, in the new Nicollet Hotel in the ball room on the second floor in connection with the Traffic Club for the Milwaukee Railway. Mr. H. E. Byram was the honor guest and the principal speaker of the event. He was introduced by President Bremer of the Traffic Club who also introduced Messrs. Gillick, Greer, Harsted, Loweth, all from Chicago. From Minneapolis, he introduced Messrs. Foster, Weidenhamer, Johnston, Van Dyke, Kennedy and Root.

At the conclusion of the luncheon, they were entertained by several piano solos and also some singing by the Pioneer Negro Quartet who are porters working regularly on the Pioneer Limited.

At 1:00 P. M., Mr. Byram's speech was broadcasted over the WCCO and he spoke principally on the reason for the Milwaukee Railway going into the hands of the Receivers and also on general conditions in the Northwest.

The Milwaukee employes were well represented and a model of the latest electrical passenger engine now in service between Tacoma and Othello on the Western Electrified Division of the C. M. & St. P. Ry. were favors placed at each plate.

Mr. John Hendry, engine yard foreman on the first shift, who was injured a year ago last March, made a visit at the shops recently and reports improving greatly although not able to resume work as yet.

Roundhouse Foreman Chas. Lundberg from Minneapolis attended the general foreman's staff meeting held at Milwaukee the 8th, 9th and 10th.

The store department office force isn't as peppy as they thought they were—they started out one fine Monday morning working from 7:00 A. M. to 4:00 P. M., but it only lasted a week and we have heard no more about those "GRAND BANKING HOURS." When you mention it, they don't look the same. They said the 4:00 o'clock time was all right but oh you 7 bells in the morning.

Am attaching a song which will be put to music and this poem was written by our Engine Yard Foreman J. A. Hendry, who was injured a year ago last March and not as yet able to return to work and as a request when at the shops, he asked me if I would send it to the magazine for publishing and sign his name to same. He spends his time in this line of work while laid up.

R. & S. W. Division Lillian L.

Brakeman John Ward is a regular life saver. Someone's Decoration Day would not have been quite such a lark if Mr. Ward had not found the pass that was left on No. 309 and hur-

ried it to the Chicago train and returned it before the owner even discovered it was lost. Thank you, Mr. Ward.

Helen (during storm): Could you get a shock over the telephone?

Leo: That all depends upon whom you are talking to.

Speaking of shocks, understand Mr. Pietsch is having "shock absorbers" put on his new Nash.

Some of the neighbors who happened to glance through the window of the Matson home at Racine about one o'clock one morning, were horrified to see Frank up pretty close to the ceiling and sounded a general alarm, thinking he might be preparing to hang himself. However, it developed Frank spied a little cob web up near the chandelier. Now as he had just returned from a Dokey gathering, I'll leave it to you to decide whether there was really a cobweb there or not.

Understand Traveling Engineer Bates was quite peeved because he was not invited to the Women's Club ball which was held at Beloit on April 15th. Never mind, Bubbles, we'll never let it occur again.

It's pretty nice to have dad all lined up to take care of your best girl while you are out of town. That's a pretty good way to head off some of the local sheiks who might wish to show her a good time. How about that, Harold?

Ask J. C. and G. H. P. about the fish dinner they had up at Engineer Bill Smith's cottage at Delavan Lake—two cans of sardines.

An eight pound boy, Don Alexander, born to Conductor and Mrs. Joe Helms on May 15th. Joe seemed pretty happy when he was telling us about it.

Our sympathy is extended to H. P. Funk for the loss of his mother, who passed away at St. Paul on May 20th.

Anyone desiring information as to a circle tour, address Claribel at Savanna. She took a very interesting one recently and understand she came back via Beloit so as to answer in person the "ad" for a red haired girl. Hope she was not too late.

Mr. Charles Larson has accepted a position in the accounting department at Beloit.

The Women's Club are making arrangements for a picnic on July 12th. Everybody invited.

Trainmaster Connors went on a fishing trip up in Northern Wisconsin the last week in May.

They sit in the park every day and dine, a little girl and Claron Hazeltine. They seem not to care for wind or weather, so long as they can sit together.

Now we know why John Crowley never wanted to step out in Beloit. That little wife he had in Milwaukee, which he did not see fit to tell us about, objected to his doing so.

H. & D. "J. D."

Have been "out of service" for the past month account runatics.

William Westfall has put away his straw sailor hat for the winter.

Anyone wishing to purchase some first class honey, silver fox, full blooded chickens, or genuine American Italian bees, please get in touch with Ruchmer Sorby & Co., Inc., of Montevideo.

Byron Tillbury, formerly employed as clerk in Dave Fisher's office, has resigned and is at present working with the Northern States of Montevideo.

Mr. Moore of Bird Island, is in line for a pair of large mules capable of hauling a ton of mail each morning in exchange for a small portion of oats.

Bill, what did you do with the office clock at Olivia.

Andrew Knudeson, who has been working as telegrapher on the Aberdeen Division for the

past two years, has returned to the old H. & D. and is working as 3rd operator at summit. Knute put in a few weeks in Florida this spring.

First trick dispatcher, L. F. Bock, spent a few weeks in Minneapolis under the care of a specialist. At this writing Mr. Bock is not doing very well but it is hoped that he will be well and back on the job soon.

Fred King spent 30 minutes at Olivia short time ago. The chief argument was "radio."

Walter E. B. Dunlap has been appointed assistant chief dispatcher at Montevideo, effective June 1st, relieving Mr. A. H. Adams, who goes to Aberdeen as chief, R. C. Dodds having been promoted to trainmaster on Aberdeen Division. These boys are all good scouts and very much worthy of promotions given them.

The C. M. & St. P. depot of Hopkins is no more. A husky tornado piled it up along the track. It is reported no one was hurt.

I. & D. Items

J. L. B.

Another month has rolled around, the spring time is with us again and everyone is busy putting in gardens, and setting out flowers. The farmer is hustling his seed into the ground, and everything looks promising for a bumper crop this year. We are told that a two thirds larger crop has been sown this spring than last. Many laborers have been brought in to work in the beet fields, the cement, brick and tile business is very good this spring, as well as increased output in other lines of production. Take it all and all things look very favorable for a prosperous year for old Iowa and the I. & D. Division. Let us all keep our faith in the good old "Milwaukee" and help her to become the greatest of all American railways, and that means the greatest in the world.

Tickets are being sold by members of the Milwaukee soft ball team at Mason City for a card party to be given in the C. M. & St. P. Ry. Women's club rooms, May 18th. The money taken in will be used to purchase the necessary equipment for the club and get it started off right. Go to it boys, we expect big things from you this year.

William Morrarity, chief clerk to the Division storekeeper, Mason City, has been transferred to the Aberdeen Division to act in a similar capacity under his former boss, J. V. Anderson.

Section laborer, John Mang, of Kimball, was called to Webster recently account serious illness in the family.

Agent Ben Hopkins of Wesley, Ia., visited Mason City recently. Ben says he is taking a much needed vacation.

Mrs. E. M. Paul, agent, Elkader, Ia., is back on the job after spending several weeks in Florida and other points of interest. She reports having a wonderful time.

Operator R. A. Colvin, Calmar, Ia., has been off some time on account of the serious illness of his mother at Sanborn, Ia.

Veteran Conductor Geo. Bryan is back on the job after spending the winter in Southern California. Geo. is looking fine, and says he is good for another year.

Conductor W. H. Stewart, who has been visiting in California for a long time, is back among us again. He is now covering the run on 3 and 4 west of Sanborn.

A fine big sparkler graces the engagement finger of Miss Marion McGuire, clerk in the Roadmaster's office. We don't just know who the lucky gentleman is, but we understand he has something to do with buses, now what we don't understand is how there is ever going to be any peace in a home where railroads and buses are so closely associated, however Marion is a clever girl, and no doubt, has got it all figured out.

Machinist W. J. Smith, Mason City Roundhouse, was called to Spokane, Wash., a short time ago on account of the death of his mother. The sympathy of the employes of the I. & D. Division is extended to Mr. Smith in his bereavement.

Peter Amely, section laborer, I. & D. Division, has gone to Rochester, Minn., for medical treatment.

Robert Quandahl, ticket clerk, Mason City, returned to work Wednesday after having been absent on account of an attack of appendicitis.

Marie Fiala, clerk in roundhouse foreman's office, Mason City, is back at her desk again after a pleasant trip to Chicago.

The monthly meeting of the C. M. & St. P. Ry. Women's Club was held in their new club rooms. This time the meeting was called in the evening instead of the afternoon, so that the girl members, who work in the different offices, would be able to attend. Mr. G. P. Hodges, master mechanic, gave a very interesting talk, Miss Myrtle Oulman also entertained the ladies with a delightful reading. The Ukelele Club from the Lincoln school gave several splendid numbers. After the entertainment, which was enjoyed by all present, a short business session was held, after which a very tasty lunch was served. All the ladies were unanimous in voting the meeting a huge success.

Drippings from the Ice Bunkers

By Spud Bar

Miss Laura Rosenthal, our perfectly good file clerk, has plunged into the Sea of Matrimony. Can you beat it? She was such a nice girl, too. Well, Laura, here's our sincere wishes for good luck and happiness throughout your married life. Bill, you're lucky!

Mr. Westover, our chief inspector, Lines East, tried to set a new style—traveling over the road without a grip. He had to change his mind, however, as well as the appearance of his face because he was beginning to look like "The Sea Hawk." Mr. Ennis came to his rescue with a grip containing razor and other necessities. Moral for D. S. W.—Let well enough alone, and don't try to beat the Prince of Wales.

Since the new electric hoist has been installed at Bensenville ice house, Mr. Webb's pet, "Spark Plug," the former ice house "nailer" is going to retire and spend the rest of his days on a farm at Oregon, Ill. He was shipped with waybill instructions—"Box Car Service—No ice required."

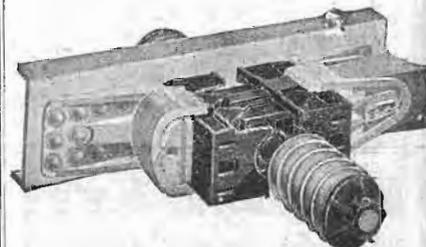
Perishable Freight Inspector Blace at North LaCrosse recently had a funny experience. While on his tour of duty he was accosted by two bold bad men who, at the points of 45 calibers, requested that Blace raise his hands so that they could conveniently relieve him of 75c in cash. They must be pretty bold out in La-Crosse, and we would suggest that Blace be careful not to carry large sums of money.

Someone tipped us off that Inspector Westover was seen passing out "White Owls" to his friends and that he was assuring them that "she's getting along nicely." Then he rushed out on a shopping tour and bought a car—yes, a real car with four wheels but it is operated by man power—pushing it down the street. Maybe that accounts for David's being so excited that he rushed out on the road without his grip. Congratulations, and good luck, Mr. Westover.

Inspector Estes of Mitchell has adopted the famous game of golf as a pastime. Art has taken off several pounds and is making nine holes in a little less than 100. Keep it up Art.

Inspector Miskimins spent part of his vacation at Mitchell and the boys took him out and introduced him to the game. It's not so bad

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to use your friend's golf clubs, etc., but the idea of losing every ball is not so good.

Chief Inspector Doyle, of Lines West, is better. He puts all his force behind the club and after a severe blow, looks around, and there is the ball—not moved an inch. Too much wasted effort, Eddie.

Inspector Maddux from Bensenville went to Madison to relieve the inspector there for his vacation. Maddux thought he'd be able to handle the job all right, but after seeing the University girls, he was sure he could handle it.

Inspector R. Dietrich of Madison goes on numerous fishing trips, but usually returns minus the fish. Pick out some place where they sell them, Ralph, so that you won't come home empty-handed.

Inspector Marohn complains his luck in fishing, too. He says he tries hard enough, but the fish just won't come his way. No attraction, eh? That's tough luck all right.

Get in line to congratulate Donald Bolton, inspector at Ottumwa. He is to be married on July 4th. Here's wish you lots of luck and happiness, Donald.

Inspector Yates wants to get in the ring, too. He went to Ottumwa recently to find a wife, but whether he was successful or not, is not yet known, but we wish him luck just the same.

La Crosse Division C. W. Velsor

Supt. Frick, wife and daughter Dorothy have embarked on a trip to California, the land of poppies. We feel that while California may disclose scenery of wondrous beauty, that the party will recall with some comfort that we also can boast of the finest of scenery on the LaCrosse Division and what is more to the point, we doubt that they will encounter on this trip or any in the future, railroading that will equal that of the LaCrosse Division.

The door blew open and Al Klingler blew in the other day and he looked like the Al of thirty years ago. He says he was thinking seriously of going into the ring but since John L. Sullivan lost out, there doesn't seem to be any left that he would care to waste time on.

The recent hot weather brought vivid suggestions of vacation time and speculation ran rife as to whom and when. Visions came to the girls of bathing beaches, strolling in the moonlight, dances and canoeing, plans of beautiful new clothes and hats. New conquests and just strings of broken hearts left behind; while with the lads it was thoughts of old clothes, the woods and unexplored streams where an unwary bass or trout might be surprised. To be rid of white collars and the like, where one might catch and cook fresh fish and

lie out under the stars with overtime and figures and estimates a thing of the dim past—for the present at least. Who is next?

In a late bulletin issued by Mr. Greer, the LaCrosse Division is mentioned as being the holder of the first place for the month under discussion with the figure of 98.6. When one stops to consider that this efficiency mark is taken from almost every operating activity, which includes us all in some degree, it kind of makes us feel that we know how to do it after all and with just even breaks the old LaCrosse Division will be right up there all the time.

Lon Farnham bid in the night trick in the dispatcher's office during vacation time and struck it when both the weather and the job was good and hot, which made it a little tough at first but he is now hitting the ball at his old percentage of one hundred.

Dispatcher James C. Brown, wife and son, leave this month for California—sort of a second honeymoon.

It has been rumored that Mr. Yates, perishable freight inspector at Portage, is a descendant of Captain Kidd, but be that as it may, he has now acquired a crew that will surely make them all walk the plank. Bill Sheehan is the first lieutenant while Bud Kerwin and Pete Taylor man the guns on the quarter deck and many are the cakes of ice which go to scuttle the enemy. John Silver is at present on scout duty in the superintendent's office.

Roy Young is getting younger every day. I wonder why? We have been expecting a ride in that new Ford coupe, Roy, but it doesn't seem to show up very fast.

The C. M. & St. P. Women's Club held their regular meeting Saturday, June 6th, in the Business Men's rooms in the City Hall. It was decided to abandon the meetings during the hot summer months, starting in again the first part of September. After a social hour refreshments were served.

Where the West Begins By Maggie

The large acquaintance of Frank A. Bradford were shocked to learn of his untimely death that occurred at the Mobridge Hospital Wednesday evening, May 13, at 7:25 P. M. Mr. Bradford was one of the oldest residents in Mobridge as well as one of the oldest engineers on the Milwaukee system running west of this point. Funeral services were held Friday morning at the Saint Joseph's Catholic Church, Reverend Father O'Connor officiating. The remains were shipped to Madison, Wisconsin. The American Legion escorted the remains from the home of his sister, where it lay in state, to the church and also to the ceme-

tery where the military salute was fired.

Harry Miller, recently chief clerk in the Moberidge Store Department, now with the Miles City Store Department, spent Decoration Day with friends at Moberidge.

L. F. Johnson, freight house foreman, took in the Moberidge-Java ball game recently. He said it was a fine game but would have liked to have seen the finish.

Cecil McNealy and wife motored to Mound City recently but account of the heavy rains did not arrive home on schedule.

Gene Warner, trainmaster's clerk, spent a few days in Miles City last month. Gene's friends had difficulty in recognizing her as she is dieting, at least she says she is.

Mrs. Howard Clark recently with the superintendent's office in Moberidge, now with the Northern Pacific in St. Paul, spent a few days in Moberidge recently.

Elsie Perry, chief clerk's stenographer, recently underwent an operation in the Jacoby Hospital. Elsie is around now and feeling fine but intends to take a good rest before taking up her duties in the office.

A very pretty wedding occurred at the parish home of Rev. Father O'Conner, Saturday morning, when Miss Abbie Anundsen and William Donahue were united in wedlock. Mr. Donahue has worked for the past 15 years for the Chicago, Milwaukee & St. Paul as a machinist. The bride is a popular teacher in Moberidge. Sincere congratulations are extended to the couple from the division.

J. R. Price, division accountant, recently broke an ankle bone. However you can't keep a good man down and John was on the job in a few days.

Conductor Tom Milligan and A. Sawdy came near having a collision last month. Sawdy took the prairie and Milligan close after him. Understand they are still good friends tho as their cars kided.

Geo. Granger returned from Emerald, Wisconsin, to resume work on division as switchman.

Of the Four Illustrious Goldiggers who recently left Marmarth for Alaska only two remain. We hear that Gorman is going to meet Dutrow, who is four days' walk in the interior, and help carry home the bacon.

Walter Horn, third trick dispatcher, is taking his vacation. Walt did intend to motor through the Black Hills but understand he bought a boat for the trip instead.

H. W. Stroman and family spent a few days at Enemy's Swim recently.

When Eddie Larson leaves town, he always writes his wife and then calls at the home postoffice and carries his letter to her personally.

Ki-Yi is relieving Ding Childers as side table operator at Moberidge. Ding is relief dispatcher for a couple of months.

Mrs. Francis Kellaher and sister-in-law Katherine Kellaher are visiting relatives in Minneapolis and Chicago.

J. A. Frundle, agent, Lemmon, was called to Perry account of death of sister.

C. S. Thompson, agent, Isabel, has been in Aberdeen hospital for some time, for surgical attention. We are glad to report that Clyde is getting along nicely at present writing.

Alex Sawdy in his red galloping goose paid an early morning call at Mahto the 22nd.

Dora Anderson, freight house clerk at Moberidge, attended the Norse Convention at Minneapolis last month.

Mrs. J. S. Griffith and son of Tacoma, have been visiting in Moberidge during the past month.

A very enthusiastic Safety First meeting, following by a Fuel Conservation meeting was held in the depot at Marmarth on the evening of May 19th, being attended by about 35 officers and employes. This was District Safety

Inspector Crooker's first meeting on this division, he having succeeded Mr. Esch who has been transferred to the Southern District. For the month of April the Trans-Mo. division took second place on the system in personal injuries to employes. Fuel Supervisor Philpot was the principal speaker at the fuel meeting.

Rail Rumbblings from St. Paul

By Allen

Several changes at the freight office, Miss Lydia Hultman and Miss Mildred Nyberg both resigned and both will be married this month. Miss Nyberg's home will be Duluth, Miss Hultman at St. Paul.

Jack Dempsey has changed positions and is now in the cashier's office. He was succeeded by Chas. Martineau on the bill desk.

Otto Bork also moved up a peg on the expense desk.

Times do change and here we believe is a concrete example: Years back when a young man applied for a position in this office about the first question asked of the applicant was, "Do you write a good hand?" And now about the first question asked is, "How much speed can you show on the typewriter?"

We believe the agent at Elko, Minn., should be complimented on the beauty of his little park alongside his station. A nice little park alongside a station seems to leave a pleasant remembrance to the traveler, it also in a way gives him a good impression of the town which the station represents.

Yes, you bet the Ford plant is going full blast these days.

The other day it was so hot you could fry eggs in the sunlight and today you freeze without an overcoat. Sure we are never satisfied.

Fred Overby spent his vacation up in the wilds of the Minnesota-Canadian boundary charting new lands.

Twin City Terminals

Mac

The Traffic Club celebrated Milwaukee day at its weekly luncheon on Thursday, May 28th, at the Nicollet Hotel. Mr. H. E. Byram of Chicago, President of the C. M. & St. P. Railway, was the honor guest and speaker. Nearly 500 club members and guests heard his analysis of "The Milwaukee Receivership."

The executives who accompanied him from Chicago were, B. B. Greer, chief operating officer, F. H. Johnson, assistant to the receiver, J. F. Gillick, general manager, O. N. Harstad, assistant general manager, C. F. Loweth, chief engineer, T. W. Proctor, assistant freight traffic manager, G. B. Hayes, general passenger agent and W. B. Dixon, assistant general passenger agent. The Minneapolis officials of the Milwaukee road were in charge of arrangements for the Milwaukee day meeting, in cooperation with the program committee of the Traffic Club.

It was one of the most successful of the series, which the organization has dedicated to railways.

The second week in June was an active one for Minneapolis. President Coolidge made the trip here to pay tribute to the Norse-American Centennial celebration. The industrial exposition in the Overland building. The landing of the Los Angeles, the world's greatest airship, and the concerts of the United States Marine Band.

The whole program for the week was educational and profitable, and we are sure our visitors returned home with a feeling of a week well spent in the Twin Cities.

The officers and employes of the C. M. & St. P. Ry., in this territory were very much shocked to learn of the death of Division Freight Agent A. S. Willoughby, the evening of May 18th, following an attack of heart trouble occurring the day before. Mr. Willoughby came to this

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territory in 1894, many years before the majority of employes now in this territory entered the service of our railroad, and during that entire period has been continuously here, a short while with headquarters at LaCrosse, but for the last 25 years at Minneapolis. During that time he won the respect and admiration of all whom he came in contact with, due to his unflinching faithfulness and loyalty to the interests of this company, as well as his attentiveness to the interest of the shippers in his territory. The great number of floral tributes in evidence at the funeral, was an indication of the high esteem in which he was held by his associates.

Mr. C. H. Crouse, agent local freight, spent a few days with his son in Lexington, Ky.

Mr. Frank Foster, cashier local freight, took a trip to Seattle and returned wearing a big smile which indicates a successful trip.

Harold Beringer and family spent his vacation at Dubuque, Ia., visiting their parents.

Arnold Nyland spent his vacation at Great Falls, Mont., renewing old acquaintances.

Paul Staven returned from his vacation looking quite satisfied. He says New York is the place to go to "spend" your vacation. You come back badly bent.

The Women's Club of the C. M. & St. P. Ry., held a dancing party Saturday evening, June 6th, at the Calhoun Commercial Club.

Mr. Cook, a great many years station master at Minneapolis passenger station, has been made yard master in the coach yard. Mr. Phil Bornkamp, number of years passenger car distributor in Supt. G. A. VanDyke's office, has assumed the duties of Mr. Cook and now Mr. Bornkamp's name is graced with the title of station master. We extend congratulations to both of these men in their deserved promotion.

Miss Hemsey and Miss McGrath entertained 18 guests at a picnic lunch and a parcel shower at Minnehaha Falls Thursday evening June 4th, in honor of Miss Lottie Weyrauch in Ma. VanDyke's office, whose marriage to Mr. E. A. Schilling of St. Paul, now located at New Hampton, Ia., will take place June 25th.

Gene Birnbaum of the accounting department spent part of her vacation at Madison and Milwaukee, Wis. Did she have a good time? I'll say so, two and three dates an evening. She and Frances Leonard will finish her vacation later with a trip to St. Louis. We wonder what the attraction is down there.

Some people don't know nuthin nohow and never will. Bill Breingan (Scotty) of the accounting department never knew until the latter part of May that an Irishman has several uses for his fists besides picking violets, throwing rocks and marcelling his hair. Scotty went over to St. Paul and came back with his eye beautifully decorated on all corners. The color scheme was principally black, blue, green, yellow and red. Look out Scotty, an Irishman just can't do nuthin with his fists when his collar gets hot.

On Friday evening, May 15th, the Milwaukee Division of the Railway Business Women's Association entertained all Milwaukee girls and members of the association at a "Travel" party in the Traffic Club rooms of the New Nicollet Hotel. Invitations were issued in blue print form, inviting our friends to take a trip on the "Olympian"—Chicago to Tacoma. Everything was carried out with a "touch" of travelling, even to the prizes. The game "Travel," similar to bunco, proved very fascinating and exciting. Each table bore the name of a station on the "Milwaukee," the players moving from Chicago on to the coast.

While changing engines and taking coal and water, Misses Elizabeth Hessburg and Ceal Wilberding sang a duet, Katherine Wright gave a reading selection and Vernon Clarke Kelly sang a bit of jazz.

Wisconsin Valley Division Notes

Lillian

Mr. William Hinsey and Mr. A. A. Wolfe spent a day in our office recently.

Mrs. Byron Thiele has been receiving treatments at St. Mary's hospital after having her tonsils removed. We hope this will be the means of greatly improving her health.

Conductor Peter Hollinshead celebrated his eightieth birthday on May 19th. He is one of the oldest conductors in the United States and is in active service, seldom missing a day on his regular run. To see Mr. Hollinshead jumping on and off his train and tripping up the stairs after his train orders one would think he was no more than forty. He is always ready to tell a good joke and have a hearty laugh, and we hope he will enjoy good health for many more years and that the Valley employes will have an opportunity to extend congratulations in years to come.

Mr. Karl Lundell has been in the office checking time for the past two weeks. He has been on a few fishing trips with the rest of the boys but we promised not to say much about it for he had quite a time arranging the week ends and still keep Mrs. Lundell good natured.

Mr. R. L. Whitney came to Wausau to join a party on a fishing trip on the Peshtigo River. After fishing through the ice for some time, he got very tired and hungry and went home very much enthused over the fishing in Wisconsin. However, there are better times coming and the sign "Welcome to our city" should be attractive to you at sometime or other.

A very sad accident occurred at Merrill when Flagman Wm. Riebe, Sr., was struck by the yard switch engine and killed instantly. Mr. Riebe was about 72 years old and had been employed as flagman at that particular crossing for many years, always faithful in performing his duty to protect pedestrians from harm. Funeral services took place at Merrill, a large number of employes attending. Sympathy is extended to Mrs. Riebe and family by the Wisconsin Valley Division employes.

Mr. and Mrs. Nee motored to Milwaukee to spend a few days. Miss Eleanor Nee, who is attending Downer College, returned home with them for her summer vacation.

Mr. and Mrs. W. R. Billington are making extensive preparations for celebrating their 25th wedding anniversary on June 28th.

Margaret McGinley, abstract clerk, Patricia McGinley and Mable Lund, of the store department, left Saturday evening for a trip to Niagara Falls, Boston and New York. They expect to be gone about two weeks.

Mr. and Mrs. Jay Campbell and sons Donald and Kenneth, are visiting with relatives and friends in Portland, Tacoma, Washington, and other western cities.

Frank Rhylich, boilermaker helper, has the distinction of knowing how to pickle fish to perfection. He now has about 32 quarts pickled and expects to double that amount before long. This goes to show that "Heinz the pickle king" has nothing on him.

The next meeting of the Milwaukee Railway Women's Club will be held at Merrill, on June 16th, and will be entertained by members living in that city. The meeting is being looked forward to with pleasure and a large attendance from Wausau is expected.

Mr. and Mrs. C. H. Conklin, daughter Gertrude and nephew Ned, are spending their vacation in Iowa. They left here while the temperature was 99 degrees in the shade and when they arrived there they found snowballs in bloom, at least that is the information that was received through the mails.

River Division News

M. M.

Summer is here in real earnest and with all its variations. This was known to be a fact when the various straw hats were seen bobbing around.

Mr. Fred Brunner of Minneapolis called at Wabasha the latter part of May. Also renewed old time acquaintances at Reads Landing.

Engineer Wm. Brandecker has resumed work as engineer on the switch engine in the Wabasha yard after having spent some time at Excelsior Springs.

The electricians from Milwaukee under the supervision of Mr. J. J. Crowley, have been at work at Wabasha the past month re-wiring and putting the lighting equipment in good condition. Every one now is enjoying the bright lights and of course Mr. Crowley is just the one to give the best of satisfaction.

Cashier R. E. Thompson has certainly gone and purchased the nicest car, side windshields, balloon tires, n' everything. Now Mr. Beck says that he is going to have his car painted for of course one must keep up with the times. But Sharp Brown says that he believes it is best to play safe so he keeps his horse and buggy.

More trouble has been experienced on the Wabasha Division the past week than in the past eighteen years due to water on the track. There were no trains on this division for some time.

The world wants the kind of men who do not shrink from temporary defeats in life, but come up again and again and wrestle triumph from defeat.

Well of all the cars if Roundhouse Foreman John Fleming hasn't got the nicest of them all. Mr. Fleming is driving a Jewett coupe and all the steepest hills are mole hills with him.

Mr. C. F. Prior, Transportation Inspector, called at Wabasha June 5th.

The various agents from the division were at Minneapolis and attended the meeting and luncheon which was held at that place and given for the Milwaukee employes. President H. E. Byram and General Manager J. T. Gillick were among the important speakers.

Operator C. S. Pack relieved Operator H. D. Witte at Wabasha during June while Mr. Witte attended the wedding of his eldest son which occurred at Minneapolis.

Everyone has been waiting to see Will Shepherd's car but suppose that he is waiting until all improvements have been made and then he will make his selection.

District Master Mechanic John Turney called at Wabasha and other points on the division the past month. Mr. Turney is always a welcome caller.

Business has been very good on the division the past month. There have been several double headers and special silk train. The excursion special was well attended.

Illinois Division

M. J. S.

Mr. O. M. Stevens, superintendent of the Illinois Division at Savanna, has been promoted to assistant to Receiver H. E. Byram at Chicago. Mr. C. F. Urbutt, former trainmaster at Savanna has been appointed acting superintendent in place of Mr. Stevens. Mr. H. E. Sittler, formerly trainmaster at Bensenville, has been appointed trainmaster of the Illinois Division with headquarters at Savanna. Friends are glad to hear of these promotions and wish the gentlemen great success in their new positions.

Second trick dispatcher H. P. Buzwell doesn't quite understand what a vacation is for—instead of sitting back and enjoying it the way most people do, he improved his spare moments by moving his family here from Perry, Iowa. Welcome to our city!



Tom McHugh, instrument man in R. G. Heck's office, has been transferred to Dubuque. Mr. Morris Haffner from Chicago has arrived to take "Mack's" place at Savanna.

Who said anything about the "cat's meow?" Well, we have it in our office, and it would take a Philadelphia lawyer to find out where the poor little kitty is that has such a pathetic "mew"—we hunted all over the building for it until someone became suspicious of Harold Brown, who was too quiet to be true—no, Harold did not *have* the cat at the office—he was IT!

Miss Norma Bahne of the store department is enjoying a week's vacation.

Road maps showing auto trails, pamphlets containing valuable information concerning camping grounds and tiny scraps of paper bearing figures of probable expenses, decorate Grace's desk in the store department office. Yes, vacation days are here!

A daughter, answering to the name of "Mildred Marie" arrived at the home of Machinist Arthur Hiher and wife on May 17th. Congratulations are extended.

Walter J. Hogan, assistant foreman at Savanna roundhouse, commenced a two weeks' vacation on June 1st. We'll bet that Dodge will burn up the roads now!

Mrs. J. R. Slater, wife of general roundhouse foreman, is ill at the City Hospital. A speedy recovery is hoped for by her numerous friends.

It doesn't pay to rush an answer to the Beloit freight office to their ads—here we tried to get our answer in before any other REALLY TRULY red haired girls applied, and never a reply have we had! So w'ats the use? w'ats the use?

Railroad friends throughout the city were grieved to learn of the death of Engineer Geo. Hardy at his home in Perry, Ia., May 27th. Although Mr. Hardy had been in poor health for some time, he was working up to the time of his death.

Hip, hip, Hooray! At last Walter has admitted his age—at least, we think he has, because he has condescended to act as chaperone on car trips now. Anyone needing an experienced chaperone, one who will disappear when given the hint, just call 56-110 Mt. Carroll.

Sympathy is extended Jos. G. Reese, foreman at Savanna roundhouse on account of the serious injury of his father on June 1st. Mr. Reese fell down a flight of stairs and broke his hip; at the present time he is resting as easy as can be expected at the City Hospital.

"Blinkety-blink-blank-hlink-blink-blank!" came from the wash room. "What in the world is the matter?" cried Clarabelle, rushing to the assistance of Ilene who cleaning up, previous to starting home the other evening. "Oh, gee! I just sat down on the bar of soap!"

Clarabelle has taken up golfing now in her

spare times. She firmly believes it will be a good reducing exercise, but Bill Sheetz thinks he would rather take his anti-fat tonic by running up and down the coal shed steps. It is nearly as strenuous exercise and doesn't take nearly as long.

Division Storekeeper C. C. Smola and Margaret both report that they are having some very good shows at the Orpheum Theatre at Clinton. None of the rest of us have been down, but for some unaccountable reason BOTH of them know the shows the last three Sunday nights have been fine.

Another boy has been added to the rank of clerks in the R. H. F. and D. M. M. office. Iona came down the other day with her hair all chopped off "just like any other ordinary mere man."

Tinkle, tinkle, tinkle! Hear 'em? They're wedding bells we think we hear ringing in the store department. We are not sure whether there are two bells or one, but they sure sound loud.

Iona Willey is taking a two weeks' vacation at the Lakes in Wisconsin—we are not informed as to just WHAT lakes, but maybe Iona will tell us all about them on her return.

Miss Mary (Kiss) Kennedy of the yard office is the recipient of a new diamond ring. She may be able to furnish the cause later.

Miss Jewel McGrail, chief caller at the yardmaster, left for Oklahoma to take a much needed rest—where the onions grow the strongest!

Aberdeen Division R. G. H.

Ray Dodds, former chief dispatcher, has been promoted to the position of trainmaster of the Aberdeen Division. Persistency and a lot of hard work have won for Ray this well earned promotion. A. H. Adams, former chief dispatcher of the west H. & D. Division, has been transferred to fill that same position here at Aberdeen.

It is with a certain sense of pride that we tell of the achievement of Eugene Hiddleston, son of Chief Clerk W. O. Hiddleston. Eugene won the much coveted "Lion's Club Prize" which is awarded every year to the High School student excelling in some branch of athletics and at the same time having the highest scholastic standing. They tell us that very little trouble was experienced this year in selecting the winner for the reason that Eugene was so far in the lead that picking the winner was an easy matter. The prize consisted of a beautiful gold fountain pen and pencil. Good work Eugene, we expect more of you next year.

Viola Diestler, stenographer in the Superintendent's office, has taken a six weeks' leave of absence which she is spending in California and Washington. Word from Viola says that she is very much in love with California. Well,

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that makes at least two things she is in love with.

Two more up and coming young fellows gone wrong. Joe Johann and Bill Geer have taken up golf. They have succeeded in getting together a complete outfit with the exception of the short pants and loud socks.

After very much thought and deliberate consideration Mark Menzter has finally decided to do as others have done before him. Mark is getting married today. The bride is Miss Katharine Kessler also of this city. To Mr. and Mrs. Menzter go our heartiest congratulations and good wishes for a very happy and prosperous wedded life.

During a recent fishing trip to Big Stone Lake Len Mashek and Ed Hotz had, what is said to be exceptionally good luck. Their good luck, they say, was due to the new kind of bait used. The idea is to sink a tickler and when Mr. Fish comes around he is tickled under the chin and later when he comes up to laugh a wobbler is thrown in his mouth and that is the end of Mr. Fish. Now you tell one.

We are glad to report that Boilermaker Apprentice Sam Eide has just recently returned to work after being off since February with a very severe case of the flu.

Musselshell Minutes

Helen Kirwan

"And the next day it rained"—in Montana—and the next and the next and the next. A three-million-dollar-rain! I've never heard of one like this exactly, but the million dollar smiles are so thick around here I had to enlarge it a little to take them all in. No excuse now for eating Minneapolis pancakes and Kansas City bacon and California fruit, but I think for the time being all concerned had best continue the use of the good old Connecticut alarm, and then—there'll be nothing whatever the matter with Montany.

Mrs. C. V. Nelson is visiting in Seattle. Carl is seeking "consolation" with his clubs.

Mrs. Tom Corbett and two youngest daughters left for an extended visit on the coast. They expect to go down the coast by train and return by water. "Gravy" is foot-loose and fancy-free—keep an eye on him.

Miles City folks regret the departure of Mr. and Mrs. Rothman for the windy city—Moberg. Mr. Rothman transferred to the T. M. Division. Mr. R. Faulck is the new trainmaster on the M. S. Division.

Mrs. Ray Rask and daughter Fern are visiting relatives in New England, N. D.

Mrs. E. R. Stroud visited in Miles City recently.

Ray Rask was almost seriously injured in a recent ball game when he collided with the third baseman and was knocked unconscious. He was hurried to the hospital and regained consciousness about 10:00 o'clock that night. We are glad to report that he seems none the worse for the experience.

The Milwaukee Women's Club were sorry indeed to lose their president Mrs. Rothman. She was highly esteemed in Miles City circles and gave our club its start. She hopes to have a club started in Moberg and we feel sure it will be a real success with her enthusiasm and ability behind it.

"Glorify the Old Bus" is the latest slogan at the engineer's office. News note: Capt. Collins is in Lewistown on business this week.

Mrs. Edw. Murray and son Edward, Jr., are vacationing in the east. They expect to visit at Washington, D. C., and other eastern points.

"The road gets rougher every mile"—the life of a reporter is just one kick after another. M. M. Ball says those girls on page 21 of the June issue are his all right, but he isn't car foreman. Now you'd think he'd be satisfied with a promotion regardless of whence it came—but some folks are never satisfied. Now,

we'll blame that mistake on to the force in Chicago and let it go at that.

Wish I'd thought to invite all the correspondents to Milestown for the Roundup. Plan to come next year. Girls, there's a cowboy for each of you.

We have to thank the local Roundup committee for such a splendid reception of the Akron Shriners.

Spare-rib says: The old adage that the 13th is an unlucky day will have to take a back seat now. The Shriners from Akron, Ohio, who passed through Miles City on the specials June 13th will never believe it again. The first train arrived here without being disturbed, greeted by the yelps of cowboys and the usual signal from their forty-fours. That wasn't so bad—but when the cowboys began to throw ropes around their necks that was too much, especially when it dropped around the neck of one of the porters. I guess he didn't cry for mercy—you could hear him for three blocks and he wore the knees of his pants out praying for them to let him go. Evidently had the rope around his neck before. The second train was held up by the cowboys before it got into town. They invaded the cars, swarmed over the tops and went inside shooting. About half the occupants didn't seem to like the smell of powder and vacated their seats for fresh air outside and incidentally walked to town. Tom Mix didn't have anything on those boys for popularity that day. Believe me those girls thought there was a real heaven on earth when they got perched on the saddle of a real cow pony with a real cowboy holding them on—and talk about kodaks getting a working over—they sure did that day. The cry seemed to be "My Kingdom for a Horse." We hope you folks from Akron will come out and see us again. Why not come for the Roundup, and don't forget the Milwaukee, best railroad in the world.

(You can almost smell the sage-brush after reading this tale and I know you wouldn't be surprised if I signed it "Zane" instead of I. (Inzane) Rogers.)

Des Moines Division Items

Franchy

Mrs. W. E. Cramer has returned to the Cramer's summer home at Dent, Minn. From the pictures Conductor Cramer exhibits we believe there must be a fish or two up there.

Mr. Britt Stuber put one over on the office force and every one else by slipping away and getting married April 13th. The lucky lady was formerly Mrs. Louise Shell of Des Moines. If every one who gets married was as generous as Britt we would be wishing him many happy returns of the day. The Fanny Farmer's candy sure was good and plenty of it. Mt. Stuber and his bride leave about June 20th to make their home in Corning, Calif.

If any one wishes to know why W. H. Ferguson has that uppish sort of a look just credit it to the fact that a fine nine pound baby boy arrived at his home Sunday, June 7th. Mrs. Ferguson and son doing fine.

Mr. M. A. Oberg, traveling passenger agent, has returned after being in the advertising department in Chicago for nine weeks.

Mrs. L. L. McGovern is on the road to recover after her accident and is now able to navigate without the aid of her sticks.

Miss Vyra Stowell of Mr. Warren's office, spent Decoration Day visiting friends in Omaha.

Mrs. Dan Reigle, wife of Section Foreman High Bridge, is visiting her mother in Kansas City.

Miss Bernice Russell expects to avail herself of the Fourth of July excursion to Lakes Okoboji which leaves Des Moines Friday night, July 3rd, returning Sunday night, July 5th. Here's hoping she will be able to come back when the time comes. We have heard of people getting left on such trips some times.

Mr. and Mrs. R. P. Edson are enjoying a visit from their four grandchildren from Shelby, Montana. Also from their daughter and children from Minneapolis.

Mr. and Mrs. C. A. Lemley were Des Moines visitors recently.

Mrs. Kent Hamilton has returned from an extended eastern trip. Says she enjoyed the trip but prefers a western trip any time for real pleasure.

Chief Clerk L. L. McGovern and Timekeeper Bernice Russell expect to go to Chicago June 24th to attend a timekeepers' meeting.

Joe Pope was the recipient of a start for a poultry farm recently. His friend, agent T. D. Hakes at Lavinia, sent a 24 hour old chicken through the mail. Chicken was a little bit cramped as to quarters in the box but under Joe's experienced care soon revived and bids fair to be a useful member of his poultry yard.

Mrs. Roscoe Frazier spent two days with her people at Spirit Lake recently.

Joe Pope, who was working second trick for G. R. Dickman, Sunday night, June 14th, the night of the cloudburst, missed the owl car on the Urbandale line and had to walk from the end of Clark Street line to his home, a distance of about one and a half miles. As he was speeding along, about 60 miles per hour he noticed a fellow wayfarer who was also tearing off a good many knots per hour. He also noticed that every time he, Joe, speeded up a little the other man did likewise, probably thinking he was a holdup man and out for his pocketbook. Joe said if he had been the man ahead he would have probably done the same thing.

S. M. West Notes

Ray H. Hoffmann

R. M. Olson, operator at Albert Lea, Minn., has been appointed Station Agent at Edgerton, Minn., effective about June 1st, succeeding Bert Cornell, who has resigned and taken up other work. We welcome Mr. Olson to the S. M. West, and wish him success in his new work.

An eight-pound baby boy arrived at the home of Mr. and Mrs. Jerry Tollefson on May 15, 1925. Jerry is Warehouse and Transfer Platform Foreman at the Madison Freight station. Congratulations Jerry.

Harvey Gregerson, Dud Simpson and Ernie Shroeder of Madison, made a haul of 70 crappies in about two hours fishing at Lake Madison, on the evening of May 18th, but that was not the best part of the story, "Ernie" had beforehand boasted to "Harvey" that Harvey was not a fisherman a-tall, but that he was, and he would show him up. However, the final score was 25 to 13 in favor of our esteemed Agent Harvey Gregerson. Words have failed Ernie since then, when you mention fish.

Bert Williams has secured employment in the Madison R. H. as helper. Bert is the oldest son of Machinist Willard.

Arthur Starks, of Madison, is now working in the Madison R. H. as helper, during the summer months.

Frank Washburn went to Minneapolis Memorial Day, May 30, to spend the week end with his wife's folks, returning with his family, who spent a few weeks in Minneapolis, with Mrs. Washburn's parents.

The "Milwaukee" received a favorable verdict in the Stock Yards case at Pipestone, Minn., which was tried in court on May 21st. Roadmaster T. McGee, of Madison; Trainmaster F. J. Holmes, of Austin, and Agent C. J. Cawley were present at the hearing.

Harry Opie, boiler-maker at the Madison R. H., went to Chicago, on May 29th, to transact business. He will take up similar work in the Austin Round-House in the near future.



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Ben. Bast, Bill Clerk, at Madison, bought a new Star Sedan, trading in his Ford Touring car. Ben says there's nothing like a Star to take you there and back, but the question is: "Can a Star go fishing and hunting? What say?"

Marion Callice, Weed Burner Helper, had the misfortune to have part of his left foot cut off near Howard, S. D., on the evening of June 22nd. The accident happened when Mr. Callice slipped while getting off the Weed Burner, the front trucks of the engine passing over his foot. He was rushed to the Madison Hospital for treatment and at the present writing, is getting along very nicely. Marion is a son of Engr. Ivan Callice.

L. V. Olson, agent at Artesian, accompanied by his family, is spending his vacation at Lake Okoboji, Iowa. Mr. Olson is a talented musician and will play in the Lake Okoboji Orchestra, while he is away. Ed. Lucas of Howard, is relieving him.

Hubert Nelles, Engr. of Madison is going on a trip to the Pacific Coast. Mr. Nelles will visit at Seattle, Vancouver and Prince Rupert, Canada, and will then take a trip to Alaska before returning to Madison. We are sure that he will have an enjoyable time and will see some wonderful scenery.

The heavy rain on June 2pd, and 4th, and the rains the past week, which were general throughout the state of South Dakota and the North-West, brought great relief to the farmers, whose crops were beginning to suffer from the continued drought and intense heat during the month of May. Everything is looking fine again, the farmers are feeling happy and we are looking forward to a bumper crop of small grain and corn.

Harry Haroldson, represented the Sons of Norway at the Norse-American Centennial Convention at St. Paul, Minn., which was held during the 2nd week of June, beginning June 6th. Harry is a member of the Madison Car Dept.

Nels Holm, Section Foreman at Elrod, spent the week end recently at St. Paul and Minneapolis, taking in the Norse-American Centennial while there. The purpose of the Convention was to celebrate the 100th anniversary of the first group immigration of Norwegians to the United States. Did you get to see and hear President Coolidge, Nels?

A. J. Starks, Chief Dispatcher; Carl Berg, 1st trick; John Moore, 2nd trick, and Edw. Laugen, 3rd trick train dispatchers at Madison, are taking or will take their vacations during the months of June and July. Dispatcher Frank Bloom of Austin is handling the relief work and is doing a fine job of it. We are always glad to have Mr. Bloom come out and spend some of his time at Madison.

Carl Sorenson, Section Foreman at Edgerton, has returned from a trip to Sterling and Grand Junction, Colo. Carl says Colorado is a wonderful place and wouldn't mind living there if he did not have to climb the mountains.

Chicago G. O. Items

Viola

This is Station G. O. (General Offices) broadcasting from their studio in the new union station.

Miss Gertrude Schoyer, secretary to Mr. Dynes, left May 26th for California to spend her vacation. She went via Seattle and from there to Los Angeles where she visited Miss Bereneice Brown who was formerly employed in the law department.

The latter part of April, Mr. G. R. Morrison was badly hurt in a motor accident, but we are glad to learn he is getting along nicely now and will soon be able to be with us again.

Mr. C. H. Ordas took a trip to Florida and from there motored to New York with his mother and sisters to see them safely aboard a "liner" for Europe.

June is in the air and we all know what that means. Miss Goldberg of the mechanical department is receiving congratulations on her engagement.

A cordial welcome is extended to Miss Waldman of Grayslake who has taken a position in Mr. Duke's office.

Have "you all" been observing the style of our office boys? We could safely say their divided skirts are a yard wide, their hose and ties are the gayest that can be found, and the bands on their straw hats are as noisy as the hose.

Vacation time is at hand and among those to take advantage of an early one was Mr. Frank A. Guth of Mr. Wick's office. He had a very nice visit with his parents in Portland, Ore.

How fast can a fivver go? Ask the Winandy cousins. They found out on a trip to Devils Lake, Wis., Decoration Day.

Mr. Weise, chief clerk engineering department, has been very ill and is now in St. Francis Hospital recovering from an operation. We have been receiving favorable reports of his condition, and trust it will not be long before he will be able to return to the office.

These United States hold no attractions for Miss Ann Brady of the chief surgeon's office. She sails within a few days to spend the summer in Europe.

Now that you have all admired the picture of the new union station I am sure you will all want to see it, and we look forward to a host of "Milwaukee" visitors this summer.

The girls of the comptroller's office entertained at a shower for Miss Ethel Carlson, a former employe, on May 26th at the Fullerton Ave. club rooms. A delightful supper was served and Miss Carlson was presented with a handsome gift. She was married June 6th and spent her honeymoon at Mackinac Island.

Miss Elsie Walker of the comptroller's office, is on a leave of absence, recuperating from a nervous breakdown.

On Friday, May 29th, the Misses Cernak, Lyons, and Schmidt of the purchasing department, deserted us to spend Decoration Day and

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Sunday at Minneapolis. They report having visited Minnehaha Falls, Lakes Minnetonka and Harriet, Ft. Snelling and also spent some time in St. Paul. The pictures they showed us on their return would lead us to believe that they enjoyed every minute of the trip. Below is a photograph of the girls on the miniature locomotive in Longfellow Gardens. Miss Schmidt was engineer, Miss Cermak fireman, and Miss Lyons conductor. During their trip they became acquainted with three nice young ladies from Supt. Kelly's office at Milwaukee, also two from Fullerton Ave. office, Chicago. Beg pardon, there were also four nice boys from Fullerton Ave. Clarence, please note. The girls are now drawing straws to determine where they will go for the Fourth.



Lyons, Cermak, Schmidt, Engineer

After much debating Margaret Kress decided she would spend her vacation in Minneapolis instead of New York. The reason for this was a delightful motor trip which presented itself at a most opportune time.

We are very desirous of being represented each month in the Magazine and the only way this can be accomplished is by the help from the different offices. There, no doubt, are lots of things of interest for the Magazine (but we can't get a line on them in this big place) so if each department would contribute an item or two we would be well represented. Will you help? Address Magazine Correspondent, Room 300.

Quite a few changes took place during June, foremost of which was the appointment of Mr. Elliott as trainmaster of the Terminals. It was a well deserved promotion for Mr. Elliott who filled the position of handling contracts that came through the general manager's office in a very able manner and all look forward to a successful career in his new undertaking and further promotion.

Mr. John O'Toole, who has been with the road for a good many years, was promoted to fill the vacancy created by Mr. Elliott's promotion and we have no doubt but what John will make just as good a showing in that position as he has done in all other positions he has held.

Bob Graves took quite an advance when he came from Mr. Buford's office on the second floor to the general manager's office on the eighth floor, to tackle John O'Toole's job, and with his previous experience along that line in Mr. Buford's office we know he will capably fill his new position.

Joe Cain gave up the vocation of hitting a typewriter to the task of statistician in General Supt. Buford's office left vacant by Bob Graves' advancement. We look forward to his continued advancement from now on. M. M. Forney has succeeded Joe as secretary to Mr. Harstad.

Mr. Gillick was the recipient of a wonderful golf bag and a complete outfit of golf sticks on his birthday, last month, presented by a number of the officers. It was a very appropriate gift, which no doubt will be doubly appreciated during the wonderful golfing weather we are now enjoying.

Katherin O'Neill took her vacation the early part of June to see the wonders of Niagara

Falls and New York City. All wish her a pleasant vacation. Miss Carlson, who returned after an extended leave of absence, due to the death of her mother, is handling Mr. Cooper's work in Kitty's absence.

Ruth has been receiving the advice of practically everyone on the office on her expected trip to Yellowstone Park. If she can remember all that has been told her we know she will have a good time, making connections and traveling, but from the routes given her we doubt whether she will have much time to see the park.

A good many of the girls are wondering how a certain fellow keeps such wonderful curls. They look like a permanent wave. Maybe he will let you in on the secret. What say?

The clock in the office is kept wound up regularly now so that the commuters will be sure and not miss their trains in the evening.

The efficient office boy Leonard, returned from his vacation full of pep and the office force hopes some arrangement can be made to give him another two weeks' vacation in about November or December, so that the novelty will not wear off.

Iowa (M. & W.) Division

Ruby Eckman

Machinist George Brown's family left the fore part of June for their summer vacation with relatives in Oklahoma. George was left at home with strict instructions to take good care of the children's cat so carried home a sack of scraps from the restaurant every day for the pet.

Engineer M. J. Hildrith has been at a Des Moines hospital for several weeks. He had two operations on his lip for the removal of a growth.

Engineer Roy Hummell, who is firing on 3 and 4, was taken sick while on his run and was sent to Washington Boulevard hospital for treatment.

There is a new travelling engineer on the Iowa division since the fore part of June. O. A. Mattice of Aberdeen is looking after the work on account of the sickness of travelling engineer, J. P. Lutze.

La Verne Utterback, son of Conductor Clyde Utterback, having passed the life savings tests, was made life guard at the Perry swimming pool this summer.

J. D. Starett and family of St. Joe, Mo., have been spending some time in Perry at the J. E. Kent home. Mr. Kent is one of the oldest of the employes at the roundhouse.

Charlotte Fitzgerald, daughter of Operator and Mrs. Fitzgerald, of Perry, died in Minneapolis the latter part of May following an illness of several months. The remains were brought to Perry for burial.

G. D. Gordon of the motor car department, held classes for instruction in the operation and maintenance of the motor car at Perry the fore part of June. Several engineers attended the classes and have qualified on their examinations.

The Iowa division handled two of the special trains for the Shriners enroute to the conclave at California in June.

Engineer and Mrs. Orville Balsbaugh were called upon to mourn the death of their infant daughter, May 23rd. The baby lived but a short time.

Harry Jones and family drove up from Austin, Texas, the latter part of May and visited a short time with the family of Engineer D. Jones. They were enroute to Wisconsin where Harry will work for a few months. He is in the service of the government in geological survey work.

J. M. Reel, who was delegate to the conductor's convention and H. O. Taylor, who was delegate to the trainmen's convention, have both reported for work. Both enjoyed numerous side trips while away.

Fred Schloe, for many years in the engine department at Perry, left June 2nd for his old home at Hamburg, Germany. Fred left there in 1875 to come to America to seek his fortune and this is his first trip back. He was accompanied to New York by his son Adolph, a conductor on the west division. Fred plans to stay with his sisters for several months.

The run on 3 and 4 between Savanna and Perry which Engineer Bill Young holds, is considered a preference job now since Bill has started his reducing exercises by firing the engine part of the way over the road each trip. Bill wanted to convince the firemen that he was just as young as he ever was so now takes the scoop and handles the firing while the extra engineers who are with him run the engine.

Fred Cooper, the painter at the roundhouse, had a siege of eating his own cooking while his wife and son were visiting relatives in Sioux Falls. Machinist Charles Johnston, his father-in-law, however, invited him up home for several meals so Fred didn't lose much flesh while the Mrs. was gone.

George Hardy, one of the oldest of the Iowa division engineers, died at his home in Perry, May 27th, following an illness of several months, although he had only been laying off a couple days prior to his death. George had been in passenger service on the Iowa division for many years and was one of the best liked and most popular of the engineers as he always had a cheery word and a smile for everyone. His death was due to uremic poison. Burial was made at Perry, the Masonic Lodge of which he had long been a member, had charge of the services.

The second switch engine shift at Manilla, which was discontinued some months ago when business dropped off, was re-established the latter part of May.

Mrs. Charles Field, wife of a Perry switchman, died at the family home in Perry May 21st following an illness which extended over a period of several months. Burial was made at Perry.

June 3rd, Chief Dispatcher J. M. Losey and wife welcomed a daughter into their home. The baby is the first born and is just about the nicest young miss that ever arrived on the Iowa division. She has been named Marian Louise.

C. A. Case, who has been agent at Panama for some time, bid in the agency at Wyoming, Iowa, when it was open last month, M. B. Leonard having given up the job on account of the condition of his health. Wm. Uptegrove bid in Panama and is now on the job.

Clifford Taylor, who has been extra caller and clerk for some time, has been assigned to the position of clerk in the store department, taking the place of Leonard Anderson, who was promoted to a position of chief clerk at Mason City.

Engineer E. Stoner and children went to Larnark, Ill., the fore part of June to attend the funeral of a relative.

Mrs. John Rolleston and children went to Champaign, Ill., the middle of June to attend the commencement exercises at the University of Illinois. Wm. Rolleston was one of the graduates.

Chief Carpenter Elmer Clothier had to buy several boxes of his wife's favorite chocolates in June. It all came about by Elmer failing to awaken his wife when the bakery, which is in the first floor of their apartment building, was on fire. The fire occurred during the night and Elmer's wife did not hear the fire whistle or the noise of the fire trucks and knew nothing of the matter till the next morning. Then she was mad to find she had not been called and Elmer says she just wanted to make sure she would have time to get her rings and beads in case their place caught fire. He knew better than to come home from Des Moines without a box of Fanny Farmers' candy for several days.

Dubuque Shop Jingles

"Ossie"

Store Dept. File Clerk Nella Berner and Sectional Stockman Herbert Unmacht, were married at St. Peter's Church in Dubuque, June 18th.

We hope their married life will be—

A sweet and peaceful melody.

The smile that won't come off he wears, since Violet dear's come home; he wants her to remain here, and never more to roam. (Don't you Roy Cronin?)

Store Order Router Thomas Hixon and Mrs. Ada Ludwig were married in Cedar Rapids, Iowa, on May 30th.

Eddy bot himself a Ford—it's been smashed up just twice; he thinks the street belongs to him, but it sure don't treat him nice!

Store, and mechanical department office forces entertained on June 12th at a picnic supper for Nella and Herby. A handsome gift of silver was presented to the bride and groom-to-be, presentation speech being made by Mr. Louis Schwartz of the store department.

The boys sure enjoyed the party—

We are glad they did, don't you know,

They appreciated the "invitation"

And were ticked-to-death to go!

A gazing globe we bought for Hen; to see if he'd get it or not, some days it looks real bright-like, and then again it does NOT.

Miss Lucille Laude has accepted the position as file clerk, made vacant by the marriage of Miss Berner.

We certainly do welcome you—

(Your name, of course, is sweet)

We know that you will find our gang

A charming crowd to meet.

Leo went to the city, the bright lights for to see; he found 'twas a wicked city and run home to his sweet mammee.

We understand Sectional Stockman Louis Scbold is to be transferred from Dubuque shops to Sanborn, Ia., to become local storekeeper at that point.

Looie, we will miss you,

Who will we scrap with now?

But when a speeder they are after

At you they can no longer bow.

(Drive slow in Sanborn).

Fred Ostendorf, chief clerk to District Storekeeper J. C. MacDonald at Dubuque, Iowa, passed away at his home, 2961 Garfield Ave., Dubuque, on June 2, 1925.

Mr. Ostendorf was born in New York City on Oct. 6, 1884, and became an employe of the C. M. & St. P. Ry. Co., eighteen years ago. He is survived by his wife, daughter Ruth, sons Frederick, Jr., and Hubert, his parents and five sisters and one brother.

Funeral services were held in Dubuque at Haudenschild's Funeral Home on June 5th, after which the body was shipped to Milwaukee for burial, in which city services were held under the auspices of the Palmer Masonic lodge.

Honorary casketbearers were D. C. Curtis, F. J. O'Connor, D. R. Thoebus, W. O. Wallch-lager, F. S. Peck and Glen Lake. The office employes of the C. M. & St. P. in Milwaukee attended the services in a body and burial was made in Evergreen cemetery.

West I. & D. Inklings

Dot

With the four and one-half inches of rain which fell in a period of a week or ten days, the crops in this part of the country have a fine chance of being good.

Business on the railroad is good. The graveling of the Custer Battlefield Hi-way making some extra business; they are hauling the gravel from the Oacoma pit. The Farmingdale pit out west is also opened up and this gravel they are using for the road bed.

Born to Mr. and Mrs. C. Carnarius of Rapid City, a daughter, Marie. Mr. Carnarius is the

equipment inspector out there. Congratulations.

Mrs. Fred Kemper returned from a short visit at Rapid City last week. Her son, Philip, who has been going to school there the past year, returned with her to spend the summer vacation at home.

Mrs. Jake Hendriksen departed a few days ago for a visit with her aunt at Lime Springs, Ia. Mr. and Mrs. Hendriksen have a fine modern home nearing completion in Murdo and also purchased a new Chevrolet coupe this spring. It is a very good looking car. Other Milwaukee people who are driving new cars this year are Section Foreman Gail Hornocker, a Chevrolet coach, Coaler Chas. Bunderman, a Chevrolet touring, and Stationary Fireman Warren Zickrick a Ford coupe.

Carman and Mrs. J. C. Fallbeck are enjoying a visit with their daughter and son-in-law, Mr. J. D. Young. I am also going to enjoy said visit as Mrs. Young is my "kid kousin."

Elsie Hodges, a former clerk at Murdo, made a pleasant visit to the old town last month. While here she visited Mrs. A. A. Ricks in Rapid City for a few days. Murdo must have seemed more than ever like a small burg to Elsie after spending her recent past in Chicago.

General Superintendent Wedenheimer, Mr. Penfield and Supt. Christoffer made an official trip over the division last week.

The State Militia troup train was handled over the division to Rapid City in two sections June 11th and 12th.

Nos. 3 and 4 passenger trains have been annulled west of Chamberlain and Nos. 6 and 7 run through to Rapid. This gives us night passenger service and daily trains, which will be appreciated as for the past few years we have not had Sunday passenger service. These trains are also electric lighted.

Another special the Milwaukee handled over the division was the "Sunshine Boosters" from Sioux Falls on May the 29th. This train consisted of twelve passenger cars, same being equipt in an up-to-date manner with even a broadcasting station. They were accompanied by a very peppy band and their few moments spent in Murdo made things lively while it lasted.

Station Agent Wm. Bowers made a trip to Chicago recently with his father to consult physicians in regard to his father's health.

Engineer Wm. Long and family of Mitchell have the heartfelt sympathy of the Milwaukee employes in the recent loss of his beloved wife.

Ed. McGrath, son of Pat McGrath, car foreman, was called by death recently after spending five or six months in the hospital trying to recover from an accident sustained while on duty. Mr. McGrath was at the time working in the roundhouse and all are sorry to hear of his untimely demise.

Conductors George and Albert Foote have the true sympathy of us all in the loss of their father, Conductor Chas. Foote, who passed away at his home in Sanborn a few days ago.

Splinters from the Wooden Shoe

Brownie

Again comes the time for the news to go to press and nothing here to press. Don't know what's the matter, but there doesn't seem to be a person on the division, except one good old standby from the shops, who has time to scribble me a note or two. I don't care what it is, where it comes from or anything else, just so it is something.

We now have a few new faces in the superintendent's office. Miss Johanna Lidral from Algoma is the new comptometer operator and Miss Julia Johnson is the new stenographer. It surely seems nice to have a few girls in the office, after being seven years with only one.

Yes Florence O'Connor has gone and done the deed. Bobbed her hair, and it is surely be-

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 Air Reduction Sales Co., N.Y.; Chicago; Seattle.
 Gas Tank Recharging Co., Milwaukee.

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 Barber Co., W. H., Chicago.

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 P. & M. Co., Chicago.

Axles, Car and Locomotive
 Baldwin Locomotive Works, Philadelphia.

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 Central Trust Co. of Ill., Chicago
 First National Bank in Miles City, Miles City, Mont.
 First Wisconsin National Bank, Milwaukee.
 Larabie Bros., Bankers, Deer Lodge, Mont.
 Minnesota National Bank, Duluth, Minn.
 Nat. Bank of Com. of Seattle, Seattle.
 Spokane & Eastern Trust Co., Spokane.

Bearing Metals
 Magnus Co., N.Y.; Chicago.

Belting
 Deckert, W. L., Milwaukee.

Binding
 McBee Binder Co., Athens, Ohio; Chicago.
 Sentinel Bindery, Milwaukee.
 Hillison & Etten Co., Chicago.

Bolsters
 Bettendorf Co., Bettendorf, Iowa.
 Pressed Steel Car Co., Pittsburgh.

Bolts
 Am. Bolt Corp., Boss Nut Division, Chicago.
 Continental Bolt & Iron Works, Chicago.

Brake Beams
 Pressed Steel Car Co., Pittsburgh.

Brass and Copper
 Interstate Brass & Copper Co., Chicago.

Brass Castings
 T. & B. Brass Co., Tacoma, Wash.

Brake Beam Supports and Safety Devices
 Chicago Railway Equipment Co., Railway Exchange, Chicago

Brush Manufactures
 Badger Brush Co., 657 E. Water St., Milwaukee

Canvas and Duck Products
 Carpenter & Co., Geo. B., Chicago.

Carbide
 Gas Tank Recharging Co., Milwaukee.

Air Reduction Sales Co., N.Y.; Chicago; Seattle.

Cars
 Bettendorf Co., Bettendorf, Iowa.

Pressed Steel Car Co., Pittsburgh.

Castings (Brass & Bronze)
 Magnus Co., N.Y.; Chicago.

Castings, Malleable Iron
 P. & M. Co., Chicago.
 Pressed Steel Car Co., Pittsburgh.

Castings, Steel
 Buckeye Steel Castings Co., Columbus, O.
 Falk Corp., Milwaukee.
 Hubbard Steel Foundry Co., East Chicago, Ind.
 Pressed Steel Car Co., Pittsburgh.
 Tennent Steel Casting Co., Tacoma, Wash.
 Union Spring & Mfg. Co., Pittsburgh.
 Wehr Steel Co., Milwaukee.

Chemicals, Boiler
 Bird-Archer Co., Chicago.
 Dearborn Chemical Co., Chicago

Coal
 Binkley Coal Co., Chicago
 Rosengrant Coal Co., Chicago.
 Shoemaker Coal Co., D. C., Chicago.

Coffee and Tea
 Chase & Sanborn, Chicago.

Couplers
 Railroad Supply Co., Chicago.

Cylinder Cocks
 Prime Mfg. Co., Milwaukee.

Derailers
 Railroad Supply Co., Chicago.

Draft Rigging
 Union Draft Gear Co., Chicago.

Engravers and Printers
 Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).

Feed Water Heating Devices
 Superheater Company, Chicago.

Floodlights
 Pyle-National Co., Chicago.

Flooring, Composition (Flexolith)
 Tuco Products Corp., Chicago.

Flooring, Built-up Wood Block
 Carter Bloxonend Flg. Co., Kansas City, Mo.

Furnaces (Oil Burning)
 DeRemer-Blatchford Co., Chicago.

Gauge Cocks
 Prime Mfg. Co., Milwaukee.

Grease Cups
 Flannery Bolt Co., Pittsburgh.

Grease Plugs
 Prime Mfg. Co., Milwaukee.

Greases
 Galena-Signal Oil Co., Franklin, Pa.

Guard Rail Clamps
 P. & M. Co., Chicago.

Hose Couplings
 Prime Mfg. Co., Milwaukee.

Hose
 Milwaukee, Wis.
 Co., 1340 Fond du lac Ave., Northwestern Factory Supply

Hydrogen
 Air Reduction Sales Co., N.Y.; Chicago; Seattle.

Iron (Staybolt)
 DeRemer-Blatchford Co., Chicago.

Lag Screws & Bolts
 Am. Bolt Corp., Boss Nut Division, Chicago.

Continental Bolt & Iron Works, Chicago.

Leather (Imitation)
 The Pantasote Co., N.Y.; Chicago.

Lighting Accessories
 Pyle-National Co., Chicago.

Linsced Oil
 Barber Co., W. H., Chicago.

Lock Nuts and Washers
 Am. Bolt Corp., Boss Nut Division, Chicago.

Locomotives
 Baldwin Locomotive Works, Philadelphia.

Loose Leaf Specialties
 Miller Co., H. C., Milwaukee.

Lubricants
 Galena-Signal Oil Co., Franklin, Pa.

Lumber
 McKenna Lumber Co., McKenna, Wash.
 Nashville Tie Co., Nashville, Tenn.
 National Lumber & Creosoting Co., Texarkana, Texas.
 Pacific Creosoting Co., Seattle.

Nuts, Square and Hexagon
 Am. Bolt Corp., Boss Nut Div., Chicago.

Continental Bolt & Iron Works, Chicago.

Oils
 Galena-Signal Oil Co., Franklin, Pa.

Oil Cups
 Prime Mfg. Co., Milwaukee.

Oxygen
 Air Reduction Sales Co., N.Y.; Chicago, Seattle.
 Burdett Oxygen & Hydrogen Co., Chicago.

Paints
 O'Neil Oil and Paint Co., Milwaukee.

Paper
 Import Paper Co., Chicago.

Printing
 Bulfin & Son, Ed., Milwaukee.
 Collins' Sons, J. J., Chicago.

Goodman Printing Co., (Maurice Goodman), Portage, Wis.
 Hillison & Etten Co., Chicago.
 Keogh Printing Co., Edw., Chicago.

Northwestern Printing Co., Milwaukee.

Provisions
 Aaron & Sons, E. A., Chicago.

Rail Anchors
 P. & M. Co., Chicago.

Railroad Car Trimmings
 Loeffelholz Co., Milwaukee.

Rust Preventatives
 Dearborn Chemical Co., Chicago.

Searchlights
 Pyle-National Co., Chicago.

Signal Oil
 Galena-Signal Oil Co., Franklin, Pa.

Springs, Coil
 Union Spring & Mfg. Co., Chicago, Pittsburgh.

Stationery
 Miller Co., H. C., Milwaukee.

Stay-Bolts
 Flannery Bolt Co., Pittsburgh.

Steam Superheaters
 Superheater Company, Chicago.

Stone and Stone Products
 T. R. Coughlan Co., Mankato, Minn.

Tie Plates
 P. & M., Chicago.
 Railroad Supply Co., Chicago.

Ties
 Moss Tie Co., T. J., St. Louis.
 Nashville Tie Co., Nashville, Tenn.
 National Lbr., & Creosoting Co., Texarkana, Texas.

Trap Doors (Vestibule)
 Tuco Products Corp., Chicago.

Trucks for Cars
 Baldwin Locomotive Works, Philadelphia.
 Bettendorf Co., Bettendorf, Ia.
 Pressed Steel Car Co., Pittsburgh.

Tubes, Arch and Stay
 Globe Steel Tubes Co., Milwaukee.

Turpentine
 Barber Co., W. H., Chicago.

Varnish
 Thresher Varnish Co., Dayton, Ohio.

Washout Plugs
 Prime Mfg. Co., Milwaukee.

Water Softening Compounds
 Bird-Archer Co., Chicago.

Wheels, Car and Locomotive
 Baldwin Locomotive Works, Philadelphia.
 Pressed Steel Car Co., Pittsburgh.

Wire and Cable
 Kerite Insulated Wire and Cable Co., N.Y.; Chicago.
 Burdett Oxygen & Hydrogen Co., Chicago.

coming. Better put a guard on the outside of the door now Florence, or all the boys will be over looking up credit.

Come on Stan and Clara, it is now your turn to do the deed.

Ray Larue from the Northwestern, has joined the St. Paul boilermaker forces.

Emil Hubert is quite a collector of curios. His last purchase was an old strip booth auto. It was built, we think, by the firm that built Noah's Ark. Emil had a job helping boilermakers, but now he has one more shift to work, and up to date the darn thing hasn't moved.

Antone Schmitz, roundhouse machinist, had a bad smashup on the corner of Ashland and Howard Streets, a short time ago. Better buy low test gas Antone.

Talking about low test gas, we think Jim Woodward had better buy some also. The motor cop ran up alongside of him the other day and wanted to know if his old bus could go any faster, and Jim told him it could, but he didn't get away with anything, only \$15.55 got away from him.

Nothing to eat at Channing any more, and don't know what the railroad men are going to do. Old Bill McClure has moved to Green Bay. What's the matter, was Channing too slow for Bill, or wasn't business rushing enough.

Guy Abell, our general foreman, attended the general foreman's convention at Milwaukee. He is back on the job chuck full of new ideas.

Harold Odgaard, assistant general foreman, has bought a Chalmers roadster. Better get a coupe "Ode", nights are cold up in this country. Now all he wants is a girl. Don't rush, Ode is a stranger here and gets so lonesome evenings.

John Kornowski, boilermaker helper, is happy at last. A baby girl arrived at the home Saturday the 14th. That only makes nine boys and this blessed girl. John always was good natured, but you should see him smile now.

John McKlosky left Friday on No. 2 for Tacoma, Wash., to attend the shop craft convention.

Emil Hubert left on No. 2 the 16th for Montreal, Canada. We think he has gone to look up some parts for his car, as he can't get any in the U. S. A.

Walter Whitney, Jr., spent a few days visiting his father, Walter Sr. Walter is attending school at Oshkosh. We hardly knew him he has grown so.

Putchy had his "sweetie" over the other day to see the sights in the locomotive shop. Look out Putchy or some of these birds over here will fall for Marian.

Boilermaker Jack Christian went fishing the 9th and caught some black bass; hit poor Jack hard to throw them back in the water, but the game warden had his eye on him.

Jap is a busy boy evenings between radio and auto repairing. He looks all tired out every A. M.

Hooray, the double end punch and shears are on the way.

Boilermaker Peter Radajak had a painful accident Monday A. M. Had a collision with a truck. Get up earlier Pete (or go to bed earlier at night) so you won't go to sleep on your wheel. Trucks are bad things to collide with. He now has such beautiful colored eyes.

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

Nora B. Decco

What we can't understand down this way is how a man like Mr. A. E. Hoops, the boss of Harlowton, who can scate every hard-boiled-Pocotello-made switchman that ever landed on the right of way, off right now with the first word he says, and then when he goes fishing he can't fish where he wants to, he can't argue with

the dry land farmers, and he can't even go across even one little bit of a corner of their land, has to drive all the way around by White Sulphur and back via Sixteen to get safely by the place. What we would like to know is what started it? He had bran new fishing tackle and 1925 license an' everything. They don't treat fishermen that way down here. Better luck next time.

The new clerk assigned to the trainmaster's office is Mr. O. Skeen of Harlowton, who is a very pleasant person to meet and we all hope he stays for quite a long time. His wife was over to take a look at the town and they expect to soon move here.

Third trick operator, Joe Just at Three Forks, is on vacation for about two months. He is being relieved by Operator Buechecker. Joe is visiting home folks at Breckenridge, Minn., and in South Dakota.

Mr. and Mrs. Campbell of Jefferson Island, have returned from a month's visit east. Mr. Campbell was relieved by Mr. Ferguson while away.

We regret to announce the sudden death of Mrs. Elizabeth Parks at Willow Creek. While Mrs. Parks had been very ill for some time, her death came very suddenly and was a shock to all who knew her. She was the wife of Conductor Wm. Parks of the Rocky Mountain division, and leaves besides Mr. Parks also a son A. C. Parks, who was in California at the time of her death, and a granddaughter Elizabeth, who, with Mr. Parks, accompanied her remains to Doud, Iowa, where she was laid to rest. Mrs. Bates, wife of Conductor Roy Bates, also went with them. The entire division extend sympathy to those left behind.

Mrs. James Crockett and son Hayden have gone to New York for a few months' visit with Mrs. Crockett's mother there.

Fireman Wm. Fink is in Iowa visiting on the farm, and reports everything lovely there, and pretty warm, compared with this climate.

Conductor Hamp, Engineer Mayo and Fireman Oregon, are all assigned to the work train on the R. M. Division, Mr. Hamp taking a rest from the brass buttons for a while.

Engineer Echard and wife of Lombard have returned from a visit with friends and relatives in Iowa and Missouri. Frank says he always gets back about the time the fishing season opens up.

Born May 10th to Fireman and Mrs. Newton Crane, a daughter. We offer our congratulations.

Mr. and Mrs. J. P. Phelan and family have returned from a trip to New York, where they went during Mr. Phelan's vacation. Mr. T. J. Hamilton was acting superintendent in Mr. Phelan's place during his absence and came over and shook hands with us once.

We are glad to announce at last the wedding of Miss Louise Billoch and Mr. August Kunze of this city. As we have waited very patiently to announce this glad event. Mrs. Kunze is a very popular young lady of Three Forks and Mr. Kunze is a fireman on this division for many years. They went to Seattle and Vancouver for a short trip and will make their home here upon their return. The visible supply of rice and old shoes seemed to accompany them and we hope they have a long and happy life, and the Rocky Mountain Division extends very best wishes and congratulations to this happy couple.

Mrs. Fairhurst, wife of Conductor Fairhurst, is in Spokane visiting her sister, Mrs. Deckleman, and all Tommy has to do is ride around with a red cap on his head on all the Shrine trains and other extra passenger trains. My, all the ladies look at him and sigh. He certainly does make a handsome passenger con-

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SAN FRANCISCO

ductor. Even small June Vaninwegan rolls her eyes at him but that is her long suit any way.

We regret to tell of the death at Alberton, Mont., of the brother of George McAndrews, May 29th. Mr. McAndrews is car repairer here and we all extend to him our deepest sympathy.

Fireman and Mrs. Gonsell are in Tennessee on a visit and a card from them says it is hot there also. Well they have something we haven't, as all it does here is rain, and the weather man says each day, probably showers. I don't see why he seems in doubt, none of the rest of us are and everyone all ready to fish and a downpour, but the faces of the farmers tell a different story, and the wheat is so—high.

Mrs. C. R. Johnson's mother, who has been visiting her for some time, has returned to her home in Minnesota.

Brakeman Hudson and wife have returned for a trip to Spokane, where they went to try out the good roads they have heard so much about.

Kansas City Terminals

S. M. C.

Not many single boys and girls left at the local office now but it looks as though a couple of the old bachelors will hold out for another year.

Buster Beem spent his vacation in Chicago last month and says it's the same old town. How about the horseback riding Bus?

Soliloquy by Nell McGrew on the game of golf: "Gee but it's a funny game, all you do is hit the little ball and then hunt the balance of the afternoon for it." And don't the hot sun bring out freckles?

Mr. Carpenter says there is lots of difference between fishing in Missouri and Illinois. In Missouri you have to throw back the little ones and in Illinois you have to throw back the big ones. From now on he intends to fish in Missouri.

Between Charlie Wright and Jim Talbott the girls at the local office should be pretty well supplied with flowers. If Jim happens to run short he borrows from the neighbors. Pretty soft for some girls.

Ed Owens claims that owning a home is a luxury. Says he spent about \$1200.00 this spring and he can't sleep a bit better under the new roof.

Mr. and Mrs. Anderson spent the first part of June visiting in the west.

Clyde Zane and Hal Reed have returned from Los Angeles. The boys spent their vacation by going to the Shrine convention and both report having some time, although the weather was cold and rainy.

If you want to see a young farm on a small scale just visit John Bammer's back yard. He has everything from sweet corn on down.

Iowa and Minnesota Division

"D. M. W."

Chief Dispatcher M. T. Skewes has an electric fan in his office that he would like to trade it for an electric heater. Anyone interested may write to Mr. Skewes.

The depot at Austin is getting a new coat of paint and the roundhouse and shops are undergoing repairs and improvements. A new electric welder has been put into service. The work of relaying the circle rails at the roundhouse has been finished. Engines 1191 and 2384 which have been completely rebuilt, will go into service at once.

M. B. Erickson of Hagerstown, Md., formerly a boiler foreman at Austin, has been calling on relatives and old time friends.

Engineer Ed. Draper is sporting a new Hudson sedan. Ed says if she does burn gas she's ahead of a Studebaker.

Engineer Wm. Murphy, of Mankato, made a

short but sweet visit on his old pals at Austin a few days ago.

The funeral services of Mrs. Archie Haseltine were held Friday. Mrs. Haseltine was the daughter of Mr. and Mrs. Mike Feeley. Besides her husband she leaves a little daughter, father and mother and several brothers and sisters.

Bernard Kough, son of Engineer E. H. Hough and an employe of Austin National Bank, left May 30th for two weeks' vacation. He plans to go to Milwaukee, cross Lake Michigan and then to Flint, Mich., where he will visit his sister, Mrs. P. B. Jones, returning by way of Chicago visiting friends there.

The Shriners Special enroute for Los Angeles for their conclave passed through Austin pulled by the Honorable P. J. Burns and H. R. Howard and L. Trenary and Henry Bremer, engines 2616 and 2622.

Fuel Supervisor F. L. Rowan had a dirty trick played on him the other day, we won't say who did it but anyway it was dirty. Someone put a tag on his car for parking. Everything was framed with the copper on 3rd avenue and Washington and you should have seen F. L. plead with Mr. Cop. Finally the cop told him to get away and not bother him. "Tell your troubles to the judge." Floyd turned, hung his head and was headed for J. W. B.'s office where he had learned of his car being tagged. When he got to the sidewalk the officer called him back and asked him what his name was, where he worked and whether or not he had ever been tagged before and Mr. Rowan earnestly informed him that he never violated a traffic rule. Any way the cop took the tag off and Mr. Rowan came up to our office and sat down to cool off and tell us of his experience, (which we knew nothing about).

I. & D. Division Items

J. L. B.

The heavy wind and rain storms which have visited the I. & D. Division and vicinity the past two weeks, have done considerable damage to the crops and also the road beds. Several serious washouts have occurred which delayed traffic more or less. A number of passenger trains off other railroads have been detoured over the I. & D. Division on account of washouts on these neighboring lines, and a great many fields of grain have been flattened by the rush of water over the surface of the ground and the high winds. However, the farmers are not discouraged, and say that there is still a chance for a bumper crop. We hope that they are right, for the life of the I. & D. Division depends largely on the successful harvest.

Otto Secory, assistant accountant, superintendent's office is spending his annual vacation in Grand Rapids, Mich., visiting his parents and other home town folks.

Operator R. I. Colvin has returned to work at Calmar after having been absent several weeks on account of the serious illness of his mother at Sanborn.

J. P. Collins has been appointed agent Rapid City, S. D. This is a very important station on the I. & D. and although Jimmie is quite young in the service, as well as in years, we are sure that he will fill the position with honors.

T. F. Gustafson, who received the appointment of agent at Kimball, S. D., says that things are breaking just right for him, and as Gus is a first class man, we expect big things from him at Kimball, which is no easy station to run.

Among the newlyweds on the I. & D. is passenger brakeman, William "Bud" Trewin, who was united in marriage to Miss Ina Long, who was formerly employed in the Mason City super-

intendent's office as stenographer. We understand they are all snuggled up in a little love nest at Marquette, Ia., and joy reigns supreme.

Also, passenger brakeman, H. O. Davis, has won, for a life partner, Miss M. Lorene Carnes, a pretty little school mom, who for the past year or two has been teaching in the high school at Sanborn, Ia. We understand they are honeymooning in the Black Hills and other western points, and will be at home in a pretty little bungalow at Sanborn about the first of July. You have our best wishes, Harold; may your lives be all joy and happiness.

Mrs. M. M. Burns, chairman of the Sanborn chapter of the C. M. & St. P. Women's Club, returned home recently from Des Moines where she had attended the annual meeting of the State Federation of Women's Clubs and also visited at the home of her son, Warren W. Burns.

Mrs. Raymond Tipp and Bernard, family of Baggageman Ray Tipp, have returned home to Sanborn from a visit with relatives and friends at McGregor, Ia.

Perishable Inspector Geo. Schramm and family are off on a 10 days' vacation. They are visiting friends and relatives in Chicago and Milwaukee. George is being relieved by B. F. Maddox, from the Chicago office.

Mr. and Mrs. E. E. Fleming are rejoicing over the arrival of a bouncing boy. Mr. Fleming is a mail clerk on No. 7 and 6 running over the I. & D.

Mrs. W. J. Johnston, wife of Traveling Engineer Johnston, is leaving on a trip to the coast where she will visit friends and relatives for a few weeks. She will be joined later on by her husband who will make a short visit, and they will return home together.

We are glad to hear of the recovery of Mrs. Wm. Conklin, wife of Machinist Conklin, who has been very ill.

Vacation time is here for Trainmaster and Mrs. R. H. Janes. They are leaving on an extended trip through the east, where they will visit relatives and old friends in Boston, New York City and Washington, D. C.

J. V. Anderson, division storekeeper, has been promoted to the office of assistant district storekeeper, with headquarters at Minneapolis, Minn. Jack and Mrs. Anderson have made many friends in Mason City, who join in wishing them much success in their new position.

J. C. Hart of the local store department, has been promoted to the position of chief clerk to the district storekeeper at Minneapolis, Minn. Good luck, Jack, we hate to see you leave, but are very glad of your good fortune.

J. G. West, local storekeeper at Sanborn, Ia., has been transferred to the position of storekeeper at Mason City, filling the vacancy created by the transfer of J. C. Hart to Minneapolis.

Mrs. G. O. Stevens, wife of agent, Canton, S. D., visited with Mrs. Roy Harmon at Mason City. She also attended the C. M. & St. P. Women's Club picnic while there.

There is always a great amount of fishing going on in the Mason City yard office, but now and then some of the best fishermen get out and actually do go fishing. Only recently Yardmaster Dickoff and Yard Clerk Johnson started out early in the morning with the intention of catching the limit. They hired an Evenrude boat at Clear Lake and got just as far away from home as possible. Things went pretty good for Johnson who landed a few beauties, but the G. Y. M. failed to connect with even a sun-fish. After about 12 hours in which time he tried every known trick on the poor little innocent fishes, he admitted failure, and decided to come home. Now box cars are one thing and boats are another. There is nothing he don't know about switching cars, but when he started to crank up that Evenrude, some-

how or other the darn thing would not start. Poor Dick, he had to row all the way back. No fish, no luck, sore hands, broken back, pride all gone. We kept out of his way the next day, the cloud on his manly brow looked dangerous. They say he explained it all to a big St. P. gondola in the east end of the yard, but of course this may just be talk.

They say the new acrobatic stunt demonstrated by L. R. M. at the Women's Club picnic was a marvel. They also claim that as a sprinter, Len. is hard to beat.

A pick-up ball team, which Supt. Christoffer called his team, put it all over the crack Milwaukee Twilight League team at the Women's Club picnic. C. S. C. batted out two home runs, and covered second base like a professional. Score 19 and 8. Fay O'Neil, captain of the League team, says he don't know just how it all come about, but would like to get one more chance at these bush-leaguers and he will show them something about baseball.

Madison Division Notes

Engineer Joe Bates contemplates having a rear door installed on his Dodge sedan. Joe found that it is not practical to try to back out of his driveway with the side door open. It cost Joe one hinge and the services of a handy man to learn this.

Wm. Tassel is the proud father of a baby boy. Everybody congratulates you, Bill.

Wm. Dowd, Jr., invested in a Ford coupe. There are a few ladies who do not appeal to Bill so if he should have a little spare time he intends to drive to Canada with Al. Bet Willie can't find the road out of Rock County.

Frank Sullivan was noticed walking towards the edge of town with his oldest son and his new skates. Guess Frank is having his son teach him to skate.

John Barry purchased a Chevrolet. John rides up and down Pleasant Street most of the time. Funny place to try out a car, John.

Mike Griffin blames Waldo Luchsinger, Sr., painter, for shooting at him with a gun. Wallie blamed Bill Siebert but the latest report is that the boys have settled this matter out of court and Wallie and Bill are looking for an excuse to go to Milwaukee again. All is well that ends well. If they go to Milwaukee they will end in a cell and when they get home they will get ?

James Gallagher made 5600 miles last month. If business don't pick up who will buy Jess Blake a new vest?

Carl F. Dahnke, operator at Richland Center, will be the center of business for the magazine next month.

Burnette D. M. M. office, has a box of candy coming from Janesville and by the time she reads this she will know whether it was good candy or not.

Mr. Frank Sullivan, our fleet footed slip foreman at Janesville roundhouse, was the other day presented with a non-slip pair of ball bearing roller skates. What's the matter Frank, can't you cover the ground fast enough?

Mr. Wm. Rochee, for the last few years boilermaker at Janesville roundhouse, passed away May 15th after an operation for goitre. The sympathy of all C. M. & St. P. Ry. employes at Janesville is extended to Mrs. Rochee.

The dance given by the C. M. & St. P. Women's Club at Janesville, was a grand success. The Beloit and Janesville Club were represented and everybody had a gay time.

Latest news from the links—Machinist Helper Arthur Brown of Janesville, we understand, is running a close second to Chic Evans for the golf title. Also understand that Mr. Brown has been appointed golf instructor.

A class of about fifty high school students of the General Science Class inspected engines, roundhouse, etc., at Janesville, Friday, May

29th. Makes one kind o' wish they were students again.

And now the boys have taken to baseball—and are they in for it—just visit The Pines at Janesville any evening and see the skirmish. So watch out you Beloiters—we're stepping up.

A fuel meeting was held Friday, May 29th, in the office of the Janesville roundhouse. Mr. W. J. Hughes, D. M. M. of the R. & S. W. Division, Mr. W. C. Kenney, D. M. M. of the Madison Division and Mr. J. A. Macdonald, superintendent of the Madison Division, were present.

Mr. Clyde Iotte, now roundhouse foreman at Madison, has moved his family from Janesville to Madison. That's all right Clyde, but just remember where you got the start.

What is keeping Thos. Clifford at Platteville? Surely not business altogether. We think he must be slipping at last.

Mr. Jack Brown's flivver is still going hotset-totsey between Janesville and Delavan, and it is surprising the many places this car stops at between the two towns.

Demurrage Clerk Willard Skelly of Janesville Yards, has taken unto himself a wife. His many friends along with the Lakota Club, gave him a blow-out at the Myers Hotel. Good luck Skell, etc.

Fred Leigious is cooled off for the summer. The ladies missed a gallon can of ice cream at the last card party.

Why is Florence so happy lately? Jim must have said a mouthful.

Who's the sheik in Maxwell's office?

Why all the smiles Bessie? When is it coming off?

What's the attraction at Deforest Hulda? It's only a one horse town.

Bill Kenney is spending a few weeks at the lake trying his luck with the rod. Luck seems to be with him.

Fire Chief Tom Kelly at Madison is busy these days driving off the heat.

The crew on Prairie No. 14 had a work out the other night shoveling sand and mud off the track near Wauzeka on account of heavy rain washing down the bank.

The pass word on the Madison pass depot is "How is Your Garden?" When are you going to change it Bill?

T. Kelly, caller at Madison, says there are two great races of people who make good salesmen, the Irish and the Jews. Tom proved this when selling Shriner tickets. He sold all the winners to Irishmen.

Mr. E. F. Krenke, local storekeeper, had the Dodge out for a run last Friday. Mr. Krenke got reckless and tried to pass a post on the Delavan road. Result: Two tires blown out. Moral: Don't get reckless, and stop at all Roadhouses for a reviver.

Roy Mulligan made a trip to Mineral Point to give Henry Wiese his annual bath. Roy used whitewash this time and came home well satisfied. Well, Henry is all fixed for another year. Henry is able to be up and around again.

It is rumored that R. H. F. George Ryan plans on taking a trip to Canada. George says he is going for the sole reason of looking over Niagara Falls. Who ever heard of any one going to Canada at the present time to see the Falls?

Ed. Mulligan has a path from Janesville to Madison well worn by this time. Ed says the only trouble is he has to go to work at 8:00 A. M. and this cuts his time short in Madison. When the weather is bad Ed has to leave as early as 4:00 A. M. Never mind Ed, Henry Ford is planning to build Air Flivvers. Then you can stay in Madison 'till 6:00 A. M.

Machinist Helper Clayton Churchill is planning to build a cottage at Silver Lake Beach. Then he can get his sleep before starting home. Much better than sleeping on the road at Milton Jct.

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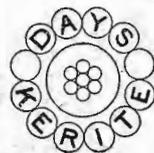
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C. & M. Division Notes

By Proxy

Our correspondent is taking a month's leave of absence, which permits our getting back at her for all she's said about us. Eleanor informed us a few days before she left that she would take a month's rest before taking the fatal step, which looks very bad for Eleanor. We wonder which one it will be.

Wood, Eric and Scotty took their nationally known and famous fishing trip, and outside of a raging blizzard, a bum car and no fish, the trip was a howling success.

A Studebaker as a vehicle to get you anywhere, is worse than Spark Plug. For further information ask Andy and Click.

Congratulations to Conductor Jimmie Murphy. We hear he's a papa.

Dick Polzin is now doing passenger work and from all reports he's some conductor.

Messrs. C. E. Mattison, C. Alsip, W. G. Robinson, H. Schonmer, H. Mulligan, H. Jewell and J. M. Calligan have been set up as passenger conductors, and some conductors, we'll say. They all got along fine, except Jewell, whose suit didn't fit like Dapper Dan's, so he couldn't make his student trips. Some classy outfit in the blue coats!

Engineer James Murphy contemplates taking a trip East sometime in the near future. Hope you enjoy your visit James.

Understand Paul Hagelum's vaccination put him on the sick list for a few days. Hope you're better by this time, Paul.

Andy, our chief timekeeper, is pretty busy these days, spading his garden and making root beer??? We'd like to taste it, Andy.

The ladies in room 10 are seriously contemplating taking up nursing, with Jimmy Bennett and Harry Lindo on the sick list. We're sure the boys would be pleased.

Eleanor and Cathie took a flying trip to Minneapolis over Decoration Day, and they unanimously agreed that they liked the boys from C. H. Dietrich's office, Chicago, better than those in Minneapolis.

Since the advent of the fish special, Nos. 51-52, some of our night brakemen have again become acquainted with the sun. How about it Bernard? Do you think you'll have to wear dark glasses for life?

Herb, June was a fatal month for you, between the State St. bridge and the 11th. Was the goat very wild?

Northern Montana Division

A. B. T.

We received a card the other day from a certain gentleman in Milwaukee, giving us a "gentle" dig for not coming across with any news, so will try and satisfy him this time. We might take this occasion to inquire of this said bird what happened to those doughnuts he was going to send us. How about it, Harry?

Conductor John Englund has left for a few weeks' visit with his family on the coast.

R. A. Loveland, who has piloted the bone-shaker on the Roy-Winfred run for the past eight years, tired of the monotony and has taken the work train on Arrow Creek Hill.

Conductor "Vic" O'Dell has just returned from a three weeks' trip to Minneapolis, where he attended the O. R. C. Convention as delegate from Division No. 63.

Conductor Wm. Touhey has taken the Roy-Winfred run vacated by Conductor Loveland.

Brakeman John Callewaert evidently likes variety, as he has been on every run on the division during the past year.

Conductor Tom Sackett is again back on the job after a month's visit with his father in Los Angeles.

Lou Wandell, better known as "Chokem," has accumulated lots of seniority lately, as we have seen his smiling face on our passenger trains

several times. He sure can say "A—board."

C. L. (Windy) Galbraith has gone out of the hog business and joined the "Muckers" on Arrow Creek Hill, chaperoning the American Ditcher. He is right in his glory now, as he isn't home to milk the cow.

Brakeman Sam Robinson, more affectionately called "Billy Sunday," is assisting Windy spotting the air dumps on the hill. We all feel sorry for Conductor Loveland in this case.

Brakeman F. A. Curtis is now in Cleveland attending the B. of R. T. Convention.

Earl Hymel, local switchman and "Pan" artist is back on the job again after being laid up with lacerated hand, as a result of dragging said member along a barbed wire fence while riding in an automobile. We have always known that brakemen are subject to sore feet, but haven't soon one with a bum hand for a long time.

Engine Foreman Hugh Curran from Great Falls was called home to Kansas City by the sudden illness of his mother. We all hope that by this time she has fully recovered.

Lewistown's famous Elks Band are planning on going to Portland to the Elks' Convention, July 13th-19th. We presume Conductors Wandell and Baumgartner will be there with bells on, as both seem to know their stuff on their cornets, and incidentally are otherwise qualified to make good conventionites.

One of our old engineer friends, J. R. Mahone, who is on passenger between Harlowton and Deer Lodge, went and joined the ranks of the Benedicts, so we have been told. The N. M. Division employees all join in congratulating him.

Conductor John Rice (Circus John) is on trains Nos. 116-117, vacated by Conductor Touhey. Glad to have you with us, John.

Roadmaster B. C. Johnson has been transferred to the Missoula Division. Sorry to see you leave Brooks, as we were just getting acquainted with you.

Agent Maxeiner spent several days in Helena on business recently.

Henry Bertram, checker at Lewistown freight house, has taken position as baggageman at Great Falls.

Mr. and Mrs. Mark Allen are the proud parents of a baby girl on May 24th, weight 8 3/4 pounds.

Machinist Roscoe Bozarth and Miss Bertha Munson were married June 8th in Lewistown, and are now on their honeymoon in the East. We all wish them the best of everything, and will wait for our cigars until they return.

Time Inspector E. L. Murray has been in our midst for some time, as guest of the superintendent's office.

Timekeeper N. B. Lupton is back on the job and slowly recovering from the effects of the B. of R. C. Convention. The balance of the superintendent's office force are very well, happy and quite busy as a result of being slightly short-handed at the present time.

Mr. George Fritsen is our new roadmaster, taking the place of B. C. Johnson.

Engineer Cochrane was in Lewistown several weeks assisting W. E. Ring during the inspection, etc.

Dispatcher H. L. Crandall is now in Spokane, being transferred to that point due to the reduction in dispatcher's force at Lewistown, and Dispatcher W. J. Thompson is now located at Deer Lodge working as relief dispatcher there during the summer months.

Brakeman Dan York is spending a six weeks' vacation in the East.

Guess we will be lucky if the Magazine has space enough to print what we have already reported, so will say "So Long" until next month. How does this suit you, Harry?

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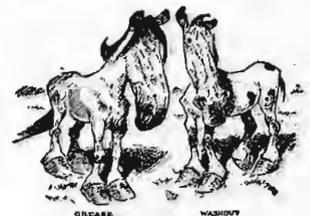
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On Time Line—Kansas City Division

M. F. K.

Summer time means vacation time. Many of our employes have planned interesting trips to different parts of the country. It is reported Conductor A. Mann and his sister will go to Vancouver, B. C. Brakeman Dewey Dooley will leave shortly for White Fish, Montana, later going to Vancouver. Agent J. R. Endicott of Lucerne is now on a thirty day fishing trip in Arkansas. This correspondent doesn't know whether the above mentioned fishing trip is a joke or not, but still if grasshoppers make good bait, we'll bet Mr. Endicott has a wham of a fishing trip. Car Foreman L. B. Faltynski leaves soon to spend his vacation in Milwaukee and Yardmaster Jordan says he hopes he stays a month. Brakeman T. P. McGraw and wife are planning a second honeymoon to Vancouver, B. C.

Trainmaster Valentine and family have just finished moving into the attractive new home which they have purchased in Ottumwa.

Superintendent B. F. Hoehn and Mrs. Hoehn spent Memorial Day in Alton, Illinois, visiting relatives. The trip was made overland and they say the Hudson passed everything on the road including Fords.

Roadmaster F. M. Barnoske and wife, Mr. and Mrs. W. C. Smith and Mrs. F. R. Moore have returned from Ames where they attended the annual "Viesha," in which Frances Barnoske, a junior at Ames, had a part. Frances will spend several days in Ottumwa visiting his parents at the close of the school year, after which he will go to Long View, Washington, where he has accepted a position in the operating department of the Long View Lumber Company.

Another student from our Milwaukee family, receiving honors at college, is Miss Margaret Evans, daughter of Chief Carpenter John Evans. Miss Evans, a freshman at Coc college, recently received honors, having had the highest grades of any of the sorority pledges.

Machinist Frank Ebberts, who was taken to Chicago the latter part of May for an operation on his finger, is reported greatly improved. His many friends will be glad to know that he will soon be home again.

E. W. McNabb, one of our popular young operators, took unto himself a bride on May 19th, Miss Irene Williams, a prominent music teacher of Chillicothe, Mo. For the present, they will reside in Chillicothe.

Engineer J. E. Gordon and wife, Engineer Charles Liddle and wife, returned after spending two weeks at Excelsior Springs.

There have been several changes made in the personnel of our track department this past month. James Morrow is now section foreman at Rubio; H. Henson has been moved from Sigourney to Linby; Charles Main promoted to section foreman at Moravia, and H. Cherwinker in charge of the extra gang between Cranston and Culver. We are now receiving shipments of ten cars of ballast daily to reballast the east end of the East Division.

Operator Glen Walden has reported for work after a three months' sojourn in Florida. Oh girls, you should see our sheik since his return.

We chanced to meet Machinist Ed Wilson the other day looking much worried, which is contrary to his usual care-free manner. He had just heard that the good die young and said he hadn't been feeling well himself lately.

Conductor C. H. Farley, of Ottumwa, and S. C. McKinley, of Kansas City, are in Minneapolis attending the O. R. C. convention. Local business for the B. of R. T.

Mrs. Ralph Davis, engine timekeeper in the superintendent's office, motored to Rock Island May 30th, accompanied by her husband and a party of friends. The trip would have been considered a success, had it not been for the severe storm which they encountered. A. P.

Lutz, bill and voucher clerk had the same luck driving in rain on his trip to Trenton, Missouri, the same week-end.

Miss Elizabeth Evans, comptometer operator, has returned to work after a two months' vacation, looking much improved and with all the pep we had hoped she would have.

Miss Francis Hawkins is the attractive new addition to the store department, acting as stenographer to Division Storekeeper O. G. Thomas.

The Smithsonian Institute at Washington advise through the Associated Press that they have received a species of fish thought to be a flying fish, but it remained for John Sanford, dispatcher at Ottumwa to produce a fish known to be of the flying variety. He went fishing and actually hooked a fish. When he pulled it out of the water, it flew up in a tree (so he states) and fearing it was going to fly away with his pole and line he made a dive for an innocent looking bush. However looks were deceiving. The bush was poison ivy. The fish got away but John has his arm bandaged to verify at least the bush part of his story.

Chief Yard Clerk Whalen has returned from Kansas City where he attended the clerk's convention.

We're all sitting back waiting for any announcement which Perishable Freight Inspector D. C. Bolton might have to make.

The Kansas City Division contributed three train loads of Shriners to Los Angeles' sunshine, consisting of thirty-seven cars. One train of fourteen cars and one of thirteen cars were handled Nahant to Kansas City on May 27th and one train of ten cars on the 28th. Running time of nine hours was bettered over the division and expressions of satisfaction were heard frequently from the Fezed travelers. Trainmaster Valentine and Traveling Engineer Bates rode the second special Nahant to Kansas City on the 27th and the special on the 28th.

The secret service men are diligently searching for a lost love letter addressed to Bill Clerk Lawrence Smith, postmarked at Freeport. The mayor of Freeport is also very much interested in the search. Lawrence states that he cannot go back to Freeport unless it is found.

Charles Wilson, our genial bill clerk, is sporting a new pair of "Florsheims" and palm beach trousers.

Chris Jensen, steno at the yard office, is wearing a happy smile due to the fact that his "Sweetie" is to teach the children at the Avenue School the coming year.

Idaho Division

R. C. P.

Agent and Mrs. H. B. Parker of Tekoa, celebrated their fiftieth wedding anniversary June 9th. Mrs. Wiles and son of Miles City and Mrs. Harmon and daughter of Minneapolis, daughters and grandchildren, were present and presented Mrs. Parker with a gold watch and Mr. Parker with a gold chain and knife, while the happy couple presented themselves with a new Oldsmobile six coach.

Fifty of their friends dropped in on them in the way of a surprise and made a real party out of it.

Mr. Parker has been in the company's service continuously since 1869, 56 years, and is as active now as he ever was apparently.

His first service was in the capacity of brakeman on local freight on the Prairie Du Chien Division. After two years of this he went into the telegraph department, where he has remained since.

Dispatcher G. A. Rossbach and his brother Vic. were called east June 1st on account of the death of their mother who was 93 years old last August.

Alma Kester, steno. in superintendent's office, and Mrs. Herb Moody, wife of division ac-

countant, spent three weeks in California. Visited Frisco, Los Angeles and other places, Alma says they didn't miss a thing which would have to be going some, but at that I'll bet they had a good time.

Dispatchers are taking their vacations now. Mr. H. L. Crandall, from Lewistown, is doing the relief work.

Trainmaster E. M. Grobel has been transferred to Spokane from Moabridge. Mr. Grobel is very familiar with conditions and faces on this division having been chief clerk to the superintendent in the early days.

The car department has been abolished at Malden and it is now possible to get No. 64 through there with but a change of engines and cabooses.

They tell us the woodpeckers are tearing down Fred Washburn's house at Malden and the bluebirds have built a nest in the old Mitchell.

Terminal for locals on the P. O. R. line has been changed from Spirit Lake to Newport. This equally divides the mileage on runs 291, 292, 293 and 294 between Spokane and Meteline Falls, it being 61.2 miles Newport to Meteline Falls and 65.5 miles Spokane to Newport.

Mallet and L1 engines are being used through to Meteline Falls in place of the K1 class engine and prove very successful in handling the business and doubling out of Newport and Spirit Lake eastbound has been eliminated.

It had always been figured that the line north of Spirit Lake was not safe for heavier than class K1 engines.

On the St. Maries branch a C1 engine was figured the heaviest power that could be used but "them days is gone forever" as witness today, June 16th, Mallet engine 9512, Engineer Ed Maxwell, Conductor Harry Gallagher, drove into St. Maries from Emerald Creek with 101 loads of logs, 6080 tons. Mallet engines are a regular thing on the St. Maries-Emerald creek log pick up turn around and train will average 5700 tons into St. Maries.

Two crews were required to handle this business formerly, while now it is being handled with the one, making round trip as quickly as did formerly with C1, there being no second log train to meet or block them. Delays of that nature are done away with, giving them a straight shot both ways.

Mallet engines are also used on local runs 191 and 192, between St. Maries and Elk River, whenever necessary, which eliminates doubling four hills eastbound.

Spirit Lake

Engineer and Mrs. C. H. Marvin are in Los Angeles taking in the Shriner's Convention, and other places of interest.

Leo Clossin, machinist, has secured a position in Spokane, and has left our "dusky" shift.

F. J. Kratschmer attended the Storekeeper's Convention in St. Louis. We understand he aims to bring his pockets full of material from Milwaukee. Thank heavens, he took his top coat.

Art Hill, our cupid, pipefitter and would-be movie star, now displays a sign, "To h— with Hollywood!"

Martha Colard, Mary Mills and Marie Freeland, all aspired to rank in the Camp Fire Girls, but flunked out in the first test the other morning.

Regular patrons of Sunny Spokane: Martin Walsh, Clifford Downey (soon to demise), Edw. J. McTighe, Carl Candler, Floyd Hines.

Marie Freeland hiked one morning recently to take some pictures of Spirit Lake. She was so awed by its beauty in the early morning sunlight that she very absentmindedly walked into its icy waters. Of course, the young man accompanying her had nothing to do with it.

"Speed" Weber usually flags home to Othello. Just has to get his weekly supply of sand.

"Little Willie" Scherfenberg, otherwise known as "Bud," usually keeps the home fires burning.

Mr. W. E. Smith, general foreman, is at present in Milwaukee attending the General Foreman's Convention, following which he will spend a few days visiting relatives. Mr. Smith was accompanied by Mrs. Smith.

We have just learned with much sorrow of the death of Mrs. Tong, wife of Machinist Frank Tong, who passed away at the Sacred Heart Hospital in Spokane on June 9th. We all extend our sympathy to Mr. Tong and his family in this bereavement.

We regret very much that the terminal for P. O. R. line enginemen and trainmen has been moved to Newport. Most of the men still have their homes here and are driving to Newport to take out their runs. However, if the same arrangement prevails during the winter, when Mother Nature blankets this part of the world with several feet of snow, the city will lose several of its leading citizens. Engineer Eseke, Fireman Todd, Switchman Prosser and Vannier, and Conductor Anderson have the yard job here, and are still with us.

Othello

Car Foreman Weber, who transferred to Everett, June 1st, came over Sunday to move his household goods to his new location. Mr. Weber has been car foreman at Othello the past four years making many friends during his time at this point. The employes of the car department presented Mr. Weber with a beautiful watch fob and cuff links as a remembrance.

J. C. Guest transferred to Othello as car foreman the 7th of June and from all appearance, he is a live wire and will keep things a humming as soon as he gets his bearing.

Storekeeper A. E. Johnson left for his new position in Chicago. Every one glad to hear of Tony's promotion and wish him the best of success. Understand Tony left on train 18 so as to avoid that lonesome feeling of having only a few minutes to say goodbye to the fair sex on Idaho division.

Yard Conductor D. C. Clark returned to work after being laid up a month with sickness.

If you have anything to sell or trade take it up with Conductor Little, as he has an Irish Jew, cheated. Of course, watch inspector, T. J. Morris excepted. A trouser salesman has been waiting around Othello the past few days and upon inquiry, he stated that it was his understanding that P. F. L., B. C. Root was to take his vacation and be relieved by Chief Inspector Doyle and there would be a sale in sight as soon as Doyle went on the job.

Arthur S. Willoughby

On May 18th at his home in Minneapolis, occurred the death of Mr. Arthur S. Willoughby, division freight and passenger agent of this company for many years; and veteran in the traffic service. Mr. Willoughby was 62 years of age, forty-one of which has been spent in the employ of the C. M. & St. P. Ry. He was born in New York, the son of a Presbyterian minister; and in 1884 he came to Minnesota, where he has since lived and worked. He was a member of the Veteran Employes Association; of the Elks and the Traffic Club of Minneapolis. He is survived by his widow, three daughters, one sister and one brother.

Funeral services were held at the family home and burial was made at Lakewood Cemetery. The sympathy of a large circle of devoted and loyal friends among Mr. Willoughby's associates on this railroad is offered to the sorrowing family.

TACOMA CHAPTER NO. 14

(Continued from page 23)

On May 15th twenty-two members of Tacoma Chapter went to Seattle via boat to attend a luncheon given by Seattle Chapter in honor of Mrs. Byram who was visiting at Seattle. Mrs. Byram was accompanied by Mrs. Carpenter Kendall. Included in the number of our members attending were Mrs. D. E. Rossiter, president, Mrs. J. W. Stevenson, vice-president, Mrs. C. F. Negley, secretary, and Mrs. W. S. Johnson, treasurer, also all committee chairmen. A very enjoyable time was reported.

A card and dancing party was given May 18th at our club rooms. Decorations were spring blossoms. Mrs. A. J. Kroha and Mrs. Geo. A. Beachwood assisted by Mrs. G. T. Felzer, were in charge of cards. Mesdames C. F. Negley and W. S. Johnson assisted by Mrs. F. L. Rehbock, were in charge of the refreshment nook which was made attractive by a massive crystal bowl containing fruit punch which was made of berries from the Negley berry fields. Honors at cards were awarded to Mrs. A. D. Browning and Mrs. F. B. Trout. A very pleasant time was enjoyed by all.

The last regular business meeting before summer vacation was held Monday afternoon, June 1st. Interesting reports were read by officers and committee chairmen. Plans were made for a picnic at Point Defiance to be held during our Club vacation. It was also planned to hold a benefit card party June 15th for the purpose of aiding a crippled girl. Our membership has been increasing each meeting and we are in hopes of accomplishing a great deal of good when we resume club work activities in September.

The following members of the Tacoma Chapter of the C. M. & St. P. Railway Women's Club attended the bridge luncheon which was given by the Seattle Chapter on May 15th, in honor of Mrs. H. E. Byram and Mrs. Carpenter Kendall: Mesdames D. E. Rossiter, E. L. Cleveland, G. E. Cessford, C. A. Snyder, G. A. Beachwood, W. S. Johnson, F. A. Swanson, J. W. Stevenson, W. E. Cummins, F. Rusch, A. J. Kroha, C. M. Slightam, J. S. Eccles, J. A. Wright, G. T. Felzer, C. F. Negley, F. L. Rehbock, E. G. Fowler, A. E. Kirkland and Misses Rose Lidquist and Jessie Knutland.

Twin City Chapter

The regular monthly Board Meeting of Twin City Chapter was held on Friday, May 29th at the Club Rooms in Milwaukee station, with a full attendance, even though the thermometer registered 95 degrees.

On the following Monday evening, June 1st, the general meeting was held in the colonial room of the West Hotel. It was voted at this meeting to hold a picnic on June 27th at Minne-Ha-Ha Park, a sort of final get-together before the summer recess.

The Plymouth string quartette, assisted by Miss Katherine Wright, reader, furnished a most delightful program.

Due to the excessive heat, the dancing party at the Calhoun Commercial Club on June 6th was but lightly attended, but those who did attend testified to a wonderfully enjoyable evening in spite of the almost overpowering humidity.

Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

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SPECIAL COMMENDATION

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

Agent O. H. Wills, Hartland, Wisconsin, while No. 68 was passing station on June 4th, noticed dragging equipment and stopped the train at Pewaukee, where it was found that a brake beam was down under car in train.

Superior Division Conductor Wm. Alberts, Green Bay, Wis., discovered a broken arch bar on Soo Line car 130248, at Amberg, May 28th. Operator Gustav Tolfson West, Salem, Wis., on June 4th discovered a brake beam dragging on No. 63 and succeeded in getting train stopped at next station, so no further damage resulted.

Section Foreman Bert Larson, West Salem, Wis., discovered brake beam dragging on No. 63, June 4th, and notified the operator who succeeded in getting train stopped at next station where the defect was repaired.

Agent U. R. Hagman, Reeseville, Wis., while extra 8645, June 3rd, was passing station noticed a brake staff hanging over the north side of a car in train and got word to the conductor, so that the defect was repaired before further damage resulted.

R. & S. W. Division Engineer W. B. Higgins, while walking to the roundhouse at Beloit on May 17th, found a couple of loose boards in the bridge at West Yard which tipped up when stepped upon. He went immediately to the storekeeper and got the necessary spikes and fixed the plank himself. Good safety first work.

S. C. & D. Division Engineer U. S. LaBreck, Fireman Floyd Butcher and Brakeman Frank E. Leggett on Extra 2632, east, June 7th, approaching Vermillion River bridge (which is somewhat hidden by a curve in the track) observed a boy fishing from the center of the bridge. After whistling for him, the engineer immediately applied the air and train was slowed down sufficiently to allow the boy to get down on to a bridge cap before the train passed him. The prompt work of the crew saved the boy's life.

Engineer R. Dulen and Fireman F. Colbert, Chicago Terminals, discovered fire on the can of engine 3511 while backing out of the engine lot on engine 1292, June 1st. They took immediate action to extinguish the blaze and their prompt work saved what might have resulted in a very destructive fire.

Operator A. Eldred, Chicago Terminals, on June noticed smoke coming from a bridge on C. & M. cutoff near Tower B and immediately extinguished the blaze, resulting in but slight damage to the bridge.

An action worthy of commendation was done at LaCrosse on train No. 15, May 16th. Arriving at North LaCrosse, when at the second stop it was discovered that a wedge bolt was broken on engine. The defective locomotive was immediately uncoupled and engine 6317, standing on roundhouse track was taken out and coupled to the train ready to go forward within five minutes.

(The names of those performing this excellent service were not transmitted to the Magazine with the report of their meritorious action, which is to be regretted. Editor).

While extra 8249, west, K. C. Division, was passing a point about three miles west of Pola, May 19th, section laborer Don Roberts, who was acting as track walker, discovered brake beam down on empty oil tank in train. He immediately attracted the attention of the train

crew getting the train stopped and the defect removed.

Station Agent W. D. Dunlap and Operator L. A. Dunlap at Stewart, Minn., diverted 11 passengers who were waiting for the 10:00 o'clock bus and sold them tickets for our No. 18, account No. 18 making regular stop there since the water tank at Bird Island burned down.

H. & D. Division Brakeman "Peterman" on No. 6, March 7th, while leaving Olivia, saw four passengers get out of an automobile and start running for the depot. He signaled for the passengers to come on and stopped the train. With the good bus service out of Olivia these four Minneapolis passengers would have no doubt taken the 8:00 o'clock A. M. bus had not this man been very much awake on the job.

W. F. Harris, agent Shakopee, Minn., deserves special mention for securing in the first few days of February, through personal solicitation, one car stoves for Los Angeles, Cal., via C. M. & St. P., Kansas City, care A. T. & S. F., one car of beverages Grand Forks, N. D., C. M. & St. P., Minn. TFR., care Great Northern, one car of beverages for Devils Lake, N. D., C. M. & St. P., Minn. TFR., care Great Northern, one car of stoves for Shreveport, La., C. M. & St. P., Kansas City, Mo., care Kansas City Southern, 37 stoves, L. C. L., for Duluth Glass Block Store, Duluth, Minn., C. M. & St. P. all the way.

H. & D. Division Brakeman A. C. Howell brought a lady passenger into Mr. Marken's office, who held a round trip ticket from Seattle, reading via the Northern Pacific, and Mr. Marken prevailed upon that line to allow us to exchange the ticket so that the lady could return via our line. Mr. Howell has, on previous occasions interested himself in solicitation of business, and these little things go to show that he is working for his railroad.

Great Prima Donna Enjoys Olympian Service

The following letter from Mr. F. C. Coppicus, proprietor of the Metropolitan Musical Bureau, commends the excellent service accorded Mme. Maria Jeritza, prima donna of the Metropolitan Opera Co., who recently made a trip over our line from Chicago to Seattle.

The Metropolitan Musical Bureau

Aeolian Hall, New York,
33 W. 42nd Street
April 20, 1925.

Mr. G. L. Cobb,
General Agent, Passenger Dept.,
Chicago, Milwaukee & St. Paul Ry.,
42 Broadway, New York City.
Dear Mr. Cobb:

Mme. Maria Jeritza, prima donna of the Metropolitan Opera Company has just concluded her first concert tour to the Pacific Coast and has asked me to write you to thank you for the courtesy and excellent service shown her on her trip to the Northwest over the Chicago, Milwaukee and St. Paul Railroad. We were fortunate in routing our tour from Chicago to Seattle so that we could use your railroad.

Mme. Jeritza declared time and time again in the course of the wonderful trip on the Olympian that it was the most wonderful train passage she had ever had, and she marveled at the feat

of riding over the mountains on a train electrically propelled.

I was most fortunate in being able to avail myself of the services of your Mr. J. McCloskey, Jr., City Passenger Agent, to arrange for the transportation from New York to the Pacific Coast and return over your line and all other lines in such expedient fashion that there was no slip-up on the entire trip, a service which I cannot value too highly.

Believe me, with great admiration for your organization, I remain

Sincerely yours,
F. C. COPPICUS,
Metropolitan Musical Bureau.

Grand Chief Engineer Journeys to Seattle on Olympian

During May, the Grand Chief Engineer of the Brotherhood of Locomotive Engineers made a trip to the Coast on The Olympian.

They were the recipients of much attention from Milwaukee engineers all along the way, and their trip was made so comfortable and enjoyable by the many courtesies extended them by all members of The Olympian's crew, that the following letter was sent to President Byram expressive of their appreciation of Milwaukee service and the good old "Milwaukee Spirit."

International Brotherhood of Locomotive Engineers

Seattle, Wn. 6-9-25.

Mr. H. E. Byram,
Receiver, C. M. & St. P. Ry.,
Chicago, Illinois.

Dear Sir:

In behalf of the Committee on arrangements for the trip through the Northwest of our Grand Chief Engineer, Mr. L. G. Griffing, we desire to extend to you and the General Passenger Agent and the Superintendent of Dining and Sleeping Car Service, and all those who were in any way connected with the handling of this party over the C. M. & St. P. Ry., our deep appreciation and sincerest thanks for the many courtesies extended to the Grand Chief and his party while on our line, and if you had heard the many pleasant remarks he made relative to these services you would feel you had not served in vain, needless to say I was overjoyed at these remarks as it was at Mr. Byron Daubenspeck, our Chairman of Gen. Comm. of Adjustment and myself that he was prevailed upon to use the Milwaukee Lines on this trip.

It is a re-creation of the Milwaukee spirit of Service and Hospitality that has made the Milwaukee famous for service and courtesy, naturally we feel very proud of this performance and desired to express it to you all.

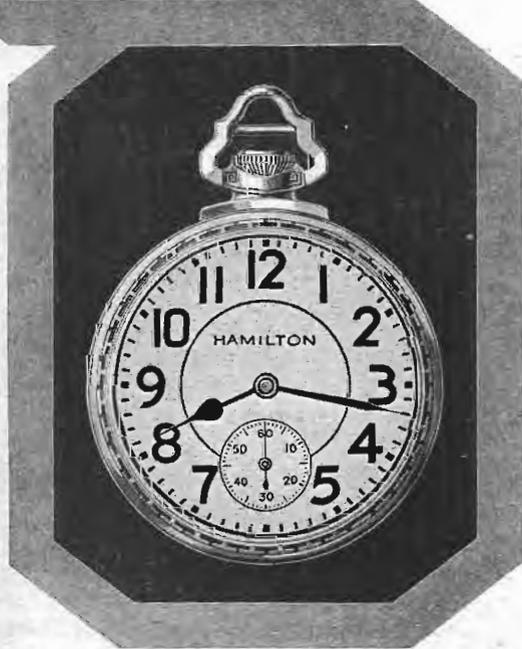
It is such pleasant memories as these that linger long after the cost of a trip is forgotten, and will be as bread cast upon the water to be returned many days hence.

Please convey this message to all those whom you know was instrumental in making this trip of Mr. Griffing such a huge success.

Yours truly,
J. J. Grant,
B. P. Walker,
W. C. Roupe,
Committee.

By (Sgd) Byron P. Walker,
Sec. Committee on Arrangements.

Keeping the Main Tracks Clear With a Hamilton



KEEPING the main tracks clear for through traffic is a job that takes every second into account. That is why J. R. Collins, General Yard Master for the Missouri Pacific, at Wichita, Kansas, is so keen for his Hamilton Watch.

Yard Master Collins has carried his Hamilton since 1900, when he was a Brakeman on the Frisco Lines. When he was promoted to Conductor his Hamilton stepped up with him and when, in 1906, he became a General Yard Master for the "M. P." his Hamilton again was ready to help him on the new job.

This kind of dependability is what the railroad men like about the Hamilton. They know that it is accurate—they know that any watch to pass time inspection must be accurate. But they also know that the watch that serves accurately year after year is really the most economical in the long run.

Ask your jeweler to show you the new Hamilton Railroad model—the famous Hamilton 992 with a specially designed case. As you examine it, remember that the hidden qualities of accuracy and dependability are a very part of it, ready to serve you as Hamiltons are serving thousands of discriminating railroad men from the Atlantic to the Pacific and from Canada to the Gulf. The Hamilton has justly earned its title "The Railroad Timekeeper of America."

We will be very glad to send a copy of our new Hamilton Time Book to any railroad man asking for it.

HAMILTON WATCH COMPANY

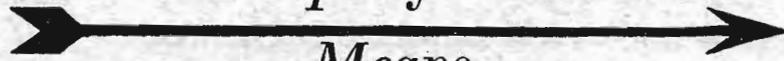
"On the Lincoln Highway"

LANCASTER, PENNA., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

The Stamp of Character



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Cross Ties *Plus*—

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That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS