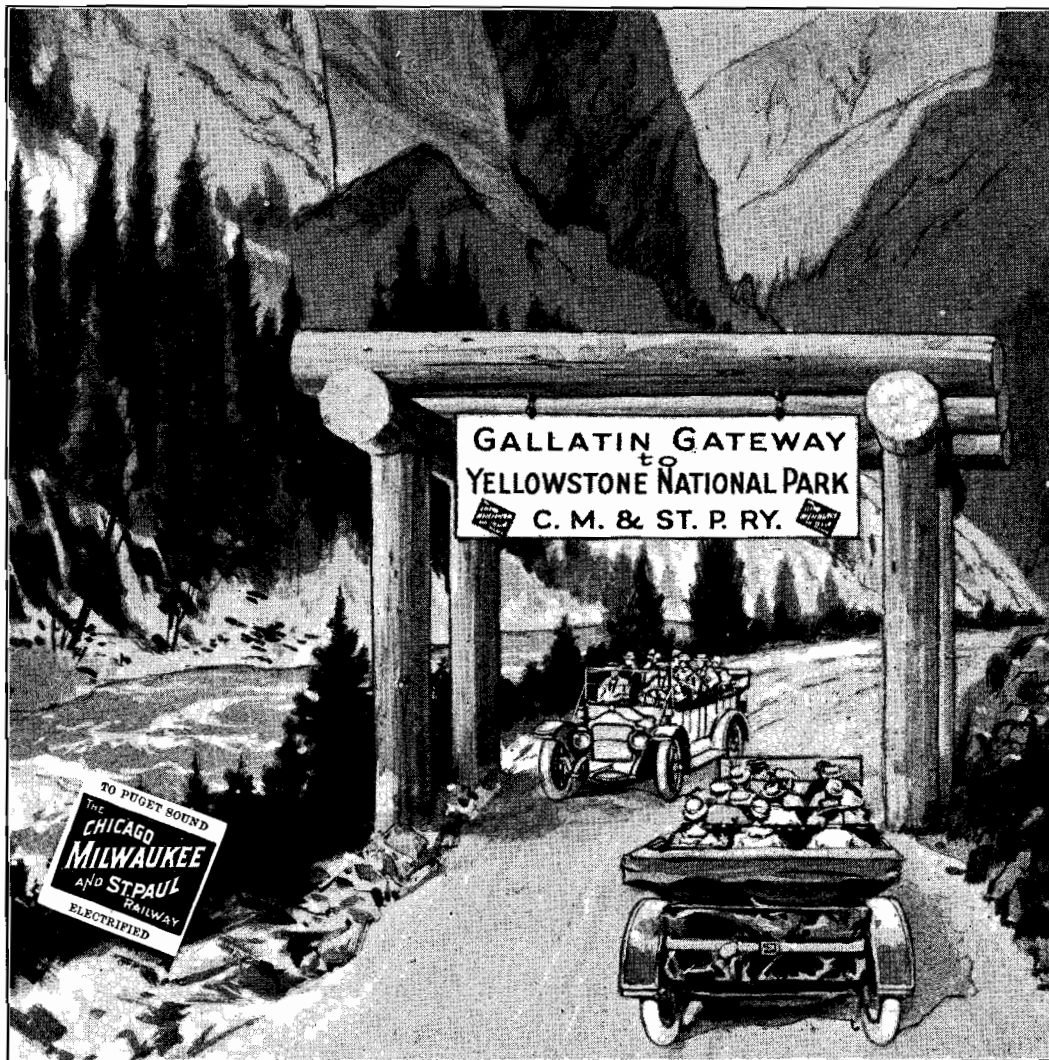
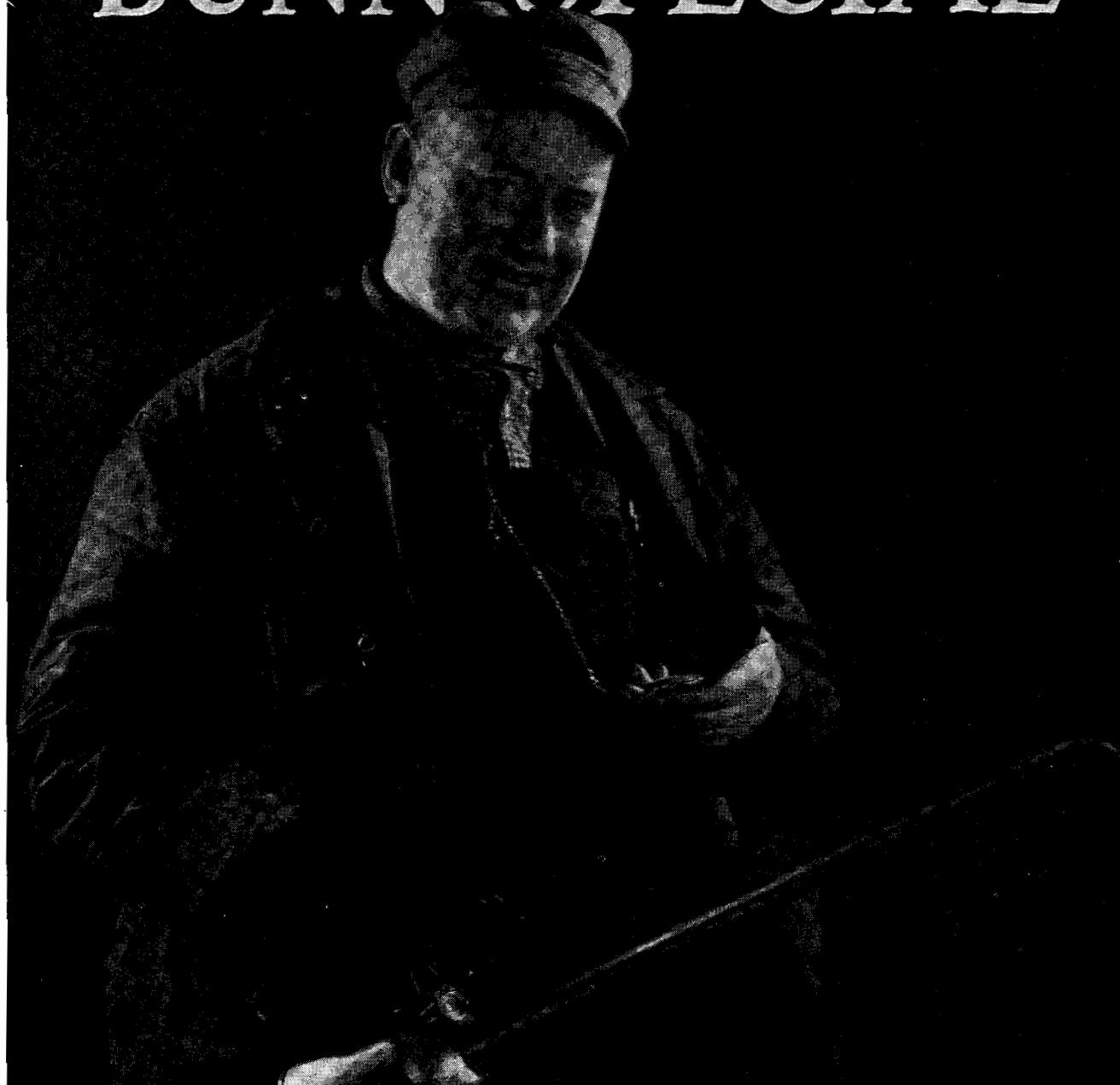


THE MILWAUKEE MAGAZINE



JULY, 1926

It's a 60 Hour BUNN SPECIAL



ILLINOIS · WATCH · COMPANY
SPRINGFIELD, ILLINOIS

"MAKERS OF AMERICA'S FINEST WATCHES"

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The Gallatin Way

Through Yellowstone Park in the Yellow Busses

Nora B. Decco

About this time last year old Mother Nature had a sort of convulsion and put us on the map. Well since it took an earthquake to put us there, the best thing to do is try and stay, so along comes the Milwaukee Railroad and after years of planning has at last announced to the traveling public that Three Forks, Montana will be the Milwaukee entrance to Yellowstone Park via the West Gallatin canyon and not even the earthquake shook up the folks in this small city as this announcement has.

"Lord" Plunkett got out his straw hat right away the first rumor, and Charlie Burroughs put up new shades to the front windows of the Sacajawea Hotel. He has a brand new line of stories and has smoked more good cigars in the past week than in all the rest of his life put together.

And talk about lay-offs!—the board man is crazy. Jimmy Houston having once driven stage in the Park thinks he ought to have his first so he will have time to brush up and throw a wicked rope for the tourists. Pink Simms on the Lombard helper tied a new silk handkerchief around his neck got out all his old shootin' irons and between trips up the hill, tried to shoot the eye out of the lady on a ten cent piece stuck up on the depot platform. Johnnie Lane rides the hurricane deck of the corral out at the ranch trying to rope the skim milk calves and Curley Peters already has the right of way for hauling the largest lock laven and rainbows through town, to the amazement of all who come to see.

All the ranches along the way are getting ready to turn into 'dudes'—"can't get them lazy boys to even do the milkin' any more for figgerin' what they are goin' to tell them tourists this summer,—don't know what the world is comin' to."

The present station building at Three Forks will be rebuilt for the present, and new waiting rooms added, made modern in every way and both it and adjoining buildings painted white. The Van Noy lunch room will be moved into the old train dispatchers office. Shades of T. J. Hansen! Pie and ham sandwiches where the train sheet once held place of honor.

A large pavillion will be built east of the present station with lawns, parking and shade trees, around it. Along the graveled walks and driveway across to the north side of the tracks will be more lawns, with shrubs and trees. Train loads of good old Gallatin Valley dirt which is worth six hundred dollars

per acre when in the Valley is being hauled in by work trains for the lawns. Nothing too good for the tourists. This work is under the direction of Mr. A. J. Busche assistant superintendent of the Gallatin Valley line and if it looks when completed as his own station grounds do at Bozeman we will say they could not have selected a better man to oversee the work.

Everyone from Tom Kogo and his gang headed by Prof. Coppock and the Baron, with Roadmasters Webb and Francisco, division engineer John Guinotte, trainmaster Kohlase and Supt. Phelan are on the job and now and then the Messrs. Rummel, Bradshaw and Earling stop off a day to see that we are doing as they told us to do. Davis' crew from the Salesville line and Blakes from the main line are pounding and

they know exactly what they are doing and why, and a trip in one of these busses will be something never to be forgotten. They are handled in a safe and sane manner and the most timid of travelers may put her fears aside and enjoy the sights as there is nothing to worry about, except that in this high land and clear, pure, mountain air the meals may seem a bit too far apart.

The proposed route to the Park will be along the Yellowstone trail from Three Forks to Belgrade, thence up the Jackrabbit boulevard through Bozeman Hot springs and Salesville, and entering the Canyon will proceed to Karsts camp for lunch. After the stop for lunch the busses will continue up the canyon to the west Yellowstone entrance to the Park and the next stop will be Old Faithful Inn.

The distance from Three Forks to Old Faithful Inn is about one hundred and forty miles and the trip will be made in around six hours. There will be no effort to hurry especially at this season of the year and it is possible that a longer schedule will be prepared later on as the scenery on the Gallatin route is of such unsurpassed beauty that it will furnish in many ways almost as much as the Park has to offer. We aim to please and let me say before we go on something else, that we do that very thing.

Charlie Rader says, that long ago when he used to drive stage in the Park they sometimes touched the off ear of an especially frisky horse with the tip end of the whip and the way all six and coach swept up and stopped in front of Old Faithful Inn was a sight to make any traveler stop and admire, but—he admits after all, that twenty-five Yellow busses starting out together of a summer morning up the Gallatin Way isn't anything to run away from either.

You ride beside fields of alfalfa and clover where dairy herds stand 'knee deep in June' not even looking up as you pass so swiftly by over the smooth graveled roads, on upward toward the tops of the mountains, crowned in eternal snow, wrapped in a bright shawl of flowers, the green velvet of their forests like skirts trailing the roadside. The whole route is one expanse of scenic grandeur from the wheat fields of the Gallatin Valley where the sparkling water of the irrigation ditches meets and pleases the eye, up through Gallatin Canyon where the rushing, whirling, tumbling water of the river delights you, on to the awe inspiring wonders of Yellowstone Park and, —like Ringling



Where You Start

painting and hammering and hollering at each other or any one else who will 'wait watch and listen.' All the farmers who have an extra team and scraper are moving good United States from where it was to where the Milwaukee wants it to be and engineer Clemmons on the ditcher shouts to Tom Wheeler on the weed burner, "Get out of the way and let some one work, who wants to."

Part of the hill at Eustis and considerable of the decomposed granite from Janney Pit have changed their location from where they have always been to where they will be, from now on, a path for the Yellowstone Park tourists to walk on.

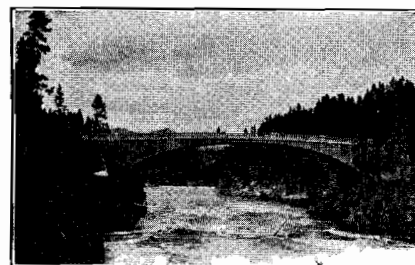
The busses which will meet the Milwaukee passenger trains for the trip through the Park are White busses owned by the Childs transportation company, holding twelve passengers. They are driven by men trained for the sole purpose of handling this traffic and



Looking Down West Gallatin Canyon



Castle Rock From The Road



Over the Smoothest of Roads with the River Below



Rainbows Are Jumping For Flies

Brothers three ring circus,—you simply can not see it all in one trip.

Seeing is believing, mere words can convey but the slightest idea of its wonder. Only when you are there in the midst of its beauty of forest and flowers with the river like a thread hundreds of feet below you at the bottom of the canyon, with the road holding and hugging the canyon walls, colorful masses of mountain and sky, jade green valleys and brown rainwashed rocks, threading the crags among those rocky sentinals that give back no echo of your passing, only then do you begin to reach an appreciation of the spell that dwells within this fairyland, a land of wild and wonderful splendor, of sun-lit peaks, a country that abounds in all that makes life worth living. A combination of entrancing beauty, the memory of which will help you to keep life sweet for many a day, long after vacation time has gone.

Karsts camp in the west Gallatin canyon where a stop each noon time will be made for lunch is located in one of the most beautiful spots on the whole trip. As the approach to this place is made and one after another more wonderful scenes meet the eye of the delighted traveler, the first "OH!" is prolonged into one lasting exclamation. Here is served an excellent meal, while efficient service and music add to the charm of the exquisite views from the windows beside your tables. You wish only to look undisturbed but for the fact that you are simply starved to death and have left your manners at home where they will probably stay as far as meal time is concerned until the Yellowstone Park trip is over with.

More than one hundred and twenty-five years have passed since John Colter viewed for the first time the wonders of what we now know as Yellowstone Park, and none except the mind of the Creator has knowledge of how long before that time it had been in existence. Over three thousand three hundred square miles of fairyland, rainbow tinted, mist-hung waterfalls brilliant seething mud pools, spectacular, spouting geysers, canyons, sands and terraces. Miles and miles of forests covering the mountain sides where wild beasts and birds hide, secure against invasion.

There are reported to be upwards of thirty thousand elk alone in the Park limits, several thousand moose, deer, antelope and an increasing herd of bison or buffalo, but only in exceptional cases during the summer will the tourist see any of these except the bison as they feed quite high up and do not often come so far down as the average tourist rides. As for fish!—see the pictures; as Will Rogers says about California we do not know how many fish we have left in our streams hereabouts, but considering the large number of rainbows daily brought to town there must be an awful lot of them some where.

Professor Studyem riding with his daughter Gwendoline will see many varieties of the family Ursidae—brown and black Ursus Americanus and of Microtus Nanus-Nanus and Citellus Armatus—"yes 'em well we should say so, especially all three." The family Ursidae is both playful and friendly and would advise if any member of said family should call and look over your bags

and baggage for ham or honey, or what have you, that you allow them to do so undisturbed, as they will get it before you leave the Park anyway unless you sit up nights to eat it. While their eyesight is not considered first class, take my word for it their sense of smell and hearing is away and above anything you can produce of the kind. In other words the small black and brown bear of Yellowstone Park are not only a source of amusement and delight to all visitors but they are the boss too.

The little mountain meadow mouse with such a long name may startle Gwen if she sits in the grass but that is all and 'whats in a name' anyway. As for Citellus etc., in plain American he is a gopher and the reason he looks so fat and cute, he is full of wheat from the near by farmer's fields and they don't love him any too much either.

The Park itself is so great a change from anything that most of us have ever seen or dreamed of, from the start from Old Faithful Inn after a good nights rest and a fine breakfast, the trip thru geyser land both upper and lower basins, through all the mud springs, pools, terraces, the Grand Canyon all the thousand and one things to see that you never knew existed, that there is nothing left to do but come out and see for yourself as it can not be described. Over the smoothest graveled roads, up and around curves and more curves, over the mountain tops and down again, like nothing you ever saw but the greatest of roller coasters, from Three Forks at 4000 feet altitude to Electric peak, 11,000. Through forests of pine and spruce where with one breath of the perfumed air all your troubles are gone and forgotten, glimpses of the blue water of the lake and a curved shore line for miles and miles thru the trees, on and on and up and up to the very top of the world, and where on the crest of the Continental divide, you stop for a few moments, at a tiny lake, covered with water lilies, how they came there no one knows, where in spring time its water flows east to the Atlantic and west to the Pacific ocean, Lake Isa in Yellowstone Park—

"Atop the hills that night time speak with God

As gleams a jewel 'gainst some fair dames breast,

Now bathed in sunshine and now deep in cloud

Above the troublous world so far,

Knowing alone the hills that hold it there,

A lily covered lake flows east and west."

Most of us play a bit now and then and all of us should. The State that can furnish healthy natural recreational facilities for her people, will have a better more satisfied class than those who can not do so. Can Montana do this? She most assuredly can and does. You need only come and see for yourself how well this part of the State is provided with all that is needed for a successful vacation. And because we employes of this great, big railroad should be the best of its business getters, should know what we have to offer the people who travel, here are a few of the pleasant places to visit and see in this part, alone of our great State.

There are side trips and many hot springs within easy access to those who choose our Gallatin way, that are not only well worth a few more days time but in some instances, you will often regret not seeing.

Bozeman Hot Springs on the direct route of the busses from Three Forks to the Park while a snail is a very popular resort, having a fine plunge, dance hall and picnic grounds, with lawns and shade trees. It is a natural mineral spring and is only a short distance from Three Forks, can be reached in a few minutes drive over good roads as well as by electric line from Bozeman, or Salesville.

Chico Hot Springs just north of Yellowstone Park is close to the Gardiner entrance for those who wish to come out of the park that way. It has a good hotel, plunge and baths, is a hot medicinal spring and a great attraction for those who are ill. Open the year around.

Gregson Hot Springs has a large hotel, a plunge and vapor baths, plans are on foot to make it the largest hot springs resort in the stat, it is 17 miles from Butte and 11 miles from Anaconda on the B. A. and P. railway.

Hunters Hot Springs 20 miles from Livingston has one of the finest hotels of any in the state, has a very large plunge and is open all the year around.

Boulder about 30 miles from Three Forks has a large mission style hotel large pool and baths and is one of the best of the states hot springs, it is popular with local folks as it is quite close and a fine drive from Three Forks.

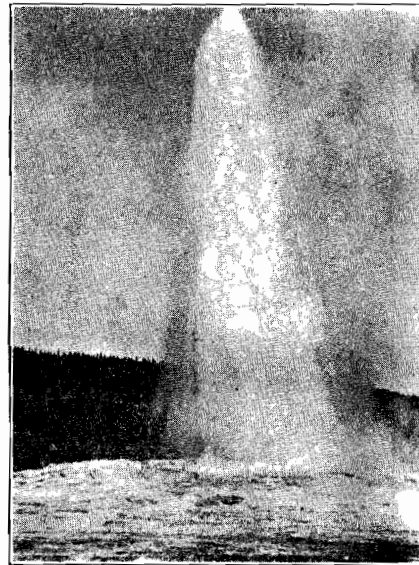
The Broadwater, in Helena has the largest indoor swimming pool in the world and is well worth making a special effort to see.

Pipestone Hot Springs near White hall, Potosi, a lovely drive from our city where cabins are for rent and half our population spend their summers, White Sulphur Springs the summer home of John Ringling, all these and many more are so conveniently placed near the West Gallatin entrance to Yellowstone Park that the good old Milwaukee can get you there and back with no trouble on your part at all.

Here are a few facts gleaned from the records of our railroad. It owns and operates its sleeping cars. Every employee who comes in contact with the traveling public is a Milwaukee employee. It was the first railroad to install electric lights on its trains, first to install radio phone on passenger trains, first western road to operate all steel trains in trans-continental service.

It is the only railroad operating its own through trains between Chicago and the coast over its own rails. Is the largest electric railroad in the world and the only electric railroad in the western mountains.

On the rear of the Olympian east and west bound is attached an open air observation car, through the electrified territory. If you have never ridden over this part of the railroad, this is a treat in store for you. Hours of clean cool pleasant travel, through the most wonderful mountain scenery, through tunnels, without smoke, dust gas fumes, discomfort of any sort, just a mere dipping into the middle of a mountain and flashing out again into the sunshine, only a swiftly gliding car with the whole



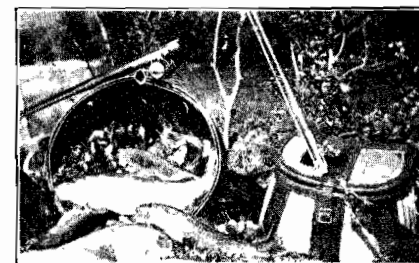
Old Faithful

out doors on every side for your pleasure. Over six hundred miles there are no cinders falling, no clouds of smoke, no tightly shut cars, no jerking, grinding no trouble of any kind only a quiet drifting through space, you are at ease and carried along by a power invisible.

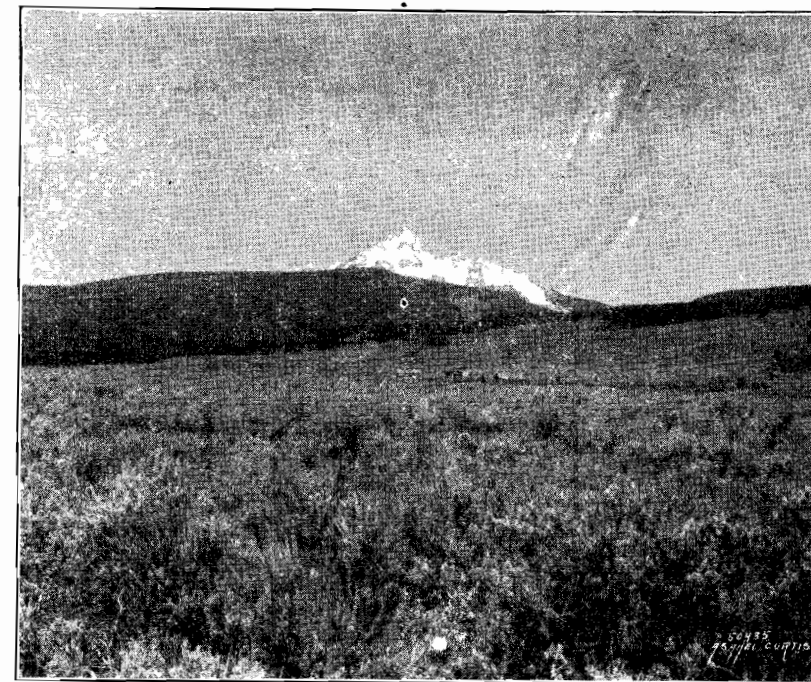
There are so many places to be seen, so many beautiful views of snow covered mountains and waterfalls, of deep canyons jeweled with the flying spray of tumbling mountain streams, so many sights of natures wonderland, all for the taking of the time to come and see, that to attempt to describe them would be beyond the power of the most skilled of writers, so who am I to try what any one would hesitate to do. However one has only to see for ones self the garden spot for the tourist that is this most gifted of Treasure States.

You will never regret the trip. The Montana Mountains with their blending of green and purple and rose and gold stretch away to meet the bluest of skies. Soft breezes among the gleaming willows along the streams and sunshine dancing on the laughing ripples of the water, hasten on to rest a moment in the deep dark pools near the greenest of grassy banks. Here lies a great play ground.—"Earth hath renewed her ancient rapture."—and climax of outdoor glory, the rainbow trout is jumping for flies on the Gallatin.

"Follow the trail to the open air, Letting the days go by, A smile on your lips and a song in your heart, One with the hills and the sky."



We Don't Know How Many We Have Left



Lone Mountain, West of Canyon



Cathedral Rocks From Up River

The Electric Spirit

By Mrs. Gilbert McClurg

Reprinted by Permission, from Success Magazine

In world-chaos dim, outflung,
I had birth,
And, full panoplied I sprung
To the earth.

On my brow a star was set,
Clear its ray,
Lest high heaven I should forget
On my way.

When the cosmic orbs were swung
Through the air
And the chant of spheres was sung,
I was there.

When the earthquake tore the land
In its wrath,
By the molten lava spanned—
'Twas my path.

My flame-writing on the wall
Of the sky
Gleams athwart the midnight pall
As I fly.

Where down-falling rainbow rills
Meet the tide
Silver-sweeping as it fills,—
There I glide.

Rumbling, muttering thunder shocks
Through the gloom,
Crashing trees and riving rocks,—
Tell my doom.

Yet, where cheering household light
Gilds the dark
And the hearth fires glow full bright,
'Tis my spark.

So: HE curbed and harnessed ME.—
(Puny Man!)
Since,—through acons, glorious-free
Time began!

First, he yoked the milk-white steers
Patient, slow;
As the placid primal years
Come and go.

All afire with quivering life
Came the horse,
Ploughed man's field, and led the strife
In his course.

Light-winged steam—a hovering bird
In its flight;—
Phoenix-like, the red fire stirred
Into might.

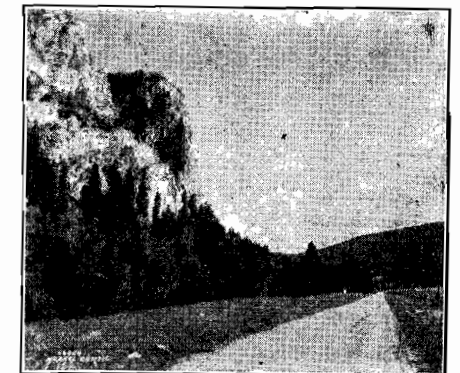
With my thunder-driven wings,
Throbbing heart,
Swiftly as the lightning springs
I upstart:

Smooth—resistless—o'er the plain,
Reach the height—
Torrents gird, scarped cliffs attain
Rock-walls smite.

From the Continental Crest,
Far below
Lie the cities of the quest,—
Fields to sow.

Gathered in my tireless arms
Human freight
Finds its goal through calms or storms
Life elate!

Work ennobles,—understood:—
Gifts I bring,
Service is the highest good—
I am King!



Entrance Rock and Road



Crags, Seen From Pulpit Rock

The Railroad Problem

By Samuel O. Dunn
Editor of the Railway Age

In many parts of the country railway employees, especially those in train service, recently have opposed the establishment of motor bus or truck lines to compete with the railways. In other cases where motor truck service has been established they have solicited local business men to ship by railroad rather than truck.

In assuming this attitude toward motor transportation, railway employees have been prompted by recognition of the fact that it is to their interest to have people travel and ship by railroad. They have in many instances seen motor bus and truck service established in competition with the railways with the result of forcing the railways to reduce the number of trains operated and the number of men employed by them.

Whether the establishment of motor bus or truck service to compete with the railways between any given points is justifiable depends upon the conditions. In opposing it in many instances, however the employees have shown a natural human tendency to look with disfavor upon anything which tends to deprive them of their jobs.

But motor competition is not the only thing affecting the railways which can or does influence the number of men they can employ or the wages they can pay. There are also waterways that compete with the railways and take traffic from them. One of the most important is the Panama canal. The canal was built with money paid in taxes by all the American people. Ships operating through it between the Atlantic and Pacific coasts have since 1920 handled a large and rapidly increasing amount of freight, most of which has been taken from the railways. The railways running west from St. Paul, Minneapolis, Chicago, St. Louis, and other points in the Mississippi valley have suffered the most from this loss of business which of course has reduced the number of men they could otherwise have employed and the total wages they could have paid.

It has often been said that in most important respects the interests of the railways and their employees are mutual and that they should cooperate to promote their mutual interests. While, however, many employees have opposed motor competition, few of them have seen that it was to their interest to oppose unfair competition with the railways through the Panama canal. How could railway employees help the railways and thereby help themselves, in dealing with this Panama canal competition?

Previous to about six years ago the government always had allowed the railways to make lower rates to the Pacific Coast than to intermediate points, such as Spokane and Salt Lake City. This had been done because the railways met water competition on the Pacific coast, but did not meet it at intermediate points. As long as that policy was followed the railways were able to get a large share of the freight moving to the Pacific coast. This loaded their cars, enabled them to employ men that they otherwise could not have employed.

During the war and for a few years afterward, for various reasons, water competition through the canal almost ceased. Because it had temporarily ceased the Interstate Commerce Commission required the railways to advance their rates to the Pacific Coast. Beginning in 1921 competition through the canal began to become more active than ever and the ships, by making lower rates than those of the railways, rapidly took business away. The railways then asked the Interstate Commerce Commission to let them reduce their rates to the Pacific coast without reducing them to intermediate points to enable them to get back or hold part of the business the ships were taking from them.

It was quite plain that the competition to which the railways were subjected was unfair. The canal having been built by all the American people, ships using it should have been required to pay tolls that would have become sufficient to defray the operating expenses of the canal and the interest on the investment in it. Sufficient tolls have never been charged, and in consequence the ships and shippers using it have in effect been given a subsidy by the American people. Furthermore, the rates of the railways are fixed by the Interstate Commerce Commission, have to be published and cannot be changed without the Commission's permission, and have to be the same to every shipper. On the other hand, the rates charged by the steamship lines are fixed by themselves, are not published and are different and discriminatory for different shippers. The railways could not meet such competition without making lower rates to the Pacific coast than to intermediate points.

Nevertheless as soon as they applied to the Interstate Commerce Commission for permission to again do this Senator Gooding of Idaho introduced in Congress a bill to forever prohibit the making of rates to meet water competition on the Pacific Coast.

There has been a struggle over this bill lasting through two sessions of Congress. It is plain that its passage would mean a permanent loss of business to practically every railway in the territory from the Mississippi valley to the Pacific ocean. The permanent loss of this business would reduce the number of men the railways could employ just as certainly as unfair motor bus and truck competition. Nevertheless, in the long struggle against it the railways have received virtually no assistance from their employees. The employees of the western railways would be acting plainly in their own interest if they would let Congress know they are opposed to the Gooding bill.

There is still a broader aspect of the railway situation that employees may well consider in their own interest. The total earnings the railways make depend upon two things. These are the amount of traffic they get and the passenger and freight rates they are allowed to charge for handling it. The total wages they can pay depend in the long run on the total earnings they make. It necessarily follows that in the long run the wages

they can pay depend largely or mainly upon the rates they are allowed to charge. A railway has no source whatever from which to get money to pay wages except from what shippers and travelers pay it for transportation.

Of course a railway has to pay for many other things besides labor, but labor is the biggest item. Out of each dollar they earned in 1925 the railways paid eight cents for locomotive fuel; eighteen cents for materials and supplies; two cents for loss and damage of freight, injuries to persons and insurance; three cents for depreciation or retirements of property; seven cents for taxes; two cents for the rental of equipment and jointly used property; one cent for salaries to its officers and forty-one cents in wages to employees. The foregoing figures account for what was done with 82 cents out of every dollar that was earned. They paid in addition 12 cents for interest on their bonds and other fixed charges and had left out of each dollar earned a balance of six cents with which to pay dividends on stocks etc.

Now, payment for all these things will continue to be necessary if the railways are to continue to run. The amount that can be paid out for anything and everything, including labor, depends and always will depend upon the amount earned. If rates are made too low, and in consequence total earnings are made too small, there must be retrenchment all along the line—in the wages paid to employees as well in every direction. The lower rates and earnings are made the fewer men the railways can employ and the harder they will be forced to struggle to maintain the wages paid to each man.

It is a curious fact that although the wages that can be paid depend upon the earnings that can be made, and earnings upon the rates that the Interstate Commerce Commission fixes, railway employees have seldom done anything to help the railways to get reasonable rates fixed, and many of them have even helped to make the public believe that rates were too high and should not be advanced or should be reduced. Of course rates should not be made unreasonably high, but it seems plain enough that in their own interest the employees should co-operate in efforts to make and keep them high enough to pay all the costs necessary to running the railroads, including fair wages to the employees.

The "railroad problem" directly concerns three classes of people. These are the employees who receive wages, the investors who furnish the capital for building, enlarging and improving railway properties and the patrons of the railways who pay freight and passenger rates. The railroad problem therefore, is that of establishing fair relations between the wages paid, the net returns earned for capital and the service rendered to and the rates paid by travelers and shippers. There must be fairness and co-operation between all these parties if the problem is to be solved in the interest of all of them. If there is to be such co-operation all the parties must study the problem and try to give a square deal to all.

What is a Grade Separation?

A. G. Holt

It is the taking of a highway that crosses a Railroad at grade and placing it either over the Railroad on a viaduct, or under the Railroad in a subway.

The following statement was copied from a brief filed by an Attorney for a Western Road in the Supreme Court of Missouri and sets forth a startling fact in a financial way:

"There are over 250,000 grade crossings of Railroads in the United States now, and the estimated cost of Grade Separation at all of these crossings would amount to about two-thirds of the total value of all of the Railroads today, and if this cost were apportioned on a 50% basis between the State and the Railroad it would mean that the capitalization of all the Railroads would have to be increased about 50% of their present value, or about ten billion dollars."

He neglected to add that it would take 150 years to build that many Grade Separations and would not add a dollar to the earning capacity of the Railroads.

The demand for grade crossing elimination is very insistent at this time, as the truck and auto owners are in the saddle. They have worked on this matter until the taxes collected for the improvement of highways has reached such huge proportions that the Highway Commissioners have many times more money to spend every year than

the Railroads ever had. These Highway Commissioners demand that the Railroads spend as much as the States do with all their plethora of wealth for any project in which, the State and the Railway are jointly interested as for instance Grade Separations.

And what is the object of these enormous expenditures for Grade Separations of Railroad crossings. It is so the trucks can carry more freight that the Railroads were built to haul, and so that the irresponsible joy riders can race across the country in competition with Railroad trains.

The Railroad grade crossings were built when horse drawn vehicles were the only method of travel on the Highways, and were built in good faith to accommodate that class of traffic. Now where horse drawn vehicles could formally travel four miles an hour, an auto with a load should travel 20 miles an hour. The conditions in highway traffic are so entirely different now than they were when most of these grade crossings were built that it would appear that a Grade Separation ordered by the State should be financed entirely by the State the same as any other part of a newly constructed Highway, more especially as this Grade Separation is largely used in competition for the Railroad business, but such is not the case, as Grade Separations are a great item of expense to the Railroads and run into larger amounts of money each year.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

LA CROSSE DIVISION

Corrected Schedule of the

(Grover Cleveland)

PRESIDENT'S SPECIAL TRAIN

—between—

MADISON AND LACROSSE

Monday, October 10, 1887

East Madison	9:00	A.M.
Darwin	9:10	A.M.
Windsor	9:21	A.M.
De Forest	9:25	A.M.
Morrisonville	9:30	A.M.
Arlington	9:38	A.M.
Poynette	9:46	A.M.
Portage	(a) 10:05	A.M.
	(1) 10:10	A.M.
Lewiston	10:23	A.M.
Kilbourn	10:37	A.M.
Lyndon	10:51	A.M.
Mauston	11:07	A.M.
New Lisbon	(a) 11:18	A.M.
	(1) 11:22	A.M.
Camp Douglas	11:32	A.M.
Oakdale	11:41	A.M.
Tomah	11:51	A.M.
Tunnel City	11:57	A.M.
Lafayette	12:07	P.M.
Sparta	(a) 12:16	P.M.
	(1) 12:20	P.M.
Bangor	12:34	P.M.
West Salem	12:41	P.M.
Winona Junction	12:53	P.M.
North La Crosse	1:00	P.M.
La Crosse	1:05	P.M.

This schedule is not for the government of trains or trainmen. It is for the information of trackmen, bridgemen and stationmen only. This train will be run under telegraphic orders and will be preceded by a light engine which will run ten minutes in advance of the time given above.

W. G. Collins,
Superintendent.

When President Cleveland Toured The West

Above is an interesting "old timer,"—a train schedule issued by the late W. G. Collins, Superintendent of the LaCrosse Division in 1887 when President Cleveland used the CM&St.P while "swinging around the circle" and presumably building his fences for future campaign purposes. The Presidential party traveled of course, by Special train from Madison to LaCrosse, according to the schedule, and their safety was provided by a "light engine" preceding the Presidential train.

Grade Separation matters are handled by the Railroads and the States in the following manner:

The Highway Commissioner of each State makes up a program of the Grade Separations he proposes to make during the current year. This program is then submitted to the Chief Engineer of each Railroad to be crossed. The Chief Engineer of the Railroad then negotiates with the Highway Commissioner as to the advisability of the program proposed and also the division of expense. If these two men cannot agree, the Highway Commissioner refers the matter to the Railroad Commission of the State for a ruling. If the Railway Company is not satisfied with the Railroad Commission's ruling, the matter is taken into court. After the final decision is reached by the Court the work at the Grade Separation is done in accordance with the ruling of the Court, or the work is not done at all as the case may be. Usually, however, the ruling of the Railroad Commission is accepted as final and the work proceeds on receipt of that ruling.

We, as Railroad employees are anxious that our Railroad should observe all plans for safety of operation. If we were asked we would advise our officers to accept any project for grade separation where such Grade Separation would make our operation safer for our patrons and neighbors, provided the work should be done first at the most dangerous crossings, and also provided the co-operation between the State and the Railroad in regard to the expense should be fair and equitable and with proper understanding of the facts in the case, and there was no more economical way of getting the same result.

As Railroad employees it is up to us to follow closely instructions as to safety at all times and especially while we are crossing railroad tracks. STOP, LOOK and LISTEN means just what it says, and we should do just that in every instance before we cross a Railroad track. If we did and could influence all our friends to do the same, there would be little necessity for Grade Separation.

New Work

The 1926 Rail Laying Program provides for 156 track miles of new 100lb Rail and 70 track miles of new 90lb Rail on Lines East, and 142 track miles of new 90lb Rail on Lines West. This is a total of 368 miles of Main Line track, 232 miles of which replaces rail of lighter weight.

Practically all of the rail replaced by the new rail, after having battered ends sawed at our Savanna Rail Mill, will be laid in main and other tracks of lesser importance replacing in most cases rail of lighter weight.

All track where new rail is laid is fully tie plated and anchored Seta&fi large tie plates of the latest improved design.

The 1926 program also provides for ballasting all track where new rail is laid as well as track where new rail was laid during 1925 and not ballasted.

Instead of relaying rail by numerous small gangs, the larger jobs, this year, are being done by gangs of one hundred men, one gang working on each of the three districts on Lines East and one on Lines West.

When the above improvements have been completed, there will be at least 600 miles more of smoother riding, safer

Continued on Page 11

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.
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CARPENTER KENDALL, Editor
Libertyville, Illinois

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To Yellowstone Park Via C. M. & St. P. Ry.

After years of looking forward to
securing a suitable and attractive en-
trance to Yellowstone Park in connection
with our trans-continental train service
we are at length able to announce the
fact that this has been very splendidly
accomplished. On and after August 1st,
next, our patrons of the Milwaukee will
have the pleasure of the Park tour, start-
ing from Three Forks, Montana over an
entirely new and wonderful scenic
route that is to be known as "The Galla-
tin Gateway." If perfection of train ser-
vice and comfortable motor busses, added
to the majesty of soaring mountain
peaks, forested slopes, a rollicking moun-
tain river along whose banks the highway
winds through thicket and dell; if these
and many other of Nature's gifts count
in the choice of a route to Wonderland,
the Gallatin Gateway will become the
most popular entrance to Yellowstone
Park.

All the country of the great Gallatin
Valley is a Montana Paradise which
begins right at the little city of Three
Forks, extends along its historic plain,
where the Missouri River has its source,
into the great fertile valley of the Galla-
tin River, in sight of "shining, snowy
mountains," and heading toward the can-
yon of the West Gallatin, at whose lower
outlet the leaping, silvery water pours
out of its mountain fastness. At the can-
yon entrance, the new "Gateway" opens
to a panorama of great scenic beauty,
as the road climbs upward passing
through the Gallatin National Forest, the
home of many varieties of big game,
mountain lion, deer, elk, bear, goats and
big horns, yes, and wolves. And the
fishing,—nothing to equal it in all the
mountain country,—loch laven, steelhead,
cutthroat, rainbow and Dolly Varden.

Those who are familiar with the
various routes into Yellowstone Park
say that the Gallatin Way far surpasses
any one of them. The Gallatin Way
is the only one which leaves from a
point on the main line of a trans-conti-
nental railroad; and for the first time since
the opening of this greatest of our
National Parks, travelers will leave the
through trains and transfer to regular
park auto busses at Three Forks, make
the trip to and through the Park and
be returned to the main line trains again
as the case may be. With the comfort
and pleasure of electrified train operation
and "Milwaukee" service, no traveler

could hope to find a more satisfying
and delightful journeying.

Yellowstone Park is yearly, the Mecca
of American tourists, and thousands
have heretofore regrettably "passed up"
the Milwaukee route with all its scenic
loveliness and its luxurious service, be-
cause of no comfortable or convenient
way to get to the Park; and so it is no
small satisfaction to our Passenger Rep-
resentatives, as well as to all the Milwau-
kee personnel that we are now, not only
in position to offer our patrons the Park
trip,—but moreover, to offer them the
best route thither.

An illustration of the full-fledged way
in which we are all going into the busi-
ness of putting this Gallatin Gateway
across is the following from the office
of Mr. F. E. Clark, General Agent at
Cleveland.

A NEW ENTRANCE to YELLOW- STONE—THE GALLATIN GATE- WAY.

**YELLOWSTONE PARK now greets
the "MILWAUKEE" GUEST at
THREE FORKS.**

**YELLOWSTONE PARK BUSES
await your ELECTRICALLY OPER-
ATED TRAIN—'tis the THRES-
HOLD of NATURE'S WONDER-
LAND.**

**No BRANCH LINE travel—you
step from the WORLD'S GREATEST
ELECTRIFIED RAILROAD into
NATURE—from the ZENITH OF
MAN'S INGENUITY to the CREA-
TOR'S SANCTUARY.**

**The JEFFERSON, MADISON, and
GALLATIN RIVERS combining forces
at THREE FORKS form the MIS-
SOURI—here is your STARTING
POINT—picturesque—historical—beau-
tiful.**

**On through the GALLATIN VAL-
LEY you travel. MOUNTAINS —
FORESTS — FLOWERS — BIRDS
— ANIMALS — NATURE'S JEW-
ELS.**

**Every turn in the road unfolding a
new PANORAMA—every ray of sun-
light disclosing new wonders—every
foot—every inch—a PICTURE.**

**AUGUST FIRST will mark the birth
of this new "WONDER ENTRANCE"
to your own YELLOWSTONE.**

**If you have seen YELLOWSTONE
—GO AGAIN—this time through the
GALLATIN GATEWAY.**

**If, so far, your eyes have not feasted
on "THE LAND OF GEYSERS"—
go THIS SUMMER—go through the
GALLATIN GATEWAY.**

**WRITE to us—TELEPHONE or
CALL—we want to SERVE you.**

**Enter by THE GALLATIN GATE-
WAY—a fitting PRELUDE to NA-
TURE'S SYMPHONY — YELLOW-
STONE.**

Inauguration of the Park service via
The Milwaukee and the Gallatin Gateway
is an epoch in passenger annals of this
company, and if we bear in mind the in-
junctions of our Chief Operating Officer
in his recent talks to employees in the
Magazine, on all of us doing our bit as
business getters, we will read Mrs.
Decco's story "The Gallatin Way" in this
number, and armed with all the good
information of the route and the country
and Three Forks, etc., which she so
happily sets forth, every employe may
take a hand in putting "The Gallatin
Gateway" over and making it, in truth,
the most popular of all the routes to
Yellowstone Park. The cooperation of

officers and employees of every depart-
ment should be enlisted in the work,
and "Gallatin Gateway" information
should be continually broadcast by letter,
telephone and word of mouth and when-
ever any one of us hears of a prospective
visitor to the Park, let him see to it that
The Gallatin Gateway advantages and
beauties are fully set forth. The slogan is,—

**"TAKE THE BIG YELLOW CARS
TO YELLOWSTONE PARK."**

General Baggage Agent Carrick On Courtesy

On the never-to-be-overlooked-ele-
ment of Courtesy, our genial General
Baggage Agent "Bill" Carrick discous-
ed as follows, and it is Good Medicine:
To Agents and Station Baggage Agents:

Courtesy is a Tonic, never fails, no ex-
pense, acts as a lubricator, eliminates fric-
tion, loss of time and has the effect, in all cases,
of creating a profound feeling of satisfaction
on the part of patron.

Approach our patrons with a smile, bid them
the time of day. When baggage is requested
checked say, "MAY I SEE YOUR TICKET,
PLEASE?" Do not overlook that short, weigh-
ty expression "THANK YOU."

When you return ticket with duplicate bag-
gage check you will say—"BAGGAGE CHECK-
ED TO SPOKANE, SEATTLE, CHICAGO,"
or whatever the destination may be.

Improve your method of handling baggage
by others' mistakes. Always have in mind
the other fellow handling your personal trunk
or suitcase and we will have few claims for
damage and delay to baggage.

It is the Courtesy of railroad employees
that advertises the Line and increases both
freight and passenger traffic.

Obituary

S. H. Vaughan

On May 17th, at Green Bay, Wis. occurred
from paralysis, the death of Stiles H. Vaughan,
for eighteen years Local Agent of this com-
pany at Green Bay, and in the company's ser-
vice in other capacities since 1880. Mr. Vau-
ghan was for seventeen years agent at Menasha,
Wis., being promoted then to the position of
Traveling Freight Agent and later, Commercial
Agent at Houghton, Mich., then Division Freight
and Passenger Agent of the Superior Division
and then of the Des Moines Division. Failing
health forced Mr. Vaughan to give up his
position, and after a rest, he was appointed
Agent at Green Bay, which position he held
at the time of his death.

Mr. Vaughan was a popular and capable
railway official. He was greatly beloved by his
subordinates and always enjoyed the confidence
of his employers, to all of whom the news
of his sudden passing was a great shock. He
is survived by his widow, one son and two
daughters, to whom the sympathy of his many
friends is respectfully tendered.

The funeral occurred from the residence of
his son in Green Bay and was largely attended.
The services at the grave were conducted un-
der the auspices of the Masonic Lodge of
which Mr. Vaughan was a member.

A Fool There Was

A fool there was and he saved his rocks,
even as you and I; but he took them out of the
old strong box when a salesman called with
some wild-cat stocks, and the fool was stripped
down to his socks, even as you and I.—Chicago
Daily News.

The Origin of the Pay Check

C. J. Cawley, Agent, Pipestone, Minn.

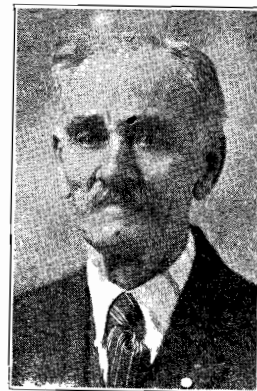
The old proverb has it that "Necessity
is the Mother of Invention" and so it
was with the pay check, which was an
invention in a necessity of the old South-
ern Minnesota Railroad.

Mr. H. G. Haugan was paymaster
of that railroad back in 1878. It wasn't
much of a railroad either, but in its
modest way it served a good agricul-
tural country. There were only fifteen
or sixteen engines at that period of its
existence and when the Fall rush of
business came on it was next to im-
possible to spare an engine to haul the
pay car around to pay off the employees.
It was pioneer country, a pioneer rail-
road and wages were of course on
pioneer standards. Many of the em-
ployees were therefore in dire circum-
stances and it was a hardship to delay
the pay day. Mr. Haugan realized this
very keenly and always made every ef-
fort to pay promptly after the payrolls
were in. He, in addition to being the pay-
master of the Southern Minnesota, was
part owner of a bank at Jackson, Minn.,
and so he devised the plan of paying by
check. He visited every town between
LaCrosse and Jackson, arranging with
the bankers at those places to cash the
pay checks without discount; and from
that small start has grown the present
widespread system of paying employees
by check; not only employees in the rail-
way service, but in many other industries.

All bankers now recognize the railway
pay check to be as good as a bank note
of the Bank of England, and this system
of paying has great advantages in more
ways than one; while there were cer-
tain disadvantages to the pay car system,
which it did not seem possible to over-
come, although it cannot be denied that
the arrival of the pay car in a town
was a moment of thrill which does not
attach to the arrival by mail of the pay
checks. Among those disadvantages
was the insuperable one of there being
no set date for the appearance of the
pay car in anytown, and so many of the
employees whose work took them out
on the road were not on hand to get
their pay and were not able to connect
up with the pay car at any point on the
Division; so of course they stood for
more or less delay before getting their
wages.

At the present time it would be a
practical impossibility to use the pay
car system, because as soon as it became
known that the pay car was on the line
there would be an immediate fore-
gathering of bandits in that vicinity
and there would have to be a veritable
army of guards to protect the cash,
and it is doubtful if even that would
avail against an organized raid. Certain-
ly there would be some casualties.

Mr. Haugan who later, filled the office
of Comptroller of the C. M. & St. P. Ry.
System, passed away some years ago;
but at this late date, I wish to testify
to his sterling worth and honesty, and
his thoroughly human interest in the
employees, whose welfare he always had
at heart.



A Veteran of the Rail

Cyrus S. Reed, a veteran of 35 years service
with the Milwaukee began his service with
this company in 1886 on the River Division
at Reed's Landing, moving from that point
to Wabasha. He had previously served three
years and two months in the Civil War, par-
ticipating in twenty-two of the principal en-
gagements of that War, besides many smaller
skirmishes. He was born in Schuylkill County,
Pennsylvania.

He retired from active service in 1921, at
the age of 79 years and lives, now, with his
wife, at Wabasha, Minn.

Ode To The Railroad Boys

Masters of steel and iron
Under the furnace glow;
Pulse of the workshop's clamor
Force to the hammer's blow,
Guide to the steam and metals
Under stress and strain;
Judges and minds that plan them,
Spirits of mould and flame

Brawn to the roaring boilers,
Tutors of belts that sing,
Breath to the blowing bellows
There where the anvils ring,
There where the arteries quiver;
There where the motors hum;
Stepped in the might of action,
Kings of the great work done.

Brains to the rolling system,
Schooled to the finger tips;
Heralds of joys and sorrow,
Speech to the wire's lips,
Heart to the arteries feeding
Life to the teeming mart,
Love to the message, bearing
Hope to the palsied heart.

Toned to the touch of an artist
Fingers that instruments ply,
Key to the orders scurrying
Flashed o'er the wire—they fly.
Pals to the cold and silence;
Deaf to the rain and snow;
Down the track on a speeder
Crinkled and bent they go.

Spur to the bridled monster,
On o'er the ringing steel,
Thrilled by the throbbing engine
As only masters can feel
Quirt to the roaring furnace
Fanned to a frenzied flame
Nerve and a bundle of sinews
Powdered and grim and game.

Guardians of life and treasure
Winged o'er the spectral route,
Slaves to the many orders,
Calling the stations out,
Zealous of passenger's comforts,

Stopping and starting again,
Scanning the brakes and signals
Day after day the same.

Soul to the public's welfare
Flung o'er the border wide,
Dream of the Mountain fastness;
Pep to the pearly tide—
Tried and true in their friendships
Strong in their sorrows and joys—
Thus do I hail the workers!
Here's to the Railroad Boys.

—The Bumble Bee

New Work (Continued from page 9)

track for the service of C. M. & St. P.
patrons.

Work has been completed on aband-
onment of 17.72 miles of Branch Line
from Wausaukee to Girard Jct., on Sup-
erior Div.

Up to June 1st, eleven and one half
track miles had been laid in the Big
Blackfoot Extension. No ballast has
yet been placed, and no turnouts install-
ed.

The water Service Department re-
ports the completion of the new water
station at Bryant, S. D., the station
consisting of well, pumphouse, pumping
equipment and wayside tank, all new.
The pump cylinder, which is electrically
operated, it was necessary to set at a
depth of 380 ft. below ground level.

At Lavina, Mont., where the sand
rock which furnishes the water is very
close-grained and has few cracks, it was
decided to "shoot" the well at a depth
of 500 ft. in an attempt to shatter the
rock and secure an increased yield from
the well. The shooting increased the
flow about 30%.

At present the Company drilling out-
fit is at work on a soft water supply
for Lewiston.

At Bryant, S. D., a modern sand-proof
well with pumping equipment has been
installed.

In the vicinity of Bryant a usable
soft water is found at a depth of about
1360 ft., but the water comes from sand
so fine that it cannot be kept out of
any practicable screen, and consequent-
ly all the other wells in this part of
the country deliver sand with the water.

In order to get clear water from this
well, the fine sand was pumped out for
a considerable space about the bottom
end of the casing, and this space then
filled with sand so carefully graded
that not a grain of it will enter a slot
in the screen, but the supply of it
around the screen acts as an efficient
filter to keep out the very fine sand of
the ground.

This is the method now used on this
Road wherever the sand is so fine as to
come up easily with the water. This
well delivers 60 gals. per min. of soft
water as clear as that in a mountain
stream.

At Dawn

Married Man—It must be time to get
up!

Wife—What makes you think so.

Married Man—Baby has gone to sleep
Cherokee (Iowa) Times.



Chicago Milwaukee & St. Paul Railway.

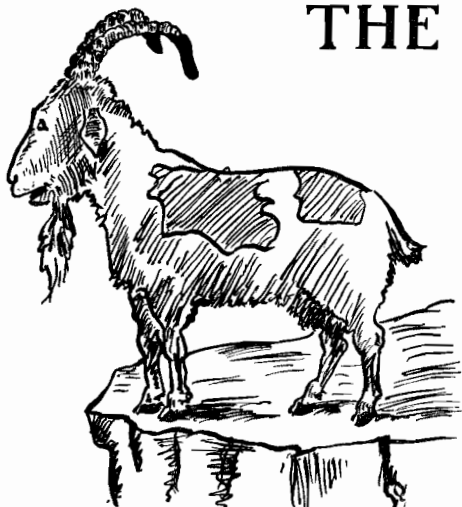
TO PUGET SOUND - ELECTRIFIED

OFFICE OF

DIVISION MASTER MECHANIC.

SIOUX CITY, IOWA.

Don't "Kid" about SAFETY - YOU MIGHT BE THE



AND DONT hope to convert men to the doctrine of Safety First by simply calling them in when they are first put to work and telling to be careful. All men want to be careful because nobody wants to be killed or injured. Some of us do not know how and often think we are careful when we are not, therefore it becomes the duty of Safety Committeemen to teach the careless man how to recognize danger when he sees it and help him to form careful habits. One good habit is worth fifty rules. The rules point out the way to safety but unless we get the habit of observing them we are not safe men. Moreover, it is essential for our own safety to see to it that other men know and observe the rules as well as we do, because a blunder on the part of the other fellow may result in our death or injury, thus, by educating our neighbors we are taking care of ourselves. When we see men taking chances we should go to them and tell them about it. If they are the right kind of men they will thank you.

F. Paul
DIVISION MASTER MECHANIC

The C. M. & St. P. Ry.
Safety First Organization and Railroad
Employees and Supervisors:

Dear Sirs:—Greetings;

In the following statements I will endeavor to express my sentiments and my reasons for being greatly interested in the Safety First Movement, particularly in the Car Dept. of the C. M. & St. P. Ry. at Tacoma, Wash. where I have been four times elected by the Carmen's Organization as the Chairman of the Safety First Committee.

I have ever been an ardent advocate of Safety First and have endeavored while serving in said capacity to impress upon the minds of all Employees the importance of this great movement.

It is our duty to practice and teach Safety First Measures all throughout our lives whether at work or at play. We must impress upon the mind of the child the dangers of throwing stones and the numberless careless acts a child is apt to perform.

It is very necessary that the Apprentices of our various Crafts should be taught throughout the entire period of their apprenticeship the correct and safe methods of performing their respective work. Then as they advance to Mechanics they in turn will assume more of the responsibilities in making conditions safe and will constantly bear in remembrance the dangers of thoughtless and careless workmanship and thereby lessen the calamities and sorrows of the craftsmen, their families and friends.

The Laborers, Coach Cleaners, Helpers, Apprentices, Mechanics and the Supervisors all have their share of the Safety First responsibilities and in the eyes of God and Man are held responsible for their actions during their lives toward all mankind. We must therefore as individuals each and every one of us regard ourselves as a Safety First Committeeman and practice and teach Safety First Measures for the welfare of humanity and for the best interests of the Railroad by whom we are employed.

Sincerely yours for Safety First

Fred R. Brown

A ballonist reports hearing a man's shout at 1600 feet, the croaking of frogs in a marsh at 3000 feet, the roll of drums and music of an orchestra at 4,500 feet, church bells at 5,000 feet, a rifle at 5,900 feet, the rumble of a train at 8,200 feet, and the shriek of a locomotive whistle at 10,000 feet.

What excuse has a motorist for not hearing grade-crossing warnings at 100 feet?

Railroad train a flyin',
Auto hittin' high,
Driver buried Tuesday,
Race came out a tie.

The Trucks and the Highways

Extracts from an address of Frank P. Lannon, Chairman of

The Colorado Public Utilities Commission before the Central Western Regional Advisory Board at Colorado Springs April 15, 1926.

Of course, we must differentiate between the different uses that our highways are now subject to. For the sake of argument only, I will submit that in the carrying on of every private enterprise or business such people have what might be termed an inherent right to the use of the public highways; but during the past ten years, and for the most part during only the past five years, there has been put into operation an almost endless number of heavy freight not as private carriers, but as public carriers for hire and profit. Thus the highways built for the people's private use are now being capitalized for the sole benefit of a handful of private truck owners under the specious plea that they are operating as a "public convenience and necessity," while in fact they are operating wholly and solely for their own private gain and profit.

To illustrate this point I will relate what happened to a poor but worthy man in the southern part of the state. He wished to move his household goods from Trinidad to Pueblo and hired the Camel Truck Line to do the hauling. The truck stopped for the night at Walsenburg, where the truck and goods were entirely destroyed by fire. As the truck line was a poor concern and carried no insurance, the owner of the household goods lost about \$2,800.00, or everything he possessed. In this connection it is only fair to state the truck owner offered to settle for \$300, which would not any more than cover the loss of two of his wife's coats, to say nothing of all their other clothing. Of course, the carrying of insurance is not only a necessary precaution for shippers, but it is almost criminal neglect that such protection has not been afforded the public by legislative enactment.

While the foregoing recital would seem to be sufficiently convincing to show the need for bond protection, I will mention another matter where all three parties to a transaction met with serious loss that could and should have been covered at small expense. A man living in Trinidad and having only \$500, decided to go into the trucking business. He paid this money on an \$1,800.00 truck. After being in business a short time he contracted to haul a party's household effects to a distant point. Something happened. He ran into a deep arroya, escaping with his life, however. The truck was smashed to pieces and the household goods were demolished. The truck driver made a mental survey of the situation and soliloquized thus: "It will cost me twice as much to repair the car as my equity in the car, consequently it is me for the tall timber." He has never been heard of since. The net result of this "comedy of errors" was the truck driver lost his equity of \$500.00 in the truck, the owner of the household goods lost all his effects and the truck merchant lost his truck. Serving "public convenience and

necessity" in this case is just about the same kind of bunk as would be serving of the public with apple pie with the apples left out.

To make a law that is equitable between the public and the automobile used for hire operated as a carrier of either freight or passengers over the highways of this state is quite a difficult problem. To make this plain, I will relate but one circumstance of a great many that have occurred. A non-resident of Pueblo loaded a truck with five tons of freight at the latter point and proceeded to Colorado Springs with his consignment. This road is a splendid graveled highway. As it happened in the spring of the spring when the roads of this section were somewhat wet from recent rains and snows, this truck plowed two zigzag furrows ten inches wide and about a foot deep in this highway for forty-five miles between Pueblo and Colorado Springs, Between Pueblo and Pinon, in Pueblo County, a distance of about eleven miles only, it cost the taxpayers of that county \$1,200.00 to repair that short strip of road. It will be seen that in cases such as this it would be hard to say what would be a reasonable tax to cover such operations. While it is a rank injustice to filch from the railroads and taxpayers money to cover such damages to the highways in order to convert to the pocket of the illegal truck operators a few paltry dollars, it would seem there should be a provision in any legislative enactments providing severe punishment for any such wanton destruction of the people's highways. This load of merchandise could have been moved by rail for the same expense, and no damage whatsoever would have been caused to the highway.

In conclusion I want to state that if the people of Colorado are to escape a dire calamity, there must be some remedial legislation enacted. As it is, the investments of the people in their highways and those of the legitimate truck owner, and the railroads as well, are all brought in jeopardy by an irresponsible and illegal flock of fly-by-night truck operators who, instead of being a "public convenience and necessity" have become not only a public inconvenience but a public nuisance and menace to the lives and limbs of every private individual who has to use the public highways.

Motor Vehicle Regulation in Colorado

"Common carrier motor vehicles may not use the highways without complying with conditions imposed by the state," says John E. Benton, general solicitor of the National Association of Railroad and Utilities Commissioners in a bulletin to members, continuing as follows:

This was determined in Greeley Transportation of Colorado, A., et al. vs. Transportation Co. vs. Colorado, decided by the Supreme Court of Colorado, April 19, 1926. The Colorado statute requires common carriers upon the highways to obtain from the commission a certificate of convenience and necessity as a prerequisite of doing business. The Greeley Company attempted to do business without obtaining a certificate. The commission obtained an injunction in the District Court of the state, and appeal was taken to the Supreme

Court. The company defended upon various grounds, among others, that it was engaged in a lawful business which it had a constitutional right to carry on, and that the requirement of the statute was invalid. On this point the court said:

"The general principle may be admitted, but when that business is affected with a public interest, as is that of common carrier, the right of the public to say under what conditions it shall operate is beyond question. When the common carrier seeks to utilize public property, such as streets and highways, in the operation of that business, obligation and authority become two-fold. One may have an unquestionable constitutional right to engage in a legitimate mercantile business but he has no right to establish that business in the corridors of the State House. Were the law otherwise the very citizens who build and maintain these avenues of travel might be entirely driven from them by usurpers. The authorities upholding this legislative power are numerous.

Artificial Water Transportation Not Cheap

Analysis Shows Total Costs of Such Transportation Much More Than Rail

Advocates of waterway improvement continue to ignore the fact that if water routes are to be economically justified they should be able to stand on their own feet, says Professor Harold G. Moulton in the preface to a revised edition of his *Waterways versus Railways* just published. This book won the Hart, Schaffner & Marx prize in 1911 as the best economic essay of the year. Professor Moulton is Director of the Institute of Economics, Washington, D. C., and is recognized as one of the foremost economists of the country.

"In general, the fundamental factors involved in transportation by internal canals and canalized rivers remain the same as they were fifteen years ago," writes Mr. Moulton. "As was shown in the first edition of this volume, inland canal and river transportation almost universally costs more than rail transportation when to the rates actually charged by the water carriers are added the overhead expenses borne by the government.

"The simple elementary proposition that interest charges and maintenance and operation are as much items of transportation cost in the case of waterways as in the case of railways has still not been grasped by some of our distinguished public officials, who continue to quote rates charged on toll-free subsidized waterways as compared with rates on self-supporting tax-paying railroads as evidence of the cheapness of water transportation.

Subsidized Water Competition

"The argument that water transportation is needed for purposes of potential competition has even less pertinence now than it had fifteen years ago, owing to the increased stringency of public rate control. In the last fifteen years, moreover, the whole railroad situation has changed so that the problem is not so much one of restricting railroad earnings as it is one of increasing earnings sufficiently to permit the railway lines to perform the transportation service required. Under these cir-

circumstances, the subsidized water competition here and there succeeds in diverting certain types of traffic from the railroads, or in forcing the railroads to reduce their rates on competitive traffic, rates on other traffic will have to be raised or the roads will be financially handicapped.

"The argument that railroad facilities are inadequate also persists. During the period of temporary congestion immediately after the war much was made of this argument, but in view of the remarkable improvement in railroad operating efficiency during the past few years little is heard of this contention at the present moment. It is still urged, however, that during the next generation the traffic of the country will expand to such a point that the railroads cannot possibly handle it. A variation of the argument is that even if additional railroads could be built the cost would be vastly greater than the cost of developing the necessary water transportation facilities.

Rail Construction Cheaper

"The argument that railroad facilities have reached their maximum development is sheer absurdity. Moreover, statements to the effect that the facilities to take care of expanding traffic in years to come would cost very much more than the construction of water routes are based upon little knowledge of the costs of canal transportation and river improvement. Speaking generally, there is no more basis of truth in such contentions than in the arguments advanced in 1903 which purported to show that the construction of the Erie Barge Canal was an imperative necessity and that it would enormously reduce the costs of transportation."

Failure of the N. Y. Barge Canal

In commenting on the failure of the Barge Canal, Mr. Moulton estimates the cost of transportation for the present volume of traffic now carried over it as three times the cost of transportation by rail in the Eastern section of the United States.

"While the boatman's charges to shipper average only about .450 cents per ton-mile," he declares, "the capital costs, maintenance charges, etc., which are borne by taxpayers, bring the average cost up to more than 3 cents per ton-mile. On the other hand the average rate per ton-mile in the eastern part of the country is 1.104 cents, while on the New York Central it is only 1.040 cents. The rail rate, moreover, covers the cost of carrying all classes of freight, not merely bulky commodities such as grain, lumber, cement, gravel, etc. The New York Central rate on grain is only .622 cents as compared with a boat charge of .537 cents. The inclusive cost by water is at present thus fully five times as much as the rate by rail. It may also be noted that the railroads contributed out of their receipts substantial sums to the state in the form of taxes."

In Conclusion

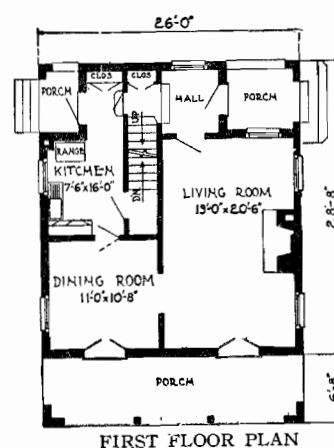
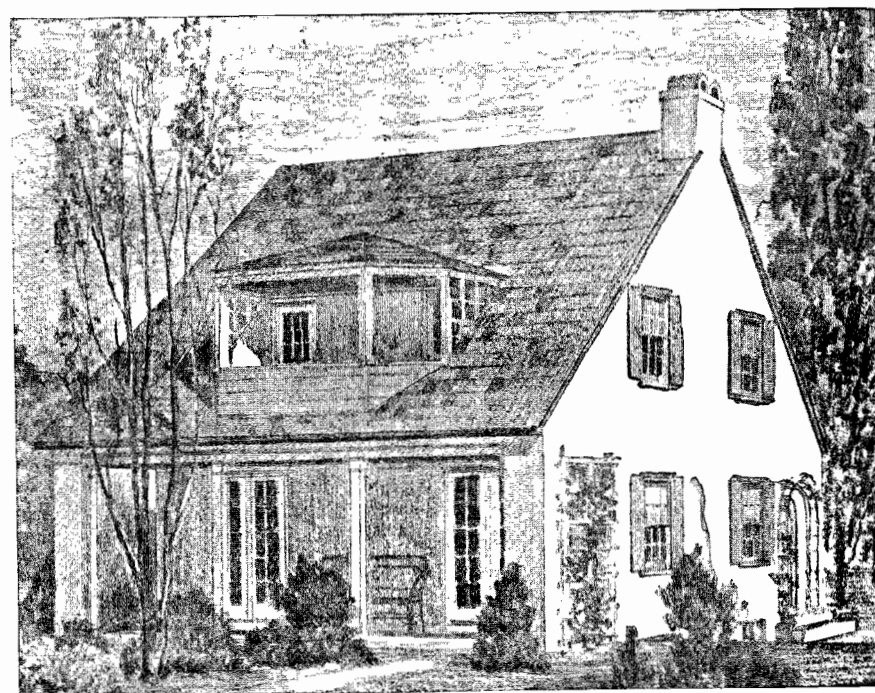
In concluding the preface he writes:

"The glittering statements that are made at the present time with reference to the great gains that are to accrue to the nation from the development of a comprehensive system of internal waterways are in fact precisely of the same character as those which were made a generation ago. Notwithstanding the demonstrated impossibility for canal and river transportation to compete on even terms with railroad transportation, we continue to make ever increasing appropriations for waterway development."

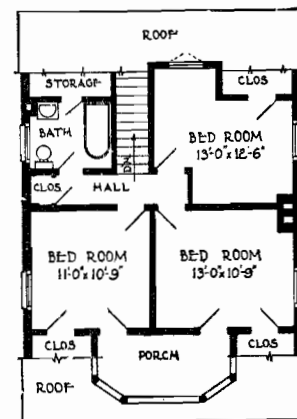
Yes, Indeed!

Frenchman: "OO-la-la, I enjoy ze shoeball game zo much!"

Italian: "Such ignorance! Not shoeball—football."



FIRST FLOOR PLAN



SECOND FLOOR PLAN

A Well Planned Home of Beauty and Comfort

For the beauty which lies in simplicity and judicious symmetry, this little house is unexcelled.

The plan is well worked out and shows a nice appreciation of practical living requirements of the American family. A graceful archway frames the small front porch through which one passes in entering the vestibule.

The living room is spacious, well-lighted, and has a fireplace. Living room and dining room have double doors opening upon the side porch. The compact kitchen has a porch of its own, and a stairway leading to the basement.

The main stairs can be reached from kitchen and living room. Three well-lighted bedrooms with roomy closets are on the second floor. Two of them connect with the sleeping porch. Additional closets open off the hall and the bathroom.

There is a choice of fronts for this house. One requires a 36-foot lot, the other a width of perhaps 45 feet. A southern or western exposure for the long porch is preferable. To give this house the best setting, the ground should

be well graded up around the large porch as shown in the drawing.

Through the courtesy of the Portland Cement Association, a handsome illustrated booklet entitled "Your Home" may be obtained free of charge by writing the Editor. This booklet contains more than a dozen pictures of concrete block and portland cement which have been built in different parts of the country and much information of interest and value to any one planning to build a home.

A man in a hospital for the insane sat dangling a stick with a piece of string attached over a flower bed. A visitor approached, and, wishing to be affable, remarked:

"How many have you caught?"

"You're the ninth," was the reply.

Some Dash

"How would you punctuate this sentence?" Phyllis coming down the street in a split skirt smiled sweetly at the boys.

"I would make a dash after 'Phyllis'." —Hogan's Alley

Modest Youth

Mrs. S. "Why do you always sing while taking your bath?"

"Nat" "The bathroom door won't stay locked"



Suggestions of Value to Livestock Shippers

Beware of hot weather in shipping hogs, particularly the first warm or hot days. Possibly the shippers who have had bad losses in previous years, due to heavy mortality in the handling of hogs for market, need no friendly warning. Probably the loss of one or several hogs on a previous occasion, because of fast driving into town; or fast, rough or improper handling in stockyards; or in loading into cars; or on account of too heavy feeding, particularly of corn, which is very heating, has, in the most striking and salutary manner, taught a lesson not soon to be forgotten.

Undoubtedly there are many shippers who have not had their particular attention called to what are known as good loading practices. Unless necessity for careful preparation of hogs and cars is brought to their attention at this time, they will unintentionally feed, handle, and ship hogs, very perishable animals, unmindful of the possibility of serious consequence and the monetary losses that will result.

What are your profits per day in buying stock, or your net profits on a car of stock; and how much profit will there be on your next car of hogs, if, perchance, you have a death loss of five or ten hogs, which, at present prices, means a loss of from \$100.00 to \$300.00? It should be remembered that the railroads are not absolute insurers of livestock. They are liable for their acts of negligence; but note the exceptions in paragraphs 1 and 2 of Section 1 of the Terms and Conditions as printed on the reverse side of the contract, namely: They are not responsible for loss or damage caused by the act of God, the public enemy, quarantine, authority of law, inherent vice, sickness, or natural propensity of the animal, or the act or default of the shipper or owner, or for riots and strikes. Neither is the carrier liable for injury or death occasioned by **overloading, crowding one animal upon another**, or by animals kicking or goring, or otherwise injuring themselves or each other; by **suffocation** from heat, or cold, changes in weather, or delay caused by stress of weather, or damage to, or obstruction of, track or other causes beyond the carrier's control.

Obviously, the most important question for solution by the shipper and carrier is not how much of this loss can be charged to the carrier, or for what part a shipper is responsible, but rather how to reduce or entirely eliminate deaths. If there is a way of preparing hogs and cars for shipping which will result in delivery at destination in good condition, and such good loading practice is followed, there need be no losses, and therefore, no dispute relative to the question of liability.

Unfortunately, there are some shippers who think of hot weather as the

weather experienced during June, July and August, overlooking entirely the month of May, during which, or the early part of which, there is usually, in Northwest states, days or real cool weather when either the owner or attendant may feel the need of heavy clothing or overcoat, followed by a day, or days, of rapid rise in temperature, reaching say 75 to 90 degrees, to which the hogs have not been accustomed. Imagine the effect on hogs heavily fed on corn or other grains, possibly driven rapidly into town or into cars, beaten or frightened, and possibly with corn placed in cars heavily bedded with straw and, to make matters worse, too heavily loaded.

Manifestly, it is false economy to endeavor to save a trifle in freight charges by loading more hogs into a car than can be safely handled when the temperature likely to be encountered in May, June, July, August and even in September will very likely produce mortality. What if you save a five dollar bill in shipping expense, if that saving causes the death of one or several hogs, as has often been the case? Usually the first hot days of the season, which sometimes occur late in April or early in May, produces heavy mortality. There have been instances of five, ten or even fifteen or more dead in a single car, a loss that might have been avoided if the simple direction given here had been followed.

A satisfactory method of reducing hog mortality consists of suspending from ceiling six burlap bags each containing from fifty to seventy-five pounds of ice. This will cool the air in the car during an ordinary trip, and the swinging motion of the bags causes the drip from the melting ice to be distributed throughout the car keeping the floor damp and cool.

Statistics furnished by the Western Weighing and Inspection Bureau, show that in cars not equipped with ice bags the average mortality during the summer months was about one hog to every four cars, whereas, the use of these ice bags, on a given movement of 1127 cars, there were only 66 dead hogs or one dead hog to every seventeen cars.

Hogs should be brought into the shipping station in ample time to rest and cool before loading. The car should be clean and, preferably, bedded with sand. The bedding should be wet down. Hogs should have only a light-grain feeding before shipping, and corn should not be placed in the cars. The loading should be slowly and carefully done. Avoid excitement; do not bruise or beat the animals, and do not overload.

When you accompany a shipment of livestock, we suggest that, in fairness to yourself and to the carrier, you realize that the sole purpose of the free transportation of the attendant is to permit him to accompany the shipment to attend to the stock when occasion requires.

If an animal gets down, do not let it lie there to become injured by being trampled upon by the others. Endeavor to get it up, thus preventing injury and suffering to a dumb beast and a possible monetary loss to yourself or the owner of the stock.

The admonition against overloading applies with equal force to cattle, sheep and horses. Too heavy loading of sheep causes suffocation; overloading of cattle and horses means that the animals must crowd for position, and presently one head goes down. It is practically impossible for an animal once down in an overloaded car to again regain its feet, as the other animals will immediately adjust themselves to the additional space and trample any that are on the floor.

From the Drovers Journal

"A hog properly loaded is half way to market."—A good slogan for hog shippers.

It looks like a sultry week, according to weather forecasts, Moral: Be careful in handling hogs all the way from the farm lot to the terminal stock yards.

Hogs that reach the commission firm sales pens in the pink of condition bring more money than do hogs that are worn out shrunken and show signs of wear and tear in transit as a warning issued today by the transportation committee of the Chicago Live Stock Exchange.

This is due to the fact that lively hogs showing healthy, robust condition, are actually more valuable to the killer, and it is also due to the fact that the eastern shipper will bid only on hogs showing strong, healthy condition.

Hogs can be shipped just as well in hot weather as in cold weather if proper precautions are taken by shippers to see that the animals are loaded in good condition into cars properly prepared, assuming, of course, that the carrier transports with reasonable care and dispatch.

Shippers can also do their part and will profit immensely thereby, the committee points out. During hot weather shippers should be very careful to see that hogs are transported to the loading station with the greatest possible care. If hauled in, care should be exercised particularly in unloading into the railroad pens. If hogs are driven from the farm to the loading station it should be done so as not to overheat the animals. Particularly when the weather is warm the hogs while in the railroad loading pens should be given plenty of water so that when they are ready to load they are in the coolest possible condition.

Shipper should see that the car when furnished by the carrier is not only cleaned of all winter accumulation of debris, but should be carefully bedded, preferably with sand, and carefully wet

down and the sand thoroughly wet before the hogs are loaded.

It is also a very good thing to examine the car for nails or obstructions of any kind that may be in the car from some preceding load.

The hogs should be loaded from a half hour to an hour before train is to depart and the loading should be slowly and carefully done, making sure to count each and every animal as it goes into the car and a careful record should be kept of the number counted into the car and their condition at that time.

Any slow or crippled hogs should be penned off in one corner of the car. Any vicious animal should also be penned off from the general load.

Experts say that heavy feeding before loading causes the animals to generate an unusual amount of heat, thus re-

ducing their power of resistance, also invariably resulting in an excess shrinkage.

The same thing is true as to the placing in the car of a heavy feeding for the animals in transit. At time placing corn in the car helps to keep the animals quiet in transit. At other times such feeding only tends to generate internal heat, causes fighting, and this part of the program should be carefully watched by each individual shipper in order to obtain the best possible results.

Another exceedingly important part of the loading program is the number and weight of hogs loaded into each car. A shipper cannot overload a car and expect it to go through to destination without loss in transit, at least of considerable excess shrinkage. Safe weight varies with the size of the hogs, but the

present tariff minimum of 16,500 pounds in a 36 foot car is a good guide to follow.

The transportation committee of the exchange and the transportation department have devoted a great deal of thought and effort to this hog shipping proposition and are also constantly in touch with the railroads keeping before them the necessity of handling live stock, especially hogs in the summer time, with the greatest amount of care.

That there has been co-operation not only from the shippers but also from the railroad companies, is evidenced by the gradual reduction in the number of deads unloaded each year. For instance, in 1922 the hogs dead at Chicago amounted to 23-100th of 1 per cent of the total unloaded, whereas during 1925 this percentage was reduced to 14-100ths of 1 per cent.

ing, never tiring and displaying a complete knowledge of the duties of his calling.

Third, Porter J. E. Love has proven that a sleeping car porter could intelligently fill a diplomat's shoes as well as shine them. He has the quiet, unassuming air of one who knows—thoroughly knows his business. He has been here, there and everywhere, day and night, but has never been intrusive—seems to fade into his immaculate white jacket when not needed and is the world's greatest exponent of Silent Service, and he invariably comes up smiling.

In addition to these especially mentioned members of your large corps of employees, we have nothing but highest praise for each of them with whom we have come in contact since we embarked at Seattle. The Engineers and Firemen on the big electrics, during our privileged rides over the mountain ranges, carefully explained the many "tricks" of the big machines; the various Conductors all had a merry greeting; every employee—even the overalled claps who tap the car wheels—has what we have come to call, "The Cheery Milwaukee Smile."

In conclusion, we do not wish to nominate any of our new friends for the presidency of your road but merely wish to bring to your attention, for a fleeting moment, this loyal band of Milwaukee men so that you can truly say: "Well done, thou good and faithful servants."

Cordially yours,

Signed—Fred O. Sliter, P. C. Hurst
Alvin A. Bruce Al. Oxtoby,
Harold W. Boehme, Sid. Schubach,
C. W. Hudson, J. W. Parry,
Bruce Keller, A. C. Raleigh,

Northwest Field Representatives to the First National Pictures Convention, Drake Hotel, Chicago, April 26-27-28, 1926.

ience travelers all, we have never seen Mr. Mill's service equalled and it would be impossible to excel it. I have been a perfect record in dining car performance—faultless to the last little detail.

Second, George Beecher, Pullman Car Conductor, has been in constant attendance and has helped us in a thousand and one ways—always courteous, smiling,

First National Pictures Inc.
2023 Third Ave., Seattle, Wash.
Enroute via Milwaukee
24-April-1926

Dear Sir:—

We the undersigned members of the First National Pictures party enroute from Seattle to Chicago on the Olympian, would consider it very unkind and unappreciative, to say the least, were we to neglect calling your attention to our splendid trip east and the many unflinching courtesies of all the railroad employees.

First, Henry C. Mills, the Dining Car Steward has made our trip a triumphal gastronomic procession—he and his entire crew have smothered us fairly, with many and unexpected courtesies and, exper-



Party of North Pacific Coast Managers and Salesmen enroute via C.M. & St. P. Ry. to Atlantic City 1926 Conference Famous Players—Lasky Corporation putting out "Paramount Pictures." Left Seattle on "Olympian" Thursday, March 18th, 1926.



Above is a Party of Pacific Northwest Field Representatives of First National Pictures enroute to 1926 Convention at Chicago leaving Seattle Wednesday, April 21st, 1926. Names of men and their wives accompanied them.

Passenger Representatives took them all for rides in the motor on both Cascade and Rocky Mountain Divisions.

The following letter was written enroute.

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

Sioux City Chapter Notes

Tuesday evening, May 4th, the Sioux City Chapter of the Women's Club held the first business meeting of the month in the Continental Hall, at Fifth and Douglas Streets.

Due to the transfers of Superintendent E. H. Bannon and Trainmaster R. C. Dodds, from Sioux City, an election was held for a new president and vice president, as Mrs. E. H. Bannon was president of the Sioux City Chapter, and Mrs. R. C. Dodds, second vice president. Mrs. W. C. Givens, was elected president, Mrs. A. J. Elder, first vice-president, and Mrs. Mark Landon, second vice president.

Mrs. W. A. Jenkins, Chairman of the Welfare Committee, asked for old clothing, and also foodstuffs from the members of the Chapter, as the ladies have offered to spend one or two days in remodeling and making over the old clothing donated to be distributed to the needy.

Now that the Chapter has its own dishes, it was decided at this meeting, that at the next meeting, to be held, each member would bring one tea towel or dish towel, so that we would have our own supply of towels.

Mrs. B. O. Searles invited the Chapter to hold its next meeting at her summer home at McCook Lake, and it is probable that a picnic will precede the meeting.

New members brought in were Mrs. Harold Ness, Mrs. L. W. Miller, Mrs. Joe Stencil, Mrs. A. J. Elder, Mrs. O. Gruenberg, Mrs. Lawrence Krohn and Mrs. J. B. McNertney.

Mrs. Mark sang a solo, accompanied by Mrs. Burton Johnson on the piano.

The meeting adjourned at 9:30.

Wednesday evening April 14th, the Women's Club held a hard time dance at the Winter Garden Hall, the dance being given by Mrs. E. J. Hopkinson's Division. There were about 75 couples in attendance, but not a great many of them were dressed for a hard time dance. Prizes for the best costumes were given, and first prize for the ladies went to Mrs. Charlie Keane, and for the men to Mr. Vaughn. Music for the dance was furnished by Eddie Bunt's orchestra.

Out of town guests were Mr. C. H. Buford, Mr. C. Winandy and Mr. Richard Robb, all of Chicago.

April 28th, another dance was given in the Wintergarden by the Women's Club, this dance being given by Mrs. La. Breck's Division. There was much merriment during the spot dance, and also during the circular two steps, which were called by Buck Jenkins, and which seemed all too short.

At a Board of Manager's meeting held in the City Ticket Office, Wednesday evening, May 12th, it was decided to give a May dance, May 18th. Mrs. L. A. Cline is the chairman in charge. Besides this dance, it is desired to hold one more dance before real warm weather sets in.

The Women's Club gave a joint farewell and reception in honor of Mr. and Mrs. E. H. Bannon and Mr. and Mrs. R. C. Dodds leaving Sioux City, and Superintendent and Mrs. A. J. Elder, coming to the SC&D Division, at the MWA Hall Saturday night May 1st.

Green Bay Chapter

Mrs. H. C. Ballard, Historian

April 12th a board meeting was held at the home of the President, Mrs. J. F. Dunn and important business discussed after which a pleasant time enjoyed with cards and followed with dainty refreshments.

On April 15th the Social Committee with

Mrs. Archie Basche as Chairman, sponsored a Dancing Party at the Legion Building. There was a very nice attendance and a good time enjoyed by all. The Committee worked hard in decorating the hall in the club colors, brown and yellow, and the result was very pleasing; a huge locomotive headlight placed on the stage shed its beams into all parts of the hall and the Moonlight Waltzes were very popular. Jackie Kennedy, son of our Loco. Dept. Foreman danced the Charleston and his efforts were well received.

On May 6th the regular meeting was held in the Legion Building after which the officers sponsored a card party. A very large crowd attended this party and the hall filled with tables. Very attractive prizes were awarded those having high scores also delicious refreshments were served.

All the club members are now busy selling vanilla under the supervision of Mrs. H. J. Culbertson. Any Chapter desiring to know about this will be furnished all details by writing Mrs. Culbertson at her home address Reid St., Depere, Wis. It is a very nice way to make money and not a bit hard to dispose of as it is of very high quality.

Tickets are now out for the play "A Southern Cinderella" which will be given by the Program Committee, Mrs. James J. Kocha, Chairman.

Montevideo Chapter

Maude Hamlin, Historian

Regular meeting in April was held on the 15th. Our attendance was not very large, but nevertheless we completed arrangements for our card party, which we will give the 20th in Eagle Hall. All committees were appointed and we expect to "put it over" big next Tuesday night. We dispensed with lunch at this meeting, but the entertainment committee presented the following program:

Piano solo, Miss Loftdahl

Reading, "The Unknown Speaker," Dean Hamlin

Vocal solo, Miss Ruth Nelson.

All the numbers were good and were enjoyed very much. We then closed the meeting by singing a few of our club songs in chorus.

March 21st—Our card party was quite a success, altho not as well attended as it would have been had there been fewer social affairs on for the same evening. We played both bridge and whist—so everyone could get in on the fun. High honors in bridge were won by Mr. Jay Falkenhagen and Mr. Leroy Wisner. High honors in whist went to Mrs. Wm. Baseman and Mr. Oscar Sorby. Lunch was the closing feature of course and was served by a special committee.

Plans were made by several members to attend the general staff meeting and dance in Chicago to be held the 24th. Wish we could all "lay off" and be there, but guess we will have to look after Milwaukee business here at Monte instead. Our President will represent us very ably we are sure and we hope she has just the best kind of a time.

We deeply regret the loss of one of our members, Mrs. Adolph Knappick, whose death occurred so suddenly last week. We wish to extend our sympathy to Mr. Knappick in his bereavement. The Club expressed our regard by tendering flowers to the family.

Death visited another of our families just recently. Mrs. Victor Hansen's father, Mr. Jos. Wylie of Milbank, So. Dak passed away April 27th following a short illness. We extend our sympathy to Mrs. Hanson and family and

to Mrs. Wylie, who is a member of the Milbank Chapter. Flowers were sent from the Club as a token of our regard.

Portage Chapter

Mrs. F. E. Galvin, Chairman

Portage Chapter held its regular meeting at our club rooms Saturday, May 1st. A very interesting program was rendered. Games were played and enjoyed by all the club members.

It was decided that our last meeting to be held in June would be an open one and a picnic supper would be served to the members and their husbands.

A farewell party was given at the club rooms on Saturday, May 8th, in honor of Mrs. F. T. Buechler, who is leaving for Minneapolis where her husband has been promoted to Assistant Superintendent of Terminals.

Delicious refreshments were served.

Chicago Chapter Union Station Unit

We have a most delightful occasion to tell you about this month—a tea for the members of Union Station Unit, arranged for by Mrs. Heman H. Field at the Arts Club, Saturday afternoon, May 22nd; and with the beautiful galleries of the Arts Club as the *mise en scene*, how could it be anything but a delightful occasion.

Between profusions of spring flowers on either end of the long graceful table centered by a large and handsome candelabra, was an array of such tempting dainties that even those of us who are fighting calories could not resist. Mrs. Penfield and Miss Robertson presided at the tea table, to be relieved later by Mrs. Dynes, who earlier in the afternoon had been dispensing hospitality at the Union League Club, by Miss Derleth and by Miss Vaughan.

And while our tea was the main issue of the afternoon, we still had time and interest for the exhibit, a collection of modern Italian art being shown in America through the courtesy of the King of Italy and recently hung in the Grand Central galleries at New York. Some of it was very lovely; some, more startling than lovely, but even artists, I am told, must do the startling to get attention in these sophisticated days—perhaps not always flattering, but attention at least. The portrait of Whistler by Boldini, one of the finest things, we understand is a permanent possession of the Brooklyn Museum, loaned for the occasion.

But with all due appreciation of the graciousness of his Majesty the King, and with all the appreciation of modern art of which we are capable, and not forgetting what the world of Art owes to Italy—we could not entirely suppress the wish that our tea had occurred a month earlier when paintings by members of the Arts Club were on exhibit and we should have had the pleasure of seeing some of Mrs. Field's work.

Many old acquaintances were present and many new ones; the old ones we are sure of seeing again, the new ones, we sincerely hope to see again. The afternoon was enjoyed immensely by all and we know that May 22nd, 1926, will stand out on the social calendar of Union Station Unit as one of its big days.

Did you ever tramp through the woods that wind along the north branch of our Chicago River, especially on one of those rare June days when "every clod feels a stir of might and climbs to a soul in grass and flowers"? If not, you have missed a lot. Well, anyway, our U. S. U. hikers are too wide awake to miss such a treat as that so on Tuesday evening,

June 8th hied themselves to Edgebrook, to ramble back along the river to Forest Glen where the ramble ended in a very welcome supper that started with a wienie roast and ended with a marshmallow toast. We all agree that Mrs. Graves' coffee added much to the occasion.

Did everyone have plenty to eat? They certainly did thanks to our efficient committee. Did we have excellent train service? We certainly did, thanks to Mr. Brown—I'm sure we'll patronize the C. M. & St. P. Ry. again. Music was furnished by Miss Larson and her "uke"; and can some of our hikers Charleston? they surely can.

A jolly time was had by all and we are looking forward with pleasure to the next hike.

I might add it has been suggested that we enlarge our questionnaire to include: "Those interested in horse shoe throwing, or learning to throw horse shoes."

Mason City Chapter

Mrs. G. W. Stevens, Historian

The Mason City Chapter of the C.M.&St. P. Women's Club held its regular meeting on April 22 at the Club rooms. About 75 members being present. The minutes of the last regular meeting were read and approved and reports from the different committee chairmen

The real satisfaction of philanthropy was felt on this eve, when Miss Leta Reynolds walked into the Club rooms after a severe illness extending over a long period. Some two years ago this coming July, Miss Reynolds was injured in an automobile accident, when the car in which she was riding ran into a street car. Miss Leta was thrown several feet and was injured so she was bedfast until about 5 months ago. Her condition was pronounced serious unless she could be under a Specialist's care. The C.M.&St. P. Women's Club became her benefactor and sent her to Chicago, where specialists were brought to give her treatment. The treatment was successful, and now Miss Reynolds has been able to walk for the past two months. This was her first appearance at the Club. Miss Reynold's father is a Milwaukee railroad man.

The meeting was a dandy, and a nice program was given. Mrs. John Kopecky gave several beautiful violin selections accompanied by Mrs. Farrer, also Master Howard Sweer played several cornet solos, accompanied by Mrs. Farrer. A picnic for the Club was planned to be given the latter part of June and a luncheon on May 20th. Refreshments were served consisting of ice cream and cake at the conclusion of the evening.

Ottumwa Chapter

C. M. Gohmann, Historian

Our Social Meeting on May 14th consisted of the usual program of Bridge and 500. Mrs. Rasmus scoring highest in 500, and Miss Elizabeth Evans highest in Bridge. While the members were assembling Miss Zella Dulancy entertained with several piano numbers. Miss Dulancy is an accomplished musician and her playing was enjoyed and appreciated by the members. Coffee, ice cream and wafers were served during the afternoon. Mrs. J. W. Sowder was Chairman of the May Social Meeting Committee, her assistants were Mesdames T. Kemp, Wm. Woodrow, J. C. Roberts, Walter Morrison, I. H. Rasmus, Anna Parish Fred Delano, James Gordon and Marg. Simmons.

Meeting of the Board was held at 1:30 P. M. on Friday, May 28th at our Club House, previous to our regular monthly business meeting. We find that our Mutual Benefit Committee is very active in giving assistance to the needy. This Committee, and several other members of the Club, during the past few

months have contributed much of their time to sewing garments and making bed clothing required for the comfort of a few of the needy Milwaukee Families.

The Sunshine Committee reported sending several Sunshine Cards to sick members, and also having made personal visits to the homes of the sick.

At our business meeting on the 28th it was voted that we discontinue holding our regular monthly meetings during the Summer months.

Saturday, July 31st, has been set as the date for our annual picnic. For the convenience of everyone, it has been suggested that that picnic be held at Foster Park this year. We all recall the fun and pleasure participated in by those who attended last year. We anticipate a large attendance, and assure all members and friends that the Committee in charge will make every endeavor to give them a real 'fun fest.'

Remember—Saturday, July 31st—Foster Park.

We were especially pleased to have as our guests on May 28th Mrs. H. G. Giddings, Mitchell, S. D. and Mrs. E. K. Richmond, Chicago, daughters of Supt. and Mrs. B. F. Hoehn, both of whom joined our Chapter. Our one regret is that their homes are too far distant for them to attend our meetings regularly, and we hope they will be with us as frequently as possible.

Light refreshments were served, immediately following the Meeting, by the General Chairman of our Entertainment Committee, Mrs. J. H. Valentine, assisted by Mrs. T. Kemp.

Milwaukee Chapter

Gladys Chambers, Historian

On Monday, May 17, 1926, a party was given by the Social Committee in the Club Rooms, Union Depot, at 3 P. M. Afternoon was spent in guessing contests and other games, prizes being won by Mesdames Scheele and Mill. Other entertainment consisted of a violin solo by Miss Mary Horn, and piano solos by the Misses Marcella Havel and Mary Horn. Miss Naleta Havel entertained with fancy dancing and Charleston numbers. Luncheon, consisting of a delicious salad, rolls, coffee and cake, was served by the following members who were in charge of the affair:

Mesdames: Gross, Kaizer, Klug, Featherstone, Lalk, Mill, Judge, O'Gar, Pokorney, Mason, Rochford, Reed, Scott, Thiele, White-man, Zieter, and Mrs. Hodge, Chairman

The guests then remained for the regular business meeting, which was held at 8. P. M.

The business meeting was followed by a talk from Miss Alice Brady, of the Home Economics Dept. of the University Extension, her topic being, "The Value of a Dollar."

A May ball was held in the Club rooms on May 24th, and was greatly enjoyed by all those present.

Card parties will be held in the Club Rooms on June 7th, at 8 P. M., and on June 17th at 3 P. M.

A picnic will be held in Washington Park on June 12th.

The Ways and Means Committee report that the Theatre party given at the Strand Theatre during the week of May 17th was a great success, over \$200.00 net having been realized and takes this means of thanking all those who purchased tickets and thereby assisted in raising this amount, which will be used for welfare purposes among families of railway employees.

Tomah Chapter

Mrs. Henry Thom, Historian

The Tomah Chapter of the Railroad Women's Club held a regular meeting at the com-

munity room of the Library, Wednesday evening, June 9th.

It was planned and decided that the women would take their children to visit the park at Milwaukee on Sunday June 27th.

We were entertained with a very good program, consisting of a violin and piano solo given by Loretta Goff and Arnold Cole. A reading by Anna Laura Gould, a piano solo by Ellsworth Hovey. Mr. Douglas Harris gave a few readings from James Whitcomb Riley's poem's. All members present enjoyed this program.

The next meeting will be held in September.

Bensenville Chapter No. 3

Mrs. L. W. Knowles Historian

The semi-annual dance given by the Ways and Means committee at Keobblemans pavilion was a very happy and successful occasion.

Many employees from along the line between Elgin and Chicago were present with their wives and families. The music was good, furnished by McCains Orchestra of Mont Clare.

The beautiful junior lamp made by Mrs. Steffin was won by our popular agent, Mr. DuPew.

Wednesday afternoon June 2nd the ladies of Chapter No. 3 met for the regular monthly meeting. The business was mostly in regard to the coming Bazaar in fall. After the meeting a very pleasing program was rendered. A new house and social committee was appointed. It was voted to omit the July and August meetings, but a big open air meeting and old fashioned picnic is being planned for July.

The program rendered was two piano solos, Miss Florence Stock; A playlet, Grandmothers Rose Jar. The cast—"Grandma"—Mrs. Tee June—Mrs. Knowles, Pink Rose—Mrs. Stand-ard, Yellow Rose—Mrs. D. Rands, White Rose—Mrs. Spavly, American Beauty—Mrs. Linquist, "Love sends a little gift of Roses"—Miss Roderich accompanied by Miss Dunte-man.

During Miss Richards song a rose was presented to each one present by the "Roses" of the playlet. These roses were complimentary of Mr. Wm. Duntelman, our local florist.

Delicious refreshments were served.

Deer Lodge Chapter

Charlotte Daniels, Corr. Secretary

The minutes of the previous meeting were read and approved by the Secretary. Mrs. Phelan read some extracts from the Employees Magazine, giving the object of the CM&StP Ry Women's Club; and an interesting account of the work done by the Tacoma Chapter was given by Mrs. A. J. Buchan, who visited in Tacoma recently. A number of new members were accepted.

The officers elected for the ensuing year were:

President, Mrs. J. P. Phelan, 1st Vice President, Mrs. A. J. Buchan, 2nd Vice President, Mrs. Wm. Cosgrave, Recording Secretary, Mrs. F. L. Tavener, Corresponding Secretary, Mrs. R. C. Daniels, Treasurer, Mrs. E. A. Medley.

Mrs. Phelan appointed the following committee Chairmen: Constitution and By-Laws, Misses Ednam Mullen and Dahlberg; Mutual Benefit, Mrs. J. J. Flynn, she to select her own committee; Program, Mesdames Winn, Hagerty and Magette; Ways and Means, Mrs. O. G. Vanderwalker, to select her assistants; House and Furnishing, Mrs. J. A. Guinnotte; Membership, Mrs. H. Mayo; Advertising, Misses Georgia Kelly and Laura Critzer.

Mrs. Thompson of Lewistown transferred her membership from that place to Deer Lodge.

Many good times and much benefit work are promised to the members of the Chapter in the near future.

Wausau Chapter

On May 18th occurred the regular afternoon session of the Wausau Chapter.

Mrs. F. L. Lehrbas presided in the absence of the president, Mrs. N. P. Thurber, who was in Green Bay. The appointment of Mrs. Lehrbas as chairman of the Mutual Benefit Committee was announced.

The afternoon was spent in card playing. Favors in five hundred were won by Mrs. Emelie Randow and Mrs. C. H. Randby, the latter of Merrill, and in auction bridge by Mrs. F. L. Lehrbas and Mrs. Wm. McCarthy. Tomahawk ladies who are members of the club were hostesses, Mrs. Arthur Beilke of this city entertaining with them. They were Mrs. Louis Schultz, Mrs. Harry Norenberg, Mrs. August Morin, Mrs. August Kruger and Mrs. J. P. Smith. Merrill ladies who were present at the meeting were Mesdames W. B. Chilsen, C. H. Randby R. R. Akey, Edward Blanchfield, Elmer Bloomquist, Carl Granholm and Frank Mattson. Mrs. C. H. Whaley of Casper, Wyoming and Mrs. Jerry McCarthy of Tomahawk were other out of town guests. The next meeting will be held on June 15th, when the following ladies will entertain: Mesdames M. E. Millard, Thomas McCarthy, H. S. Chase, Isadore Livernash and Felix Slomski.

Dubuque Chapter

Friday evening, May 21st was "Guest Night" for Dubuque Chapter and there were about one hundred and twenty members and friends in attendance at the meeting, which was opened with the singing of our Club "How Do You Do" song.

That Dubuque Chapter is always active was shown by the reports of the various committees. Mrs. T. P. Jones of the Ways and Means Committee made report on the dance of May 6th; also on the "Movie" which Dubuque Chapter sponsored in April. The net proceeds of which amounted to \$169.20.

Mrs. Walter Keck of the Program Committee reported that owing to unfavorable conditions the picnic would have to be postponed until some time later in the summer.

Mrs. E. H. Johnson, Chairman of the Sunshine Committee reported having made forty-two sick calls during the month and twenty-five cards sent out to the sick and bereaved. The relief work consisted of grocery donation amounting to \$10.00, cash donations of \$52.00 to families having sickness and death and twenty quarts of milk for a sick man. In addition a \$25.00 loan was made to a family temporarily in need of assistance. The Sunshine Committee is always glad to have members report the illness of any Milwaukee employee or his family and also where the Club may be able to render aid.

At the conclusion of business the Social Committee of which Mrs. Leo Kolbe is Chairman provided cards for those who wished to play and other entertainment for those not playing. Refreshments were served during the evening. "Guest Night" is an annual party for Dubuque Chapter and the increased number of guests this year indicates it is a most popular one.

Our President, Mrs. E. A. Meyer, is a very busy lady making the acquaintance of Dubuque Chapter members and actively assisting in committee work.

Dubuque Chapter will hold no regular meetings during the summers months, but the various Committees will carry on their work.

Kansas City Chapter

Sibyl Clifford, Historian

A dance and card party was held at Drexel Hall, April 23rd adding \$33.00 to our treasury besides affording everyone present a grand and glorious time. It is only fair to add that very little card playing was done.

The regular May meeting of the Kansas City Chapter was held in the Auditorium of the Girls Hotel, 18th and Jefferson Street May 8th. After the business was concluded we were entertained by a program put on by Milwaukee talent, following that refreshments were served in the dining room. At this meeting we were very sorry to receive the resignation of our historian, Mrs. Charles Anderson, who will be unable to fill the office longer, account of her mother's health.

On May 19th the Chairman of the various committees gave a tea in the home of our President, Mrs. L. P. Gibson in honor of Mrs. H. E. Byram, President of the Grand Chapter. Mrs. J. F. Anderson poured tea. There were thirty-eight members present and they enjoyed very much Mrs. Byram's talk on the purpose of the club and the vision the organizers had for the future.

May 21st a bridge party was given in the home of Mrs. E. C. Van Buskirk for the benefit of the club. There was a good attendance among whom was Mrs. H. E. Byram. Table prizes and several grand prizes were given, and \$33.00 was made for the club.

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

Tacoma chapter met at Odd Fellows Temple May 28th for an evening meeting. Our President, Mrs. D. E. Rossiter being still in the east; Mrs. Chas. Negley 1st Vice-pres. presided. The short business session was followed by a very interesting program arranged by Mrs. Francis Kirkland. Several selections were given by the Eaton Orchestra consisting of Gerald Hollie and Paul Eaton, Jane Kirkland and Stephen Bowers with Dessie Eaton as accompanist. Miss Lois Van Volkenburg gave several readings which were greatly enjoyed. As the club has voted to discontinue meetings during the summer months they now adjourned to meet again Sept. 10th. Following adjournment a card party was held honoring Mrs. F. A. Swanson who leaves soon to join Mr. Swanson at their new home in Aberdeen. Mrs. Swanson who has been recording secretary for the past year has been a faithful attendant and efficient officer of the club since its organization and her departure is deeply regretted by all.

Spokane Chapter

Mrs. N. H. Fuller was hostess to our Club on May 11th. The business meeting was followed by a very delightful program after which tea was served. A silver offering from each member present added a very substantial sum to our treasury.

Mrs. P. T. O'Neill's resignation as Treasurer was accepted with regret. Mrs. N. H. Lombard was chosen as Treasurer for the remainder of the year.

A very successful dance was held on May 18th 1926, at the Manito Masonic Temple. The success of the dance was largely due to the one hundred percent attendance of the Malden Unit of our Club.

Supper was served at 11 o'clock.

Our meeting for June was held jointly with the St. Maries Unit in the form of a picnic. A large number of Spokane and Malden people attended going down on the morning train and returning in the evening. The picnic lunch at noon was held in the St. Maries City Park and was followed by sports, including a baseball game between the women and the men, who were in St. Maries to attend the regular Safety First meeting which was held the same day.

Later in the afternoon the business meeting was held.

The guests enjoyed the hospitality of Mr. and Mrs. G. H. Hill, whose home is near the park. The train home left at 7:30 P. M.

but a few of the Spokane people and all of the Malden people remained for a dance which was given by the St. Maries Unit. Everyone present declared the St. Maries ladies delightful entertainers.

The annual picnic of the Club will be held on July 19th, at Natatorium Park Spokane.

Beloit Chapter

Mrs. Fred Miller, Historian

On Sat. Eve. May 22nd the Beloit Chapter gave a farewell party for Mrs. F. E. Devlin, our former president. The depot was very prettily decorated in honor of the occasion. During the evening the guests were entertained by little Miss Snively, who gave several readings, and also presented Miss Devlin with a gift. Mrs. O'Keefe gave two vocal solos very charmingly rendered. Miss Audrey Hanson together with two members of her dancing class, gave the Charleston and toe dancing numbers. Tom Craggs responded with one of his well liked character sketches. The entertainers proved themselves very efficient and the Club takes this way of thanking them again.

Mrs. F. T. Black presented Mrs. Devlin with a silver coffee service a mark of appreciation and esteem from Beloit chapter. Refreshments were served and every one departed for home at a late hour.

Mrs. F. T. Black, president, called a committee meeting at her home June 1st and during the meeting organized a finance committee to take care of all money matters.

Our regular business meeting was held at the depot June 2nd. About 35 members were present.

After the usual business routine, our president suggested saving all old papers and magazines during the summer months and selling them in the fall. The money to be used for welfare work. A new member was brought in, Mrs. James Ferrers.

A committee was named to take charge of our dance to be given June 9th. Mrs. F. C. Dow acting as chairman. After the meeting a social hour was enjoyed and refreshments served by the committee in charge.

Our dance given at the depot June 9th proved a great success, thanks to the ones in charge. A bridge lamp on which chances had been sold was the drawing card of the evening. Mr. Ed. Hayes drew the winning number. Punch and cookies were served to the guests during the evening.

There will be no more regular meetings until the first Wednesday in September.

Mitchell Chapter

Our April meeting was well attended on the 3rd Monday of the month. The club adopted the following Pledge and repeat it in unison at every meeting.

"I hold my membership in this club as sacred, and do hereby declare to do all in my power to create a fellowship of sisterhood and friendly co-operation with every other member."

After singing one verse of America, the Lords Prayer was repeated in unison.

Routine business followed with a very good report from our membership chairman Mrs. R. C. Paullin, stating that the entire list of eligible members had been interviewed and that we could expect a good many new members to join our club at the next meeting.

Mrs. C. H. Bradbury, chairman of the Sunshine Committee made a splendid report of the work done. Easter Lillies were sent to some of our sick members, baskets of flowers were taken to others. Fruit baskets and jelly was taken to many others.

After the regular business, Mr. J. W. Shelby gave us a very interesting and instructive talk on the Milwaukee Pension.

Savanna Chapter

Minnie Seitzberg, Historian

Savanna Chapter met in R. N. Hall Wednesday evening May 19th, with our new President, Mrs. Thurber, presiding. The minutes of the last meeting and minutes of a meeting of the Board of Directors were read and approved.

A great deal of relief work is being done by Savanna Chapter, the Board voting at this meeting, \$48.00 to be distributed among the needy. A guest night was planned for the first meeting in June, and a bake sale for the last Saturday in May.

Plans were discussed for a dance in the depot on May 28th and all looking forward to a good time. Mrs. Thurber gave an interesting account of the Club Ball held at Hotel Sherman in Chicago. She also gave a nice talk about the work of the Club and asked the co-operation of all the members, and I am sure all will do everything in their power to make our Club one of the best. We feel proud in having so capable a woman as Mrs. Thurber as our leader. Fifty members were present.

The meeting adjourned, after which we listened to a fine program consisting of a solo by Miss Helen Fern Castle; a talk by Mr. A. Rheiner, on American Railways; a solo by Irma Lambert; Reading by Mrs. F. E. Stiles; solo by John Brearton. Delicious refreshments were served by the Committee.

The June Meeting was held in R. N. Hall on June 2nd with 75 members present. The minutes of the previous meeting were read and approved. Letters of thanks were voted to those who took part in the program of the last meeting and to those who helped to make our dance such a success. The Chairman of the Ways and Means reported \$35.00 cleared at the dance of April 13th; \$32.50 from the Bake Sale on May 22nd and \$75.00 from the Depot dance on May 28th.

The Chairman of the Cheerful Committee reported having paid out \$32.00 for relief and having sent 13 sick cards and 2 sympathy cards, and one card of congratulation. This being our guest night, each member was privileged to bring a guest and a number of visitors were present, which was the means of adding a num-

Promotions Among Traffic Officials

Effective May 15th, J. M. Davis, Veteran of over fifty years' service, was made Chairman of the Wisconsin Conference Committee, with headquarters in Milwaukee. In addition to his duties as head of this Committee, he will serve in an advisory capacity in Traffic matters in Wisconsin and Michigan. Mr. Davis' long experience in Freight matters and his great popularity with the shipping public and rail officials makes this appointment peculiarly fitting; and his friends are rejoicing with him over this recognition of his long and splendid service with the Milwaukee Road.

Mr. E. A. Lalk, formerly General Agent, succeeds Mr. Davis as Assistant General Freight Agent, with jurisdiction over the States of Wisconsin and Upper Michigan. Mr. Lalk is succeeded by Mr. W. J. Cavenagh as General Agent in charge of traffic in Milwaukee. Mr. J. H. Judge is appointed Division Freight Agent in charge of the Madison, LaCrosse, Wisconsin Valley and Northern Divisions. Mr. J. J. Casey succeeds Mr. Judge as Traveling Freight

ber to our membership. It was voted to take a recess until September, but a number of things are being planned for the early Fall; and we are to have our annual picnic in June. Our Treasurer reported having sent \$1020 per capita tax to the Treasurer-General.

The following program was greatly enjoyed: solo, Dewey Gonnert; Reading, Mrs. Payter; Solo, Harriet Correll; Fancy Dancing, Miss Bessie Klinger and Miss Gladys Lohre. After which cards and refreshment were much enjoyed.

Janesville Chapter

One of the many enjoyable events put on by the CM&STP Women's Club of Janesville, Wisconsin took place at the home of Mrs. Ervin Krenke on Tuesday night May 30th. About fifty ladies attended. Bridge, five hundred and buncos were played. Light refreshments were served by Mrs. Harley Fish, Mrs. Wm. Naeser, Mrs. Jas. Fox and Mrs. Irvin Krenke. A delightful time was enjoyed by all and we think it will be the first of many card parties put on at the different homes of the members.

We are indeed sorry to report at this time the death of one of our members, Mrs. Grant Noyes, wife of Baggageman Grant Noyes. Mrs. Noyes has been an invalid for some time. She was a devout member of the Methodist Church from which she was buried Saturday afternoon, June 5th, 1926. The Women's Club attended the funeral in a body.

Council Bluffs Chapter

Mrs. Lee, Historian

The Council Bluffs Chapter held their regular meeting May 27th with a fair attendance. The committees gave their reports and after a social hour the meeting adjourned.

An Ice Cream Social was held on the 25th of May at the home of Mrs. Barcola. Numerous Japanese lanterns gave a very pleasing effect. It was a successful affair both financially and socially. We also gave a box supper the previous month and all who failed to come missed a very good time.

Our meetings are held the last Thursday of

Agent in Wisconsin Territory. Mr. J. L. Wentland is appointed City Freight Agent, and Mr. D. E. Judge Chief Clerk of the Local Freight Office.

The appointees are all veterans of Milwaukee service, and are receiving the congratulations of their friends on their advancement.

Degree Conferred on C. F. Loweth

The Rose Polytechnic Institute of Terre Haute, Indiana, at its Commencement Exercises on June 10th, conferred the Degree of Doctor of Engineering, on Mr. Charles F. Loweth, Chief Engineer of this Company. At these exercises Mr. Loweth addressed the students on the subject of "The Evolution of Engineering."

The Milwaukee Depot at Missoula, Montana

The Daily Missoulian of Missoula, Montana, quoting Dr. Asa Willard of that place, has this to say of the location of our station: "I think the Milwaukee depot has the most beautiful setting of any depot in the country. From my office I get a view of the station

each month. An invitation is extended to all members visiting our city to attend our meetings.

Marion Chapter

Mrs. J. F. Coakley, Historian

On Wednesday, April 21st the Milwaukee Women's Club held its regular monthly meeting, in Memorial Hall with a large attendance as usual.

In the absence of Mrs. L. L. Hewitt, Mrs. L. A. Turner served as Secretary, Pro. tem.

Mrs. Willis Jordan reviewed the work of the Sunshine Committee and plans for future benefit work were discussed.

Mrs. W. E. Cooper and Mrs. George Hennessy, of the Ways and Means Committee reported that the Club cleared \$253.00 at the Charity Ball, which was very gratifying to the members and committees who had worked so diligently to make this a success.

Mrs. Charles LeRoy, Chairman of the ticket sale, received special mention.

Mrs. Frank Hardinbrook, Chairman of the Membership Committee reported several new members.

A letter of appreciation was presented to Mrs. George Hennessy for her efficient work and untiring efforts in behalf of the Club. Mrs. Hennessy is moving to Atkins where Mr. Hennessy has been transferred and her departure is very much regretted by her many friends.

A Club luncheon will be given on our next regular meeting date, June 16, at one o'clock.

This promises to be a delightful occasion, and we hope all our members will be present to enjoy the season's festivities, as this will close our meetings during the summer months.

At the close of our regular meeting refreshments were served by the entertainment committee of which Mrs. C. E. Fox, Chairman assisted by Mesdames W. J. Farrell, L. S. Dove, Anna Davis, T. J. Gallivan, Thomas Costello, O. Grassfield, H. A. Davidson, S. S. Craig and Thomas Calligan.

with the Missoula River in the foreground, Mount Lolo in the distance, and the green slope with the beautiful shade trees as a pleasing background."

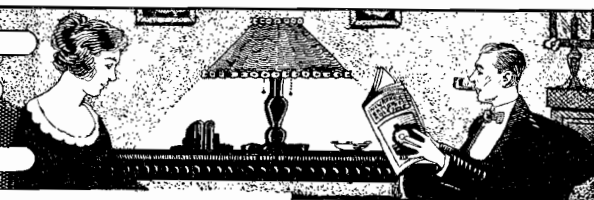
Agent M. J. Emert of Missoula says he has suggested to the doctor that he make his next vacation trip over The Milwaukee, so that he may get additional enjoyment from seeing the many wonders and beauties our line has to offer.

Montana

Mrs. B. M. Nelson, Miles City, Mont. Sparkling in the golden sunshine, Rich in rocks of rainbow hue And in sheltering pines and birches Montana streams run clear and blue.

Reveling in the natural beauty Of canyons everywhere Deeply breathing in the fragrance Of the pungent, perfumed air. Spraying fall, and ferns and flowers Clinging vine and soft moss, too; Such a world of health and beauty Old Montana holds for you.

AT HOME



HAZEL M. MERRILL, Editor

Midsummer Fashion Notes

Summer fashions are unusually lovely this year. Such dresses—pretty printed ones with ruffles, scarfs, to give fluttering appearance, take the lead in the gay show of crepes, chiffons, georgettes, and other sheer, silky fabrics. These printed frocks are so feminine and so alluring, and you must have one, at least, in your wardrobe. They are appropriate for the afternoon party, luncheon, bridge, and tea, for the informal dinner, restaurant, while even for dancing, a printed frock worn with a large hat, or very small one, is quite the thing. The hose should match or harmonize with the tones of the printed frock. Lace frocks are very lovely for afternoon and evening; white, black, silver, gold, ochre, worn with silk slips of the same shade or contrasting; black lace over flesh-colored slip is lovely. Lace may also be combined with satin, taffeta, moire, or georgette.

For sports wear, the two-piece frock is popular with plaited jersey skirt and crepe de chine blouse, or crepe skirt, and jersey blouse, with long sleeves. Sports frocks may be worn of washable silk, voile, dimity and these are equally popular. They are worn with small hat, hose, gloves, and bag to match.

Capes are very popular, are made of most any material, and worn on any and all occasions. Two-piece frocks are as good as ever, with skirts shorter and blouses longer. New Biege-gray is a popular shade in hose; oxfords are lower in cut; heels getting higher and higher. Plaiting, jabots, scarves, and ties, add a fluffy loveliness to the silhouette, and this is a season of softness in fashion; feminine modes are graceful and are decided contrast to the straight, curveless frocks, and this summer the frocks must be soft and ripply even if the hair is shorn. To accomplish this feminine air, there are dresses with bloused waistlines and wide hip girdles; shirring, sashes, tunics, scallops, and lace. If the gown is inclined to be a little severe, it must have jabot, scarf, wide flowing sleeves, bright belt, for something must move and flutter. With few exceptions, sleeves are long; guess it is because there is so little skirt there needs must be some blouse.

Simplicity is the keynote of the fashions for little tots. One quaint little bloomer frock of cotton pongee of blue or rose, with old-fashioned tiny white flower, like sprays of forget-me-nots for the pattern, is very chic. Little crisp organdie ruffles outline the circular yoke and trim the cap sleeves. Smocking lends a dainty air and forms a simple trim to dresses for the wee tots.

Household Suggestions

When scraping new potatoes, if you will hold them with a scrap of brown paper, the fingers will not be stained.

Rub the hands with cornmeal wet with vinegar, and it will remove stains that

have a tendency to linger.

Wash paraffin removed from jellies and preserves in cool water and store away in small granite pot with lid. When needed, place pot over fire a few minutes. You will find it is handy to pour the paraffin from the little spout, too. In this way, you can use paraffin over and over again.

Save your jellies which do not jell, marmalades and preserves which are not just right, sirups from watermelon pickles and spiced fruits, and store them away on the same shelf. They will add a pleasing flavor to your mincemeat and save quantities of sugar.

Put a piece of screen-wire over top of chimneys and ventilation flues to exclude flies. This is something one rarely ever thinks of, but many flies gain entrance to the home through chimneys and flues.

Roll out your biscuit dough on white wrapping paper, and your breadboard will not be so hard to clean.

Use large paper napkins as center pieces, and it will save the laundry in the summertime. They come folded in packages, are substantial, and last for several meals.

Grand Dad Says:

Mr. J. S. Adsit, our General Southwestern Agent, at Kansas City writes The Magazine that calling on his friend, Mr. J. F. Holden, Vice President of the Kansas City Southern, one evening, he found him engaged in writing to his 15 year old granddaughter, and after reading what he had written, Mr. Adsit was so impressed with the wisdom of it, he demanded a copy so that other granddaughters might be favored with some excellent thought, and he sends it to our At Home, as being a good broadcasting station:

The little girl's query was:—"How old do you think a girl should be before she goes with a boy?"

My what a question to ask an old fellow like me! It depends upon the girl and a heap on the boy—as some of them aint fit to ever go with a good girl. I've been a boy myself and know the rascals. Don't ever look at a boy who doesn't stand up to these standards.

1st. A good son to his parents.
2nd. A helpful kid around the house
3rd. Careful of the fellows whom he would introduce to his sisters.

4th. One who plays fair and square in all sports.

5th. One who thinks some other people, especially Father and Mother, know as much if not more than he does.

6th. One who is not afraid to soil his hands in some good honest work.
7th. One who thinks little things are as important as big things.

8th. One who recognizes God and his responsibility to him.

9th. One who is clean in person, thought and desires.

With such a boy a girl can go with

—any time between "Sixteen" and "Sixty."

Lovingly,
Grand Dad

The Treatment of Walls

To paper or not to paper, to paint or to "tint". For a long time, now, the plain painted wall with a slightly tinted ceiling has enjoyed favor, both for economic and artistic reasons. A good painted wall is a good investment,—and always a painted ceiling, whatever treatment is accorded the sidewalls. But of course the painted wall must be soft in color, and the popular color has been a soft gray,—but if the success of the gray rests with the skill of the painter, you are more than apt to get a dull drab or a cold, steely effect that is brought about by the color mixer's belief that the way to make gray is to mix black and white "to taste" and apply. The result is invariably tragic. Soft gray, the French gray, so-called is guiltless of black and is made up by a skillful blending of two or three colors with white. It needs must have something of an artist if the right result is to be achieved.

Now we are told that wall-papers will again arrive into their own, and the living room, sleeping rooms, each and all may have an individuality all their own by the selection of appropriate wall-papers. In making these selections, one will do well to remember that pattern and color affect the size of the room. For instance, in a small, dimly lighted apartment living room a light background and small figure help the general sense of space and brightness. The chintz effects in twining vine and flower of rather a spreading pattern on a delicate background are also good and are very decorative. Bright flowered papers and little chintz curtains make a gay little bedroom. Panels of set pattern in bright shades, with a plain soft color between, are good for dining rooms. Halls look especially well if done in one of the old-fashioned blocked designs in neutral tones, always, however, keeping in mind the effect of much light and space. Panels in halls, are also excellent, with the woodwork and paneling painted in ivory or putty color and lightened by touches of gold.

The sun-room should have as gay a flower on walls as you can find, the woodwork painted to match the background in the paper and this may be the one room where the mandate for the deepest color on the floor, may be disregarded. A sun-room floor is always good done in tiled linoleum with a bright rug or two, gay walls, delicate wood-work, flowered curtains and furniture covering; and at one end of the room, between the windows, let there be a tall vase of green with white flowers, in the flowering season; and a bowl of Narcissus in the winter.



The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1923 LOCK OF FASHIONS. Address Miss Hazel M. Merrill, 802 Union Station, Chicago.

5185. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4½ yards of figured material and ¾ yard of plain 40 inches wide, with ¾ yard of material 9 inches wide for the plastron. The width of the dress at the lower edge is 2½ yards. Price 12c.

5528. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3¾ yards of 40 inch crepe, and ¾ yard of georgette. The width of the skirt at the lower edge is 2¾ yards. Price 12c.

5484. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size as illustrated in the large view requires 4¼ yards of 54 inch material with ¾ yard of contrasting for facings on collar and cuffs. Without cuffs ¾ yard is required. The width of the dress at the lower edge with plaits extended is 2½ yards. Price 12c.

view, also 1½ yards ribbon 1½ inches wide. Price 12c.

5514. Ladies' Morning Frock—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4½ yards of figured material 36 inches wide, with ¾ yard of plain for plait inserts and facings on collar, cuffs and vestee. The width of the dress at the lower edge is 1½ yard. Price 12c.

5480. Girls' Under Garment—Cut in 7 Sizes: 4, 6, 8, 10, 12, 14 and 16 years. A 12 year size requires 2½ yards of 36 inch material. Price 12c.

5527. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1½ yard of 36 inch material. Price 12c.

5486. Ladies' Apron—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inch bust measure. A Medium size requires 4¾ yards of figured percale, ¼ yard of plain material for facing belt portions and 5½ yards of bias binding on pocket and other free edges. Price 12c.

Good Things To Eat

Egg Balls For Soup. Rub the yolk of one hard-boiled egg through a sieve, add finely chopped white, one eighth teaspoon salt, a few grains of cayenne pepper, one teaspoon of heavy cream and one quarter teaspoon finely chopped parsley. Stir in enough raw egg yolk to make the mixture a consistency to handle. Shape in small balls and poach in boiling water or soup stock.

Savory Finnan Haddie. Soak a finnan haddie in milk to cover one hour. Then cook until tender, making about one cup. Cut a quarter of a pound of fat salt pork in thin slices and try out. Take two tablespoons of the pork fat, add two tablespoons of flour and stir until well blended and pour on one cup of whole milk, stirring constantly. Bring to boiling point, add the flaked fish, pork scraps, yolks of two eggs, slightly beaten and one and one half cups of cold boiled potatoes cut in small cubes. Season with salt and pepper and serve as soon as thoroughly heated. The potatoes may be omitted and the fish served on slices of toast. This makes a wonderful chafing dish supper.

Fillet of Beef With Vegetables. Trim and remove fat from a three pound fillet. Melt one half pound of butter and add the meat. Turn frequently until thoroughly browned and seared. Then turn occasionally until done—about forty minutes. Have the flame turned low to prevent burning. Remove to serving dish and garnish with one cup of cooked peas and carrots and the caps of one half pound of fresh mushrooms sautéed in butter five minutes. If preferred, the beef may be larded instead of using butter serve with:

Brown Mushroom Sauce. Pour off one fourth to one half of the fat from the frying pan, add five tablespoons of flour and stir until well browned. Then add one cup of brown soup stock or one cup of water, one third cup of mushroom liquor and the caps from one half pound mushrooms sliced and sautéed in butter. Season with salt and pepper and before serving, add while stirring constantly, the remaining fat from the frying pan. If fresh mushrooms are not available, the canned will do excellently, and mushroom liquor in the can may be used.

Larding Meat. Consists of introducing small pieces of fat salt pork or bacon through uncooked meat. Have the pork quite cold, remove rind and use only the fat. With a very sharp knife, cut slices about one quarter of an inch thick (even a little less) and cut the slices into thin strips. Insert one end of the strips into a larding needle, then with the pointed end, take up a stitch in the meat, about one third inch deep and three quarters wide. Draw needle through carefully so that the strip of pork may be left in the meat. Lard the upper surfaces and always with the grain.

Stuffed Tomatoes. Wash and cut off thin slice from stem end of six medium sized tomatoes. Remove seeds and pulp, sprinkle inside of tomatoes with salt, invert and let stand thirty minutes. Fry one half tablespoon of finely chopped onion five minutes in two tablespoons of butter. Add half cup of finely chopped cold cooked chicken or veal, one half cup ground bread crumbs, the tomato pulp and salt and pepper to taste. Cook five minutes, then add one egg, slightly beaten. Let this heat through, but not boil, and refill the tomatoes with the mixture. Place in buttered pan, sprinkle with bread crumbs and bake twenty minutes in hot oven.

ON THE FEEL TRAIL



John Costello, Trainmaster and A. Schavenberg, Agent at Division St., Chicago; Old Timers Both

Drippings from the Ice Bunkers

By Spud Bar

While on his vacation, Mr. Donald Bolton, the proud father of a new, bouncing baby girl, paid us a visit in the office here. Outside of a noticeable expansion in the region of the chest, Mr. Bolton appeared the same as always. Won't you come in again, Donald? We all enjoyed your visit.

We want to take this opportunity to thank Tony for the candy and cigars. They were great. Also, we want to extend to him our congratulations. Tony, you sure are some picker when it comes to a wife—oh boy!

Our latest flower of romance is budding—just give them a chance. Too bad the elevators only run to the eighth floor in the Union Station Building or maybe carman and her "L" sheik could "ascend higher". Eh, Carmen? How some of us spent the week-end Memorial Day.

Mr. William Hagedorn was at Crown Point, Indiana, and strange to relate, came back to work on Tuesday—still single. How come, Bill? Y'want to sweep 'em off their feet—that's what they fall for.

Mr. W. B. Holcomb reports that he spent the day at home. We'll wager it was in his garden that he spent most of his time, trying to coax his plants to grow a little faster; or else, maybe he was looking for bait for his fishing trip up in Northern Wisconsin. We hope Winthrop didn't get them all, because there are a couple more of us who will be having vacations soon that we intend to spend in Northern Wisconsin.

Marie Caro went hiking and we have it from a reliable source that she wasn't very tired when she got back. We wish to thank the kind motorists in her behalf.

The Misses Mildred Huber and Myrtle Hoffman spent the week-end and Memorial Day visiting the Niagara Falls. They confided the fact that although the "Falls" are great, give them old Chicago, one old day. What can the attraction be in Chicago, I wonder. Maybe Charles—or Louis?

Mr. R. W. Weber and family spent the week-end visiting friends in Council Bluffs.

Our own "R. M." spent the week-end building Bridge—Oh, pardon, we mean Playing Bridge. S'all the same to Wheeler, isn't it? Playing bridge ought to be harder than building one when it comes to out-bidding a woman player.

Bernice Cara reports that she spent "most of the day" hoping—Yes hoping that the rain would keep up—so that it wouldn't come down. Bernice didn't say what she did the rest of the day, but we don't think Arthur was working that day, so just use your imagination.

Oh yes! Anybody wishing advice on any matters pertaining to that vital question, "How to be happy though married?" kindly refer to Mr. Anthony Gaertner, a recent recruit to the ranks of the army of married men. Judging from the beautiful smile that graces Tony's countenance, he surely is qualified to talk on this subject.

We certainly have to hand it to Mae Callahan. She'll come down in the morning with bobbed hair and after a few hours, she can be seen with long tresses! Wotta quick change! All you need is a good push Mae and you'll be in the movies, sure.

How about the boys on the Line? We are extending an invitation to all Perishable Freight Inspectors to send in contributions for the Magazine. Just send them in to Room 228, Union Station Building, marked for the attention of the Magazine Reporter. Thanks!

Aberdeen Division Notes

"Scribe"

John Lee, ticket clerk is wearing a big smile, the stork left a nice baby girl at his home May 15th. The little Miss will be called Gladys.

Mrs. Wm. Henzlick, nee Addie Brown, former Steno. in Supt. office paid us a visit recently. Addie had little Bill with her, who looks just like Big Bill. Addie lives in Casper, Wyo., and likes it there, but says she has to come back to Dakota once in a while. Another old friend called on us the other day, Charles Capon, now located at Deer Lodge, Mont. Charlie is looking fine and likes Montana.

Quite a number attended the Safety Meeting at Roscoe May 21st.

Ed. L. Grantham, Solicitor, was taken to the Lincoln Hospital May 21st suffering from a stroke of apoplexy. Mr. Grantham was in apparently normal condition all day, going about his duties as usual until about 4 o'clock when he received the stroke, altho Mr. Grantham at no time lost consciousness, his condition is considered serious. We all hope for his recovery.

May 19th the Minneapolis Friendship Tour visited Aberdeen. They carry a band with them and some good singers and we were nicely entertained by a concert in the evening. The special which consisted of 13 cars went to Mitchell from here.

Closely following the visit of the Mpls Crusaders the St. Paul Traders consisting of 100 business men arrived in Aberdeen May 22nd by special train, we were again entertained by a concert which we enjoyed.

It is with regret that we report the death of Veteran Michael J. Bolan which occurred

May 25th. Mr. Bolan had been in poor health for some time but he suffered a stroke which hastened his death. Mr. Bolan was 74 years old at the time of his death and had been with the Milwaukee since 1889. Had been an employee of the Store Dept. since 1919. Funeral services were held Friday May 28th at 1:30 from the New Wilson Home and a large number of friends attended. The services were in charge of members of the local Masonic order, assisted by Rev. Francis E. Reese, Pastor of the Pres. Church. The remains were shipped to Roscoe, S. D. where interment was made under the direction of the Ipswich Mason. The floral offerings were many and beautiful.

Walter Johnson caller at R. H. and Evert Mahner, wiper, got real ambitious Wednesday morning and undertook to run down a few fox, they used every thing from barb wire to a 22 rifle and dug up a field so that all the farmer had to do was sew his corn, but all they got was—back. Walter says he knows someone in Portland, Ore., who can catch them, and when he gets back he is going onto the business.

W. O. H. is feeling cheerful again. The Extra Gang finished work on the Abdn. Divn. and are now on the H. & D. Divn.

There is a rumor that W. C. T. is getting serious, thinks he has found the one girl at last. Here's luck Bill.

Rose Cummings, Steno. for Mr. Burke who has been absent from duty for some time account of ill health, departed for Northern Minnesota where she will spend most of the summer.

Mr. Ryan from C. D. at Mpls. spent some time at Aberdeen in May giving us the once over.

Mr. E. J. Kavanagh T. T. I. took up hiking in Dakota, whether in view of reducing or otherwise was not ascertained. However, we are of the opinion it was only while his passes were peacefully lying on some ties miles and miles away out in the sticks.

Mrs. Marie DeVoe who made her home with her son-in-law, L. K. Sorenson, T. M. passed away May 31st after a long siege of illness. Interment was made at Ashland, Wis.

A special train of 10 cars carrying the Yuldez Shriners to the National Convention at Philadelphia, left Aberdeen at 7:15 A. M. Friday May 28th.

C. M. & St. P. has again entered a base ball team in the Aberdeen City League. The team has played very good ball in their three games and are tied for first place having won two and lost one. With the team going as it is, they have a good chance of "Copping the Pennant." The lineup is as follows: Catcher—Clark, Pitchers—McCormick, Mauley Aard and Ainsworth, Short—Shine, 1st base—Vanella, 2nd base—Parsch, 3rd base—May, Left field—Schreiber, Center field—Hellander, Right field—Blacksmith. We hope to see you bring the "bacon home" this year.

S. M. East R. G. E.

We really should give Gaskill headlines in this month's issue. Everyone was real excited when a pass came through the mail reading "Mr. and Mrs. E. F. Gaskill." No one has been able to discover when and where the event

will take place, but full particulars will be handed out as soon as Piper gets all the data together.

Kermit Meyer, clerk in the Roadmaster's Office at Austin, spent Sunday May 16th at Dubuque, Ia.

On May 18th, a son was born to Mr. and Mrs. H. J. Burken at Des Moines, Ia. Mrs. Burken will be remembered by the readers of the magazine as Kathryn McShane.

Mrs. G. B. Williams spent a couple of weeks during the latter part of May, visiting with friends at Edgerton, Minn. Guy went on a week's fishing trip during her absence and came home with a cart load of pike and pikeral.

Ellerton Gaskill and Frank Bradt spent Saturday and Sunday May 21st and 22nd in Minneapolis, where the former gentleman was busy getting the latest prices on household goods.

The S. M. Division office at Austin acknowledges a call from Mr. George Smith of St. Paul on May 26th. Mr. Smith was an engineer on the S. M. Division at one time, and spent 63 years of his life in the service of the Milwaukee Railroad.

Bill Holm, Price Clerk, at the Store Department, spent the last week of May visiting relatives at Milwaukee, Wis. Each year Bill goes down to get his good old beer.

Floyd Ober, Cashier at Mankato, spent Sunday May 16th, at the home of his father, J. E. Ober, of Austin.

Leonard made another flying trip to Mitchell. He spent Memorial Day in that city with friends.

Mr. and Mrs. O. M. Softky of Seattle, Wash., arrived in Austin about June 1st with their daughter Jeanne, for a months visit with Mrs. Softky's parents, Mr. and Mrs. Adolph Satterloff. Nellie was at one time stenographer in the Superintendent's Office and we anxiously anticipate a call from her while she is in the city.

H. B. Williams and brother, V. J. Williams went to Detroit, Mich. on Thursday, June 3rd where they were joined by another brother, C. R. Williams of Chicago. They tried their luck at fishing for a few but returned home with the report that the fish "saw them coming."

On Saturday, June 5th, several of the Ma- sons from Austin journeyed to Minneapolis to attend degree work put on by one of the candidates. The work was put on by Railway Employees. Past Master Louis Grau of Austin assisted in the work. Everyone who attended the meeting was very pleased with the way everything was handled. Much credit is due to Chief Dispatcher for the success of the meeting.

Eleanor Moran spent Memorial Day at her home in Lancaster, Wis.

Freda Catlin is taking a week's vacation from her duties as stenographer in the Store Department. She is visiting with friends in Chicago.

Herb Norgorden spent Memorial Day at the home of his mother in Sauk Center, Minn.

Frank Bradt takes his vacation during the last two weeks of June. He will spend this time at Lake Mille Lacs in Northern Minnesota.

Chicago Terminals Facts

Guy E. Sampson

Did the C. M. & St. P. Women's Club No. 3 put on a great dance at Bensenville on June 5th? We'll say they did. A nicer crowd never enjoyed an evening in this rapidly growing suburban town than gathered here that night. Every department of our rail road was represented, yes even the telephone operators. Springer, Walthers, Weidenbacher, Sampson and

their wives being present reminded us of dances we all attended before they all came to Chicago Terminals. Cain's orchestra of Mont Clare furnished the music and all were enjoying themselves so well at closing time that the Women's Club hired the music for another hour and the special car which brought the crowd out from the City was held over for a later train. All were sorry to miss the smiling face of Supt. Whiting who was unable to attend, account of the illness of Mrs. Whiting. All present expressed wish that they might both be able to attend the next party this LIVE CLUB puts on. You see it doesn't seem as though the crowd was complete without Mr. and Mrs. Whiting.

Car department employee Andrew Ruff of Bensenville and Miss Rose Galterman were married May 19th and cigars that the groom passed out were of the very best. All join in wishing them a long and happy life.

Mrs. Gibson, wife of Asst. Supt. H. F. Gibson, underwent an operation at a Chicago hospital and on the day she was released and returned home, Mr. Gibson received a message that his mother had passed away, at her home in Minnesota. While their friends congratulate them on Mrs. Gibson's return home, they also express their sympathy to her over the death of one so dear to them. Mr. Gibson had hardly returned home after laying his mother away when he received word that he had been promoted to the position of Supt. of the R. & S. W. Div.

Mr. and Mrs. Gibson have made many good friends during their short stay at Bensenville and while we all congratulate him on his promotion, would have liked to seen them stay with us.

Mr. Valentine, who comes in his place is well known and will find his friends here ready to give him every assistance possible to keep the old Chi. Term. up to the top notch in efficiency and economy.

Switchman Frank Morgan who has been in the employ of this company for many years passed away at his home in Chicago, June 3rd after several months of sickness during which time he suffered patiently. All employees express their sympathy.

Among the little items of interest that we have to report this time are a son born to chief car Clerk, Wm. Bishop and wife June 2nd, a son to Eng. Dispatcher, Fred Walski and wife June 7th, a son to Engineer Harold Dulen and wife June 8th, and a son to fireman Wagner and wife, June 5th. All concerned well and happy especially all the new papas. Congratulations and best wishes to all the new folks.

Chief Caller R. J. Richardson and wife are to leave July 1st for a trip to New York with a stop over at Niagara Falls and Buffalo. We asked Bob if it was a delayed wedding trip but he assured us it was not, but was his second Honeymoon trip with his first wife, all the wife he ever had or ever expected to have. We all hope so Bob and may you both enjoy many vacations like the one you are taking.

Engineer Roy Visgar recently showed that he was on the look out at all times, while going west on No. 4 Main saw a broken rail on No. 3 Main and reported same at once before any trains were run over it. Section men were called and made the needed repairs during which time No. 3 was out of service between Pac. Jct. and Tower A4. Just another case of where a real Safety First worker happened to pass an unsafe condition and as usual had his eyes open for conditions of that kind.

Before this issue of the Magazine is out Bensenville will have been put on the map by a three day celebration July 3rd, 4th and 5th. The heavy advertising is now out and the

entire country around is being visited by our advertising man who rides in a Bensenville owned airplane operated by a Bensenville boy and thousands of cards scattered showing where and when to celebrate this 150th anniversary of Independence. The real estate men in and around Bensenville have assisted the local Boosters Club in the purchase of free attractions and the wonderful display of fire works. Hundreds of new homes are to be erected here this year and those who visit the BIG CELEBRATION will have a chance to see the wonderful change in the village as well as a great change in prices of property since all modern improvements have been installed. A certain employee who has always rented a house to live in, and had to move every time the house was sold, recently came home from the office just as friend wife was leaving the house for a stroll. He kindly asked her if she ever expected to stay at home and she quickly replied, "Get me a home of our own and I will surely stay and take an interest in that HOME." MORAL; Get that wife a home of your very own and see how much more interest you all take in it.

Mrs. LaVern Smethurst wife of switchman L. Smethurst has returned from her parents home in Wisconsin, where she and children have been visiting the past month.

If any of our employees know of any items of interest in the terminal don't fail to drop them to us before the 12th of each month as we are doing our best to get all the news in our column.

Wisconsin Valley Divn. Notes

Lillian

Mr. and Mrs. Henry Gilham are spending the summer visiting at the coast.

An eight pound baby boy was born to Mr. and Mrs. Herman Paulus on Sunday, May 16th. Mrs. C. H. Conklin and Mrs. J. Shira visited with relatives at Rockford, Ill.

Mrs. J. S. Biringer has been taking treatments at a hospital in Milwaukee.

F. L. Duxtader has been off duty for some time, D. O. Daniels taking his run during his absence.

Mrs. J. Horn visited with relatives at Detroit, Mich.

Douglas Griffith, son of Engineer A. Griffith has been confined to his home on account of illness.

Train Dispatcher, J. Held, has been wearing an extra smile on account of the fact that he has assumed the title of "Grandpa", a daughter being born to Mr. and Mrs. Joseph Held.

Mrs. Livernash who is at Milwaukee taking treatments visited at her home here the past week.

Mr. J. Horn, Mr. B. Enkhausen, and F. L. Kerr were in Milwaukee during the Shriners convention. Jake said he would not tell on his friends and Fred seemed to have pledged his silence, so just what did take place will necessarily have to remain a secret.

Mrs. A. W. Warner has gone to Superior to attend the graduation exercises of the Superior High School.

Nile McGinley was best man at a wedding at Tomahawk on Monday—it ought not to be so hard now, Nile, if you were at all observing.

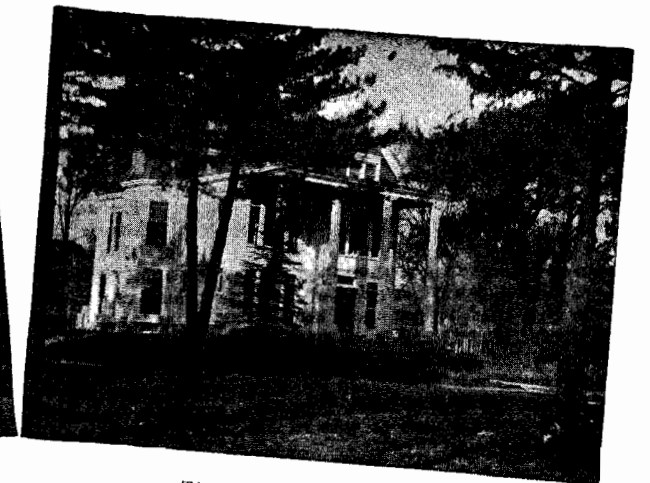
Wednesday, May 26th George Cade was seen all dolled up, pressed uniform, shined shoes, nice new collar, neat bow tie and everything spick and span. Earl Karner is about the only one who could give any clue as to the reason why Geo. took such particular pains to look just right on that day.

Copeland Manor

of Particular Interest to C. M. & St. P. Employees



Milwaukee Avenue, looking toward business center



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ADDRESS _____

Rail Rumbblings from St. Paul

By Allen

Mr. L. D. Lewis, agent of the Western Weighing Bureau at St. Paul passed away after a serious illness of the past year. Mr. Lewis was a man liked by everyone and I am sure there is no one who could say they ever heard any one say one single word not in his favor.

The expense desk, demurrage and abstract desks spent the holidays at Fox lake. They all caught a cold nothing more.

We had the pleasure of listening in to a radio concert given by the Assn. of Railroad Magazine Editors. Maybe next time our own editor, Mrs. Carpenter Kendall will favor us with a little address. We are waiting Mrs. Kendall. The program was given over station W. C. C. O.

Mr. Cree our inspector tells this one, "He was walking with a deaf friend along the railroad tracks the other day when one of the big nine thousand CM&StP locomotives came along and gave a deafening loud shriek with the whistle and the deaf man remarked, 'Well that's the first robin I have heard this year.'"

Our own idea of prohibition is that so long as there is a demand there will be a supply.

We have an honest to gosh goodness little bank in the office and what do you think several of the boys tried to get away with the bank building and all. Scoundels say we.

When this edition of the magazine reaches this office the writer will be away on his vacation and we trust the boys will take good care of the bank as we may have to wire in for funds. Thank you.

On Time Line—Kansas City Divn.

M. F. K.

Charles Thompson, one of our well known switchmen at Ottumwa, has taken up horticulture quite extensively. He claims that in the near future he will be able to cross the May apple with the tulip so that the tulip will not only be a beautiful flower but will also bear fruit, and feels that radishes should have spinach tops so there will be no waste to the vegetable. Who knows, perhaps we may have a second Burbank in our midst. We are all wishing Mr. Thompson a great deal of success in his new venture.

This month brought two weddings of interest to our readers. Miss Bernita Morrow, daughter of conductor and Mrs. D. S. Morrow, was married on May 15th to George D. Larimore of Kirksville. The couple will make their home at Kirksville where Mr. Larimore is connected with the Post-Office department as a rural route carrier.

On the same day, May 15th, occurred the marriage of Miss Katherine Melick and Walter Riley, son of engineer J. H. Riley. The engagement was announced in the column last month so this comes as no surprise. The young couple are making their home in Kansas City, where Mr. Riley is acting as clerk to Captain of Police, E. F. Conway.

Our popular excursion train to Kansas City, Sunday May 23rd proved quite a success. The train left Ottumwa at 3 A. M., arrived at Kansas City at 10:45 A. M. and returning left Kansas City at 6:10 P. M. The train was in charge of conductor C. H. Farley.

Operator J. L. Pogue of the Ottumwa Ticket Office, has left with his wife and daughter Dorothy, for the East where they will attend the Commencement Exercises of their son Virgil who will be graduated from West Point this month.

Roadmaster F. M. Barnoske and Mrs. Barnoske are leaving this week for Ames to attend the Graduation Exercises of their son Frances who completes his course in Forestry on June 14th. He expects to leave soon for West-

wood, California where he has accepted a position with the Red River Lumber Company. Three fishermen sailed away to the East, Away to the East 'ere the Sun came up, Each tho't of the things they liked to do least, And of the big fish to provide for the feast. For men must work and women must weep, And their "sea going hack" kept on moaning. There, how's that! Quite original too,—with some one. We were advised that the above would be sufficient, for many things. The moral of the thing is this: if you must go fishing, don't go in a tin Lizzie that is afraid of the water.

C. C. Phillips is the new agent at Sturges, Mr. C. M. Blackman taking the second trick at Moravia. F. Sutton, formerly second operator at Moravia has taken the second at Sigourney, replacing C. A. Beistle who has resigned to accept a position as cashier of the bank at that place.

Grim tragedy stalked in our midst this month when Death took one of our oldest conductors. C. A. Bingham was killed on May 26th while in charge of an extra freight train east bound. The accident happened near Caldwell Street, which is about three-fourths of a mile east of Ottumwa Junction. There was no witness and just how the accident occurred has not been determined. He is survived by his wife and one daughter. The sympathy of the division is extended to them.

Dispatcher and Mrs. H. G. Barnard have departed on a two weeks vacation trip to the Minnesota Lakes. We have not received any orders for an iced refrigerator as yet.

There have been several changes recently on the sections over the division. Section Foreman Frank Sense, Seymour, has taken a ninety days leave of absence and has gone to Portland, Oregon. Frank Brinkley is in charge of Seymour section during Mr. Sense's absence. Charles Main, section foreman at Lucerne has been transferred to Moravia. Russell Schoech is now at Lucerne. Lacey Hayes is in charge of Signoury section temporarily.

Engineer J. H. Riley, who for some time past has been in the hospital at Hot Springs, has returned to Ottumwa much improved. At present he is at St. Joseph's Hospital and is pleased to see his old friends again, many of whom have already called on him.

Trainmaster J. H. Valentine and family left June 4th for a short vacation trip to points in Wisconsin and Minnesota.

Conductor and Mrs. Grant have a new son born May 12th. Engineer and Mrs. John Mottet also have a son born May 16th. Brake-man and Mrs. Wayne Mitchell have a daughter born on June 1st, which they have named June Waynette. This, we think is a somewhat clever name for a young lady born the first day of June and it isn't every girl that can be named after her Dad.

It keeps this scribe plenty busy camping on the trail of our boosters and let me tell you we have quite a few on our division. There's conductor Packard who heard of a certain lady who was planning a trip to Seattle. Of course he was successful in routing her over our line. Then there was Jay Mills, cashier at the Freight House. He secured the sale of two round trip tickets for Seattle, going by way of Milwaukee. Agent Koetting at Rathbun dashed around and got seven Detroit and six Chicago fares the first part of June, which is going some. Operator Carnes at Chillicothe hasn't had much time for loafing if we would believe the May sales report. With the good weather we have had this year, it means that everyone at Chillicothe has taken advantage of every opportunity to enable them to make the fine showing that they did. Through the solicitation of conductor J. Olinger, two cars

of stock were shipped from Hedrick, Iowa, which otherwise would have gone over another road. Brakeman A. E. Snow has secured information which we feel will lead to the shipping of several cars of freight from St. Louis to Williamsburg via Ottumwa and our line. All this is merely another way to give our Company the reputation of being a keen competitor.

One of the first express trains to run over the division was handled from Kansas City June 3rd, consisting of six cars of strawberries for Milwaukee.

General Manager, Mr. O. N. Harstad and Assistant General Manager Mr. G. H. Buford made a trip over the division the latter part of May.

H. F. Owen, Agent at Excelsior Springs has resumed work after a three weeks vacation in the south.

Notes from Traffic Department, Local Office and Docks, Tacoma

R. R. T.

Mr. F. J. Alleman, our genial Agent, is leading the life of an outcast these days. His private office at the Local Freight Office is being plastered, painted and renovated, and as it is none to pleasant to be looking over a file of claim papers and have a large chunk of plaster fall on your desk, or to be figuring on how to reduce tonnage cost and have a can of paint spilled down your neck, Mr. Alleman finally considered discretion the better part of valor and retreated. We hear that his refurbished office will even have a new carpet, but whether it will be any pleasanter to be called on the new carpet our informant did not know.

There is another budding romance at the Local Office. An amorous swain, whose first name we are told, is Pete, has long admired Miss Frieda Marty, recently promoted to be Oriental Clerk, as she was at her desk next to the D Street window, while he was engaged in his labors on the tracks outside, but has never had the courage to speak to her. One morning recently, however, he mustered the courage to say it with flowers and brought her a lovely bouquet of roses. Needless to say that they were greatly admired by the office force and that everyone is watching further developments with great interest.

Mr. Baldwin, Assistant Cashier at the Local Office, had his vacation recently, but as the weather was rainy he went nowhere in particular, not even to Ellensburg, the bailiwick over which he ruled as Mayor in former years.

Joe Gordon, oldest and most reliable member of the Local Office warehouse force, was off on a vacation about the middle of May and utilized his leisure for a trip to Vancouver, B. C. We would not wish our readers, however, to draw any unwarranted inferences from this, as we know Brother Gordon to be an exemplary citizen whose conduct is always of the best. We are sorry in this connection to chronicle somewhat less pleasant incidents in the Gordon family. Mrs. Gordon recently had to undergo an operation. While she was still recovering from this, George Gordon, their son was the victim of an automobile accident in the vicinity of McKenna. He was taken unconscious to St. Joseph's Hospital of this city and at this writing is still there, not even having fully recovered consciousness except for brief lucid intervals. We offer our sympathy at this double affliction and hope that both victims will soon recover.

Kingsley Clover, the little son of Fay Clover, Chief Accountant of our Oriental Department, was recently sick for several weeks with typhoid fever, but to the great relief of his anxious parents he is now on the road to recovery, we are pleased to learn.

We regret to learn that finger of suspicion points at a member of our Local Office warehouse force and that the eagle-eyed Traveling Auditor and the ever-watchful Secret Service have had to be called in to solve the mystery. Tubby Gleb, the most rotund and good-natured checker in the Warehouse, is the one to whom we refer and the trouble arose from a serious shortage in Tubby's cat feed accounts. For two days the warehouse cat was missing and the Police Department was already running down all available clues, when the cat was discovered locked up in the extreme South end of the warehouse, which is under lease for storage to a local manufacturing firm. As Tubby made no deductions in the cat feed accounts for the two days the cat was missing, it is strongly suspected that he locked her up on purpose, but we feel sure that he will be able to clear himself of this grave charge to the full satisfaction of the Accounting Department.

Kenneth Alleman, the famous pitcher of our Local Office and leading moundsman for the Milwaukee team in the Tacoma City League, is a perfect gentleman, as you will admit on reading what follows. Unfortunately, Kennie, who is otherwise a past master in all athletic sports, cannot dance, his feet having a habit of traveling in different directions without regard for each other or for the music. Nevertheless, as an attentive Knight, he recently took the fair lady of his heart—who, we learn rejoices in the name of Peggy—to a dance, but, not wishing to have her sit out every dance with him as a wallflower, he excused himself and put in the evening playing pool nearby. Miss Peggy entered into the spirit of the occasion with great enthusiasm and, far from missing Kennie, danced so energetically with all the handsome chaps present that she contracted a severe cold and had to stay in bed for several days. Kennie, like a perfect gentleman, though he hadn't so much as danced one step with her, nevertheless spent a week's salary sending her flowers during the illness she contracted by dancing with the others. We defy any freight office on the system to produce an example of more unselfish devotion and tender our compliments to Kennie as a perfect exemplar of true chivalry.

Tom Dolle, the handsome Chief Bill Clerk at the Local Office, recently got up at five in the morning and spent two solid hours sprinkling his lawn and garden before getting his breakfast and leaving for the office. You can—or rather you cannot—imagine his feelings when at nine o'clock it began to rain and rained all day. However Tom is a real agriculturist who does not let such little setbacks discourage him, and finding that a couple of city lots do not give full scope to his industry, we hear that he has bought a five-acre ranch on the Summit Road. It has a fine house on it and a hundred and seventy fruit trees are in bearing. We congratulate Tom on thus becoming a real landed proprietor and violate no confidence in insinuating to him that the entire force expects to be invited out to his country estate about the time the apples are ripe.

Billy Alleman, the cheerful Assistant Cashier at the Local Office is now a Rotarian, or at least eligible to be one, as he and the family are proudly driving around in a spick and span new Chevrolet coach. It must be nice to be rich and own a really high-grade car like that, but Billy still speaks to the common herd very affably.

A very exciting contest was recently staged at the Local Office, being a beauty contest between the male employees, Miss Sophie Hanson and Miss Willa Lindsay serving as judges. To the great surprise of the other contestants, each of whom had fondly anticipated a differ-

ent verdict, the fair judges unanimously awarded the crown of manly beauty to Ed Lindsley; it is needless to say that Ed accepted the verdict quite as a matter of course, though with becoming modesty. However the other contestants, under the guidance of our detective bureau, did some sleuthing and discovered the damaging facts that he had been seen giving some candy to one of the girls and taking the other one out riding in his side-car motorcycle. We have no idea, of course, whether this had anything to do with the verdict or not; on the whole we should rather think that a ride in Ed's sidecar would have a tendency to prejudice most anybody against him.

When it came to picking out vacation assignments at the Local Office it was found that Emmett Maloney, the handsome and athletic Oriental Clerk, recently promoted to Assistant Accountant in the Oriental Department, had picked out a certain date and could not be budged from it by any amount of persuasion. Whether this has any connection with a certain happy event which is casting its shadow before we shall be able to say with certainty in our next issue. In the meanwhile we beg our readers to be patient and to get the money for a wedding present ready.

Billy Woodward is now Oriental Clerk in Emmett Maloney's place and is doing very well at it, having a long experience with the Oriental game.

Malcolm Wood of the Yard Office went on an extended vacation trip recently, going to Necedah, Wisconsin, Milwaukee and Chicago, but did not enjoy it very much, having left Mrs. Wood at home. Since his return he has been on Harry Slingerland's place, the latter being on vacation. Cedric Moyer was also off on a vacation, but we did not hear what these two gentlemen did with their leisure time. Oswald Thiele, the tall and lanky messenger, is off on leave of absence, having accompanied his mother on a visit to his sister Irene at San Francisco. They went down on the steamer, "Ruth Alexander" and both got properly seasick, too. In his absence Cortis Billbreay is on the messenger job.

Dock Two recently resembled a farm yard at least the South end did. It sheltered for ten days a consignment of fifteen thousand dollars worth of Holstein cattle and a thousand dollars worth of white Leghorn chickens, being shipped on the steamer "Alabama Maru" to one of the Imperial Japanese Government's Experiment farms at Sapporo, Hokkaido, Japan. The cattle came from various points on our line in Wisconsin.

Noah Waldron, Assistant Foreman at Dock Two and Mrs. Waldron decided to make use of the double holiday afforded by Sunday and Decoration Day to drive to Lake Quinault, one of the scenic beauty spots up in the Olympic Mountains, on a fishing trip. They arrived there Saturday evening and decided to sleep in their car, out in the primeval forest. Along about midnight, just as Noah was getting nicely asleep between shivers—for the nights are cold up there in the mountains—he was suddenly awakened by a blood-curdling scream from Mrs. Waldron who informed her liege spouse with chattering teeth that someone was trying to get into the car. When Noah looked out there was a large wildcat sitting on the hood of the car, trying to get in, probably attracted by the smell of food. Noah turned on the lights; the wildcat gave one tremendous bound and disappeared in the darkness.

Recently the Docks had the honor of a visit from Mr. Wilson, the new Assistant General Freight Agent at Seattle, accompanied by Mr. Stevenson, Division Freight Agent at Tacoma. There was a good deal of cargo on hand, but it hurt Mr. Wilson's feelings as much as ours to hear how much of it would

go by Intercoastal Steamer via the Panama Canal. We wish him the best of success in his new job; he made the impression of being a go-getter.

Mr. J. L. Stevenson, our genial Division Freight and Passenger Agent, is the proud possessor and driver of a handsome new Chrysler Six Sedan and looks like a Vice-President in charge of Traffic when he drives around in it. In spite of that some fool driver in one of Henry's famous products recklessly drove, bang! right into the new Chrysler a day or two ago at a railroad crossing about two or three miles out from Tacoma, tore off a rear fender, dished two of his own wheels, and then irately demanded why Mr. Stevenson ran into him.

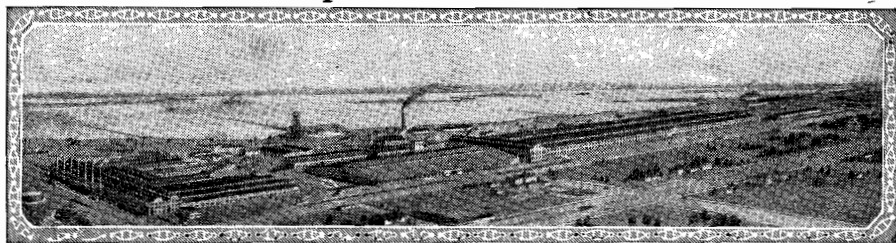
Miss Stone, the charming stenographer at the City Office, celebrated her birthday on the day this is written; the force at the City Office all went down into their pockets and collected enough to present her with an ice cream dixie at five cents and a lovely birthday card inscribed "With Love and Kisses from the Traffic Department." It is rumored that all the boys, headed by Roy Kidd, then lined up while Miss Stone went down the line to receive the presents indicated on the card; but while the boys look as innocent as a kitten with a saucer of cream, Miss Stone vehemently denies the rumor.

Joe Baughn, the popular Rate Clerk, at the City Office, one Saturday recently was doing some work in the record room about quitting time. Doubtless, as is his custom, he became deeply absorbed in his work—the insinuation that he went to sleep over it is of course vile slander—at all events at one o'clock the rest of the force went home, carefully locking the record room without ever noticing Joe. When Joe woke up—beg pardon; we mean when Joe got through with his work he found himself securely locked in and nobody left to hear his pleadings to be let out. There is a corridor at the rear of the record rooms of the four railroad offices in a row of which ours is one; Joe managed to get into this and by great good luck found the record room of the Union Pacific office was not locked, so that he could get into their main office. By pounding on a window he attracted the attention of a passerby, and threw his key to our front door through the transom, so that the passerby could unlock our front door and record room door and release Joe. Thereafter Joe will keep away from the record room after twelve noon on Saturdays.

The same Joe recently hung up a record by having three tires go flat on him while coming to work and still arriving at the office on time. There must have been some lightening changes to do it.

Mr. Valentine, City Passenger Agent, predicts a bigger season than ever when the National Park season opens on June 20th and the Park special goes on again. We shall have long lists of special parties to report soon.

Jimmie Mosolf, the Lincoln High School Student of this city, who took the special telegraph key to Washington, D. C., which President Coolidge pressed recently to open the new Cushman Power Plant of the City of Tacoma, arrived home on the Columbian June 8th. A committee headed by Mayor Tennant met him at Auburn, north of Tacoma, and from Puyallup, ten miles out, Jimmie was privileged to ride on the giant electric locomotive which draws the train. At the Milwaukee passenger station he was met by a cheering mob, with the Lincoln High School band of 65 pieces to lead the noise. Speeches were made by City Commissioner Davisson, Mayor Tennant and Superintendent of Schools Geiger, and the Movie men were everywhere to film the scene for the news reels, thus giving our line some fine advertising.



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THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

Dispatcher C. D. Elder is a proud father of a new baby boy. This new baby boy will answer to the name of James Frances and he will be a playmate to the two other Elder children.

Vice President Pierpont and party made an inspection trip over the CM&G Division on May 19th, in business car "Montana."

Our new Superintendent Mr. W. W. Thurber has been to Joliet on three different occasions and we were very glad to meet Mr. Thurber and he has our sincere best wishes.

Working Foreman Johns has been transferred to Albert Lea, Minnesota and Mr. Lubbs has been assigned to the position.

On May 23rd, General Superintendent Lollis visited the offices of the CM&G Division at Joliet and Mr. Harstad, General Manager, also stopped at the offices on May 30th.

H. & D. Division "Bab"

A. E. Gerde, Operator at Olivia, is quite seriously ill, in the hospital at Montevideo. Mrs. Gerde and little daughter are with him, making their home with Mrs. Gerde's parents. We hope to see Mr. Gerde about in a short time.

Mr. A. A. Ricks, better known to his friends as "Cappy" has arrived to take up the duties of Assistant Roundhouse Foreman at Montevideo roundhouse. "Cappy" is an old friend of JEA's from North MacGregor, better watch these two.

Understand M. A. H. Hobert, formerly roadmaster on the west H. & D., has been transferred to Elgin, Ill. and is succeeded by Mr. Moberly, who hails from that place.

Mr. James O'Keefe, Boilermaker foreman at Montevideo round house, has been transferred to Aberdeen, and his place is filled by Gust Erickson, from Madison. Mr. O'Keefe has been here for a good many years, and will be missed by his many friends.

Miss Harriett McLaughlin spent her vacation at her home in Chatfield, Minn. the week of May 23rd. She reports a nice time and a good rest. Well, you still have something to look forward to, Harriett, that other week of indolence—you only took one, you know.

Mr. Ed Graves has severed his connection with the Van Noy Co. here and has left for Wisconsin for an extended visit. While motoring thru that state last week, he met with a serious accident his car turning completely over and seriously injuring several of the occupants. Mr. Graves' Uncle, who was one of the party, suffered a fracture of the neck and is in a hospital. Mr. and Mrs. Graves, however, came out of it with only a few cuts and bruises. Never mind how fast that new car can go Ed, just remember you might want to go out again some time, and don't step on it so hard.

Ben Peterson of the Accounting department, is back from a weeks vacation, spent in the wilds of northern Minnesota. He says he caught so many fish he had to quit fishing, as they had all they wanted and didn't care to catch them just for the sport of it. That's a big one, don't you think so?

The steel gang on the H. & D. Division certainly made a record at Bath, Odessa and Watson the performance was about the best ever pulled off. They laid about 320 to 360 rails per day and Mr. Donald on the east division expects to still better this record. Watch for results from the steel laid on the east division in the next issue. I'll bet we have any other division beat when it comes to putting it over with our extra gangs.

C. H. Heinold, car foreman, is on his vacation, at Mason City, Iowa, spending it with his wife and family. Carl Person is taking Mr. Heinold's place while he is away.

Iowa (East) and Calmar Line

J. T. Raymond

Married at Elk River Jct. June 9th Miss Vida Rathbun and Mr. Ernest Rathje. Mrs. Rathje is a daughter of Agent and Mrs. F. N. Rathbun. Mr. Rathje is associated with a Produce Co. at Clinton, where the young couple will reside. Our best wishes are extended to them for a happy and prosperous voyage through life.

Brakeman Geo. Keiser, May 16th fell from top of a car while putting on a brake at Marion his back was badly wrenched and bruised. He was taken to a Cedar Rapids hospital for treatment.

Agent and Mrs. N. J. Edwards of Toronto left June 10th for a month trip through the west, they will visit Denver, Salt Lake City, San Francisco, Los Angeles, San Diego and other western places of interest. Before leaving for California Mr. Edwards attended Masonic Grand Lodge at Des Moines.

Agent L. H. Baker of Hawkeye was off duty for several days account of sickness.

Operator Don Fox of Delmar has gone to Idaho for an extended visit with his daughter. Opr. Schesser is working second trick at Delmar during Mr. Fox's absence.

Train Baggage man R. J. Kendall and wife attended the National Convention of the Nobles of the Mystic Shrine at Philadelphia. Ralph was the electrician in charge of the Omaha Special.

Born to Mr. and Mrs. Ernest Failor June 10th at Mercy Hospital at Cedar Rapids a boy. Mr. Failor is Chief Clerk to the Division Storekeeper at Marion. The Magazine extends congratulations to Mr. and Mrs. Failor.

Passenger Condr. Joe Van Tassel has gone to California for an extended vacation. Condr. F. S. Craig is on his run on Nos. 20 and 19. Passenger Condr. John Dignan was off duty for several days on business. Condr. W. I. Farrell was on the Farley Passenger run during Mr. Digns absence.

Mr. and Mrs. Jay L. Franz and son James of Chicago visited relatives and friends at Marion May 30th and 31st. Mr. Franz formerly Chief Clerk to Supt. at Marion is now Chief Clerk in General Manager Harstad's office.

Mrs. Franz has recently been elected Secretary General of the Milwaukee Women's Club. Iowa Division friends are very much pleased to hear of Mr. Franz's promotion and also of the distinguished honor conferred upon Mrs. Franz by the ladies.

Willis Jordan is acting Chief Dispatcher at Marion while Mr. Van Wormer is on his vacation.

Frank E. Wiley, Ticket Clerk at Cedar Rapids was off on a two weeks vacation. M. F. Kelly relieved him.

A. R. Talbott Iowa Divn. Baggage man who runs on Trains 125 and 126 between Milwaukee and Davenport is taking a couple weeks vacation. Baggage man M. L. Peterson is relieving.

Car Foreman E. Bucholtz was called to Davenport by the serious illness and death of his father at that place. The Magazine extends sympathy to Mr. Bucholtz and family in their loss.

District Signal Engineer Wm. Holdorf of Marion has recovered from a severe illness. We are pleased to see him resume work again.

Patrick Ryan, Veteran Yard Foreman, at Marion died at his home after a long illness morning of May 29th. He was born May 2nd 1847 at Trenton, N. J., beginning his career on the railroad fifty years ago at Viola, Iowa, moving to Marion forty-five years ago where he has served the Milwaukee Company as Foreman of trackmen in the yard.

He leaves besides his wife, three sons, John of Ottumwa, William and Timothy of Marion and one daughter Nettie at home.

Mr. Ryan enjoyed the friendship of many officials and employees during his long term of faithful, loyal service with the Milwaukee Company. During his active years of service if anything went wrong pertaining to his work, day or night, he responded to the call quickly, cheerfully and efficiently. We deeply regret his death and on behalf of many friends on the division extend sincerest sympathy to the bereaved family in the loss they have sustained.

Born to Agent and Mrs. J. N. Hutchins of Spragueville June 4th an eight pound boy. Hearty Congratulations.

C. C. Laird of Minneapolis, formerly of Marion spent a day or two at Marion recently visiting friends. He was on his vacation trip to Yellowstone Park.

It is noted that Harry F. Gibson has been promoted to the Superintendency of the R. & S. W. Divn. at Beloit, Wis. This announcement is highly pleasing to Mr. Gibsons Iowa Divn. friends where he served as Train Master.

Condr. E. A. Cleaver is reported seriously ill at his home in Marion. Elton's many friends hope for his speedy recovery.

Condr. Frank Dlouhy and Ticket Agent Roy Blackledge of Marion, both of whom are Worshipful Masters of Marion Lodges, attended the Masonic Grand Lodge at Des Moines.

Agent H. L. Steen of Delmar and Agent G. W. Ireland of Langworthy attended the Masonic Grand Lodge at Des Moines. A. W. Harrington acted as relief Agent at Delmar and L. L. Ireland at Langworthy.

Agent H. E. Ramsey of Arlington was off duty for several days on account of sickness. C. Ramsey relieving.

Chief Dispatcher H. C. Van Wormer begins a months vacation the 18th of June accompanied by Mrs. Van Wormer they will spend the time at their cottage near Lake Pequot, Minn.

Harry F. Gibson Asst. Supt. Terminals Chicago visited in Marion on May 17th enroute to meet his mother who was returning from California. Recently it was learned that she passed away at her home in Michigan. This news was received with much regret by Mr. Gibson's Marion friends.

Agent J. N. Hutchins of Spragueville was assaulted by a man at his station May 20th and his arm severely injured, we are pleased to say it was not serious enough to keep from looking after "The Milwaukee's" interest in his locality.

K. C. Divn. Condr. Amos Floyd of Marion is back on his run between Marion and Ottumwa after a long illness. The boys are highly pleased to see this genial veteran on "deck" again.

Supt. Flanagan announced June 13th that the service train running between Marion and Ocassee Yard would not be taken off July 1st as previously bulletined. This news was received with a great deal of joy by the many employees and their families residing at Marion.

Twin City Terminals N. A. H.

Miss Florence Kelly of the Store Department was married June 8th and we all wish her happiness in her new field.

Messrs. J. Bodenburg and W. C. Blase made a business trip to Duluth.

Engineer A. Sandy was suddenly called to California due to the illness of his wife who was visiting Mr. and Mrs. Geo. W. Rushlow who have been making their home in California for the past year.

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

Advertise in the Milwaukee

News from the Connecting Link

Betty Koelsch

Our Agent, Mr. A. L. West, of Manhattan is a very busy and energetic man, he has held an office on the school board for some time, and has now been elected Alderman.

The Baron Huot Oil Company, a new industry has been located along our right-of-way near Manhattan.

Agent A. L. Willett of Whitaker has purchased a new house and he is renting it to Section foreman W. R. Flowers, who is foreman of the Whitaker section.

The Johnson Coal Company are preparing to locate a coal yard on our right-of-way at Peotone.

Conductor Hurley purchased a very beautiful new car and after acquiring the car he decided that he needed a garage and he also felt that his skill in carpenter work was great enough to enable him to build a very respectable looking garage. Conductor Hurley used a roofing paper on his garage and while on one side of

the building he decided that he would like to get to the other side so he proceeded to walk across the roof, the result being instead of getting on the other side of the building he found himself inside of the building. No broken bones were sustained but the work on the garage was delayed for about a week.

The Andres, Wilton Grain Company are planning on making a large improvement and they also intend to construct a coal shed at Andres.

Mr. L. Lanigan is now section foreman at Manhattan.

Mrs C. Osmus, Foreman at Joliet has the yard and garden around his home looking very neat and tidy, and with a little sunshine and warm weather we are certain that he will have some lovely flowers blooming in his yard.

Mr. Z. G. Reiff is appointed agent at Troxel. Agent Todd who was agent at Troxel until just recently, has decided to test his ability as a farmer Mr. Todd is doing some very successful farming in Michigan.

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any other work-cloth material made. Garments made of Stifel's Indigo Cloth not only wear longer than ordinary work cloth materials, but the colors are absolutely fast. The garments never fade, wash-out or shrink. They can be washed at home indefinitely, which is a big economy to you.

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Former Engine Yard Foreman, Mr. J. A. Hendry, has undergone an operation recently and we all hope this will put him back on his feet and that he will resume work shortly.

Card of Thanks

I wish to take this means of thanking my friends in the railroad circle for their many kindnesses shown me and many beautiful flowers and other gifts sent me during my recent illness. Emily J. Hiddleston, Chief Clerk, DMM.

Des Moines Division Notes

"Frenchy"

We regret to announce the death of Mrs. A. D. Kemp, wife of Section Foreman at Clive which occurred on June 10th. Mr. Kemp's many friends on the Division extend their sympathy.

Miss Lotta Davis of Mr. Warren's office spent Decoration Day visiting friends at Grinnell, Ia.

We are pleased to see that Fireman Chas. Newell is back on the job after his accident. He was hit by an automobile several weeks ago and was laid up for some time.

Miss Jean McGinnis spent Decoration Day visiting friends and relatives in Dubuque. Day camping at the Ledges near Boone.

Miss Bernice Russell enjoyed Decoration Day. The following is a poem composed by Miss Thelma German, formerly in the Superintendent's office at Des Moines, and which was used on a blotter advertising an East Des Moines cafe.

Right here's the place to feed your face,
And get your moneys' worth.
We treat you right, both day and night,
We serve the best on earth.
Our bread is light,
Our price is right,
Our pies are crisp and crumbly;

Our toast is brown, our eggs are sound,
Large portions for your money.
Our hash is baked,
Our stews are great,
Our steaks are cooked to order,
Our coffee's hot, fresh from the pot,
You know it from its odor.
You're welcome here,
We're full of cheer,
We give no cause for sorrow,
So eat your fill and pay your bill,
And call again tomorrow.

The correspondent, accompanied by her mother, spent Decoration Day visiting with Mr. and Mrs. C. E. Kinney at Dubuque. We surely think the country around that city is beautiful.

Mr. Carl Osborne, agent at Jefferson, and Miss Fernie Jeffries, were married Thursday June 3 at the Little Brown Church in the Vale near Nashua, Iowa after which they left for a 30 day trip to California.

The Misses Jean McGinnis and Bernice Russell spent the week end of June 12th taking in the sights in Chicago. Guess from their reports there wasn't much that they missed.

W. L. Moody, Baggageman and Geo. McCutcheon Brakeman, have been transferred to the Storm Lake line, replacing Harry Berman and V. C. White. We are wondering what the church choir at Storm Lake will do now without Mr. Berman's fine tenor. Messrs. Berman and White will take one of the Spirit Lake runs and perhaps some church choir of Des Moines will benefit thereby.

Mr. Edson says he has heard all sorts of excuses from operators but the following is the best ever: He was trying in vain to get some operator, name not given this correspondent, after a long time the operator advised that he and his helper were on the roof of the station building making some repairs when the wind blew their ladder down and they had to wait until the next train arrived and the crew replaced he ladder before they could descend. Who has a better one?

From the Banks of the Wabash

Roberta Bair

Conductor O. E. Shoptaugh has the sympathy of all the employees on this Division at this time, due to the death of his son Earl.

Conductor Elliott on the Westport run was absent for a few days, being relieved by Conductor Harrington from Hulman Street board.

Conductor M. McCready has forsaken the north end and is now on the Bedford-Seymour run. Southern Indiana has some fine scenery and some beautiful hills, which will, no doubt, compensate him for the change.

Mrs. T. P. Horton, wife of Assistant Superintendent, is enjoying a visit from her mother, Mrs. Ella Stone, of Santa Ana, California.

Trainmaster McDonall is enjoying the use of his new Willys Knight sedan. No doubt he caught the fever from Agent McCandless, who sports a new Buick sedan.

Roadmaster Murphy has had a work train distributing gravel which will assist in making the scenic route better than ever.

Latta has been re-christened. For further particulars, apply to Buch Somers or George Freeman.

Mrs. V. E. Engman, wife of our Chief Carpenter, is visiting relatives in Harlowtown, Montana. Mrs. Engman's mother and sons Norris and Wilbur accompanied her.

Mrs. M. C. Faris, wife of our Terre Haute Agent, who recently underwent a serious operation, is reported improving.

The C.M.&St.P. vs. Smith Alsop base ball game played at Parson field, proved to be a very interesting one. We are unable to find out just what the final score was, but at any rate, Mr. Bill Kearns of the freight house, is very reluctant over the showing made by the boys the first evening. There are still several hold outs, which we hope to have with us for

the next game, which will be played with the Lane Specials. Those wishing to witness the games, should reserve seats early as parking space is limited and certain portions of the field are dangerous account of fly balls.

The following copied from a Sanford Florida paper, gives us an idea of how our Field Engr. R. M. Burns, spent his vacation—"A large and enthusiastic gathering attended the organization meet of the Stanford Chess Club held last night at 7 o'clock in the American Legion Hut on the lake shore, and with the assistance of R. M. Burns, Terre Haute chess expert, Mr. and Mrs. Fred R. Houston, promoters of the idea, were able to define definite plans for the meeting of local chess fans every Tuesday and Friday nights up until June 1st, the holder of the largest number of victories at that time to receive a silver loving cup offered by the Sanford Tourist Club.

"In addition to assisting in the formation of the chess club, Mr. Burns gave a demonstration of the finer points of the game, and defeated five of the best local players simultaneously."

One of the prettiest weddings of the season occurred June 15th, when our popular caller at Hulman Street roundhouse, Eugene Pfeffer, was united in marriage to Miss Bernadette Deckelmeir. A wedding breakfast was served at the home of the bride, after which the young couple left on a trip to New York City, Washington, D. C. and Niagara Falls. We extend our very best wishes to this happy young couple.

Mr. G. E. Passage, Master Mechanic, is spending his vacation in California.

Mr. and Mrs. Hugh Bragdon are enjoying a vacation in Portland, Oregon and Seattle, Washington. Mr. Bragdon is Roadmaster's clerk.

West Clinton—

There was a young fellow named Izzie,

Who went for a drive in his lizzie;

His view of a train was hidden by rain,

Alas! for poor Izzie—where is he?

Storekeeper:—"Yes, a horse was killed by the traveling crane."

Yard Clerk:—"Gee! What fierce birds they must be!"

Since general yard master Kelley has started wearing glasses, we feel almost like calling him "mister."

Art. Raynes, a former pencil pusher here, but now of Detroit, dropped in the other day and recalled old times.

Clarence Church, former yard clerk, called on the gang the first of the month. He had almost forgotten us but his memory was revived as soon as he looked in on us. Come again, "Peanuts."

Sympathy is extended to engineer William Buckner and family, in the loss of their little daughter who died May 16th.

Fireman Burlin Ray is the daddy of a son, born on May 15th.

Wren Church, bookkeeper for the Ferguson Coal Company and friend of the boys in the office here, dropped in one afternoon, during his vacation the first of the month.

Milwaukee Shops

H. W. Griggs

Mrs. F. E. Pellant, wife of Veteran cabinet-maker died at the home in Milwaukee May 25th after a lingering illness. Mr. Pellant has the sympathies of his many co-workers in the shops. Last year the son-in-law died. Mr. Pellant's health is poorly, mostly account of failing eyesight, which the specialist says is on a fair way to recovery.

Mr. Gillick was here at the General Foremen's staff meeting June 1st and gave the

boys a little good talk which they all enjoyed very much.

Mr. Geo. Kemp takes the late Mr. Samuelson's place as Asst. to Mr. Elder in the Air Brake Dept.

Mr. J. E. Bjorkholm took in the Swedish Crown Prince doings in Washington recently, and later the Sesqui-Centennial doings at Philadelphia. This writer was at the Centennial Exhibition 50 years ago, and hopes if all is well to see the Sesqui-Centennial. By-the-way, the Prince always has a good word for the Milwaukee boys.

Another Veteran Engineer has passed on, Mr. Joe O'Neil of Milwaukee died at Rochester, Minn., June 5th, where he had gone for an operation. This makes quite a number from the C. M. & M. Div. lately.

Mr. Joe Roberts has just come in to the 45 year group of VEA and will soon be supporting one of those proud "45" year buttons.

Mr. Jas. Elder Air Brake Supervisor attended the A. B. Convention at New Orleans last of May.

Mrs. Drinkwater, mother-in-law of Dispatcher Al Bray died June 6th at the home in Milwaukee. This good woman was 103 years old and there but very few in the world of that venerable age. She was eight years old when "DeWitt Clinton" made the historic trial run from Albany to Schenectady.

A recent item in the 50 year column of the Sentinel mentions the election of officers of the Sunday Lecture society. E. A. Williams president, T. G. Shaughnessy, first vice president, Jno. E. Fulton, second vice president, Chas. E. Crain, secretary, J. W. Hollister, treas.

It is recalled that Mr. Williams was our Master Mechanic later. Mr. Shaughnessy was General Store Keeper, Mr. Fulton, Painter Foreman, Mr. Hollister, R. H. Foreman, later Shop Foreman, Mr. Crane was an outsider. We are not so sure about Mr. Crain, but the others have all passed on.

Veteran Albert Vollandorff has been on the laid up list for nearly two months. Here's hoping you will regain your strength, Albert.

Quite a few of the officials are attending the A. R. A. Convention at Atlantic City, somewhat lonesome around here just at present.

The locomotives and cars are being lined up for Chicago to handle the Eucharist crowd this week and next.

Mr. T. Braka's shop office has been widened out and a new floor put in.

Drop in and see our new tool room in the Loco. Dept. Mr. Kinsey is quite stuck up over it, and well he might, also is Mr. Helms.

The new interurban line brings Waukesha 35 minutes away. What's the matter the steam line making a non stop schedule?

The Air Brake Dept. hold their meetings in the assembly room July 19, 20, 21, 21, an annual event.

The Musselshell Minutes

"K. B." (Pro tem)

Well, one day last month H. K. picked up and departed for the gay life of the western coast, with Seattle, Tacoma and Portland as her objective and a contemplated visit to her brother in Kelso, Washington as her best excuse. So the "minutes" were left without a very appropriate Minute Man, having been put in charge of the Roadmaster's Boswell, whose literary activities in the past have been confined mostly to entries in big, heavy, leather covered file books, and thrilling accounts of distribution of labor. And so, after such a quiet, well-ordered literary life K. B. was suddenly left in charge of the Musselshell Revelations.

Well, Helen, have a good time, and don't try on any of these one piece bathing suits,

Your OWN WITHOUT CAPITAL I'll Start You NOW. Represent E. C. Harley Company, 34 years leading distributor of purity products. Take orders and deliver. You need no investment. Earn \$50 to \$150 a week. Write for FREE portfolio. **E. C. Harley, President, E. C. HARLEY CO., 81122 Harley Bldg., Dayton, O.**

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but even another treckle on you can be excused. The further west also has its appeal for Mabel Farnum, File Clerk in the Superintendent's Office, who has been visiting in Spokane. E. A. Farr, dispatcher, who has been seriously ill for several weeks, has again resumed work.

Congratulations to A. C. Kohlhas on account of his promotion to the position of Trainmaster on the Rocky Mountain Division, headquarters at Three Forks, Montana. Earthquakes and Al are pretty good pals, so he informs us, but we won't wish him many of them.

Mr. Roy Doud has succeeded Mr. Kohlhas as chief Dispatcher at Miles City. Welcome, Mr. Doud, to our division.

Mrs. Joe Monahan is stenographer to Division Engineer, E. Murray, during H. K's visit to Kelso—and—Seattle.

Tappan Collins, Draftsman in the Division Engineer's Office, was called home to Stubenville, Ohio, on account of the serious illness of his father.

Carl Hahn of Seattle has been appointed Draftsman in the Division Engineer's Office to succeed Mr. Collins.

Mrs. Ella Boltz has returned to work again after a two weeks vacation visiting friends in Minneapolis.

Mr. A. H. Olson has again resumed his duties as Roadmaster after a two weeks absence due to illness.

Mrs. A. H. Olsen, daughter Eleanor and son Norris, are now enjoying a visit at Warner, South Dakota with the Home Folks.

Best wishes and congratulations to Norma Tarbox and Fred Schreiber, whose marriage has just been recently celebrated in Miles City.

Wm. Kelly, conductor whose extended illness caused anxiety to his many friends, has recovered health and is able to be around again.

Mrs. C. M. Drawbaugh has returned home after several weeks spent with her people. The trip home was occasioned by the serious illness of her mother who has now improved in health.

Mr. A. B. Running has been newly appointed Chief Clerk to Master Mechanic, H. E. Riccus at Miles City. Mr. Running was formerly Chief Clerk to Master Mechanic at Mobridge, S. D.

Mr. Wm. Cullen, Chief Carpenter Harlowtown, Mont., has been a business visitor in Miles City recently.

Mr. Asa Berfield Chief Carpenter Mobridge has been a recent visitor in Miles City.

Mrs. F. M. Wolfe and children are visiting friends and relatives at Montivideo, Minn. and Chicago, Ill. Frank says, "Perking your own coffee isn't just exactly the life."

Mr. Pete Lahey has been appointed Roundhouse Foreman, Harlowtown, Mont. and has moved his family there, Congratulations and Best Wishes.

Twin City Terminals

Mac

THE TEN ROAD COMMANDMENTS

1. Thou shalt learn to recognize railroad crossings and approach them with extreme care.
2. Thou shalt look both ways and listen for trains.
3. Thou shalt be doubly alert if there are two or more tracks.
4. Thou shalt always use good judgement at railroad crossings that thy days may be long upon the land and the enjoyment of thy car continuous.
5. Thou shalt not kill the passengers within thy care.
6. Thou shalt keep thy brakes girded with effective brake lining.
7. Thou shalt not depend upon the driver of the car ahead.

Page Thirty-two

8. Thou shalt, when in doubt, take the safe course always.

9. Thou shalt cross crossings cautiously.

10. Thou shalt keep thy car under control, so that it can always be stopped in the clear space ahead.

Mr. J. P. Fahey Assistant Agent Local Freight Office is spending his vacation in the northern part of Minnesota.

Alfred Wareham is planning to take his tent and pitch it on the golf links during his vacation. He expects to be in a tournament.

Archie Benoklin Bill Clerk spent his vacation at Winnipeg, Can. He accomplished what he went after, so the trip was a success.

Miss Jennie Goss Expense Clerk spent her vacation visiting her folks in Mason City, Ia.

Miss Hazel McMahon is absent on account of being ill, and Miss Leda Mars is filling her position at the present time.

Rudolph Kraus has accepted the position of Assistant Car Accountant made vacant by the resignation of Paul Staven, and Raymond Kolhoff the position of Record Clerk.

John Spilane spent his vacation at Mound, Minn. Otto Ponser spent his vacation seeing Boston and other cities in the East.

The following C.M.&St. P. members of the Order of the B. P. O. Elks co-operated in the presentation of a program of entertainment for Chicago Milwaukee & St. Paul Ry. Company night of May 19th at the Elk's Club.

Ed. Amblie, Ben Bishop, Al Buckner, Jack Bllsingham, Chas. Carlson, Dick Clarkson, C. W. Cassely, Wm. Dolphin, W. A. Eddington, J. H. Foster, E. J. Erickson, Phil Grace, Wm. Goulden, Ed. Hoff, Geo. J. Hupp, R. W. Humphrey, Rex Hamilton, Jim Hayes, J. E. Hills, Frank Hemsey, C. G. Juneau, C. M. Klink, M. J. Kline, Tom Kinney, Ed. R. Knoke, C. C. Leach, Wm. Lyons, J. Madigan, Tom Morken, Chas. McCabe, Don McMillan, Frank J. Newell, Geo. Osterwind, John Oxley, E. F. Palmer, Jay Phillips, Frank P. Rodgers, R. E. Stewart, Ted Talbertson, O. F. Waller, Wm. Wells, Tom Templeton.

PROGRAM

1. Popular Selections, Bob Morken's Orchestra;
2. "Milw. Harmony Twins" Elizabeth Hessburg, Ceal Wilberding, Jennie Goss, accompanist;
3. Popular selections, Orchestra;
4. "Pianolog" Kitty Wright, Louis Steuck, accompanist;
5. "Whistling Solo" Audrey Nelson;
6. Song and Dance Comedy, Florence Johnson; Assisted by Orchestra;
7. Popular selections, Orchestra;
8. Song and Dance, Maxine Morken, Audry Nelson;
9. Popular selections Orchestra;
10. Singing and Dance, Florence Johnson, Willis Snyder, with Orchestra, Assisted by Kenneth Johnson;
11. Popular selections, Orchestra.

The Milwaukee Local Freight Office is proud to announce that they contributed three participants to the programme viz: Elizabeth Hessburg, vocalist; Jennie Goss, pianist and Katharine Wright, reader.

Iowa (Middle and West) Division

Ruby Eckman

Engineer Frank Banyard took a fifteen day leave in June and went to Idaho to visit his brother, going from there to California on a sight seeing trip.

June 11th lightning struck the switch board at Keystone setting fire to the depot. Most of the damage resulted to the telephone and telegraph equipment. The volunteer department from the town extinguished the fire.

Machinist De Witt Gibson was called to Birmingham, Alabama in June by the death of his mother. His daughter Louise accompanied him when he went there to attend the funeral and remained for a months visit with relatives.

Roger Orman of the car department force who is on leave of absence learning to operate

the linotype machine was quite badly burned on he arms and had to be at home for a while.

Conductor F. E. Pike who has been on leave of absence since his run on the branch line was pulled off several weeks ago has reported for work and displaced A. C. Hann from 33 and 34 between Perry and Manilla.

The freight house track at Perry was extended during the month of May permitting of the spotting of about six or eight additional cars. The additional room gives the freight house men a chance to spot all of their locals at one time thus saving delay and extra work in transferring merchandise.

James Council who for a long time was an employe at the Perry round house, died at the Perry hospital May 15th after a few days illness. Burial was made at Perry.

Reports from Rochester are to the effect that engineer Henry Nichols who has been in the hospital there for several weeks is slowly improving. Mr. Nichols had two operations and will have the third as soon as his condition permits.

Engineer Orville Balsbaugh and wife are home from Florida where they spent some time while Orville was working there as an engineer.

On June 6th at the home of the brides' parents in Perry occurred the marriage of Miss Dorothy Banyard, daughter of conductor E. E. Banyard and De Vere Krohnke, son of train dispatcher A. J. Krohnke. On account of the death of the bride's grandmother the wedding was a quiet affair being attended only by the families of the young people. They will live in Marshalltown. A number of post nuptial affairs were given for Mrs. Krohnke.

Machinist Frank Mullen dropped a chunk of coal on his foot while cleaning the coal room at his home and had to lay off for several days.

Sam Lee of Des Moines who worked on the Iowa Division as a conductor for a long time has been seriously sick.

Perry friends learned recently that Mr. Ikard formerly a Des Moines Division conductor working into Perry was seriously sick at his home in Seattle.

Division master mechanic W. N. Foster and family spent their vacation at Clear Lake, Iowa. Enroute to and from the lakes they were guests at the home of assistant foreman F. R. Hoes, at Perry.

Ernest Banyard, son of conductor Edward Banyard has recently been made secretary of the Soo City auto club which is just being organized. Ernest has been working for the Des Moines auto Club and the new position is quite an advancement for him.

Charles Robertson and wife former Perry people came out from Milwaukee to attend the commencement exercises. Their niece was a graduate. Charles was formerly in charge of telephone and telegraph line work at Perry.

Engineer Jack Donahue's wife returned the last of May from a trip to Cuba where she went to visit her daughter who is now married and living there.

Lorence Woodward of the car department force was married at Adel in June. His bride was Mamie Samuelson of Ogden, Iowa. The young folks will make their home in Perry.

Car Foreman Charles Trask of Perry was in Oakdale the fore part of June to see his son Recal who is a patient at the sanitarium there. Recal is doing nicely now and the doctors feel it will not be long before his health is completely restored.

Conductor Gaylord Courtney slipped away June 5th and was married in Boone to Miss Ethel Brown of Anita, Iowa. The young people took a short wedding trip in their car and then returned to Perry where they went to

housekeeping in a home which the groom has recently remodeled.

Mr. and Mrs. Maurice McGoven of Havanna Cuba have been in Perry and other Iowa Cities for a few weeks attending to business matters and visiting friends. They report Mrs. McGovern's father, Engineer Jack Ahern who is making his home in Cuba now, in his usual good health and sending his greetings to all his friends.

Corwin Judd of the Perry round house force was married in June to Daisy Kinder of Perry. The wedding took place in June and after a short wedding trip the young people returned to Perry to go to housekeeping.

Switchman Paul Rhodes who has been at a Sanitorium in El Paso Texas for several months was discharged from the institution as cured and has returned to Perry to resume work.

The railroad friends of Frank Brennan will all be glad to know that he has passed the state bar examinations in Iowa and is now a full fledged lawyer. Frank is one of the railroad family having been raised by his Uncle Conductor W. E. Rathman and wife. He has been working as an auto salesman and a couple years ago a big law firm in Atlantic, Iowa where he lived, got him interested in the study of law with the result that he and his wife came to Des Moines and both took positions while he took a course in Drake university. By hard work and long hours of study Frank was able to pass the state bar following one years attendance at the law school he having had such thorough drilling while studying with the firm at Atlantic. After he passed he returned to Atlantic and was given a place with the firm who started him in his studies. Frank's boy, Master Billie lived with Conductor Rathman and wife while Frank and Mrs. Brennan were working in Des Moines.

Illinois Division

M. J. S.

The cloudburst at Savanna Sunday June 13th was the means of a great deal of excitement to the city of Savanna as well as the railroad, when stock train engine 8305 and pusher engine 6135 overturned two miles east of Savanna account washout. Engr. C. J. Wall and Fireman Potter on the stock train and Engr. Helden and fireman Mills on the pusher engine escaped with just minor bruises. A few of the stock men on the train were also given a shaking up, with no serious injury.

Special Officer Geo. Layton and wife attended the recent Shrine Convention at Philadelphia and report a wonderful time.

Mr. L. Hoyt of Chicago is the new instrument man in Engr. Heck's Office taking the place of John Shaw now working with Bridge crew.

Savanna Rail Mill Gossip

Wish someone would donate some "dough" to help Riley Hanna get a new tire for his Ford. Its an every nite performance for him to be fixing a tire. However, from the looks of the Ford, suggest he'd buy a new one.

Pretty busy at the Rail Mill nowadays. Handled 591 cars during the month of May.

Mr. and Mrs. Paul Hepfer drove to Nevada Iowa. Had a lovely trip he said but didn't thing he was going to get either to Nevada or back here when he started down the hill going into Galena.

"Slivers" Hartman claims his Ford'll go fifty miles an hour. If that's how fast it'll go, wonder why it takes him an hour to drive from Lanark every morning. My opinion is, that if he drove it ten miles an hour (if it would go that fast) it would fall apart and he never would get here.

Margaret Ann, little daughter of J. J. Roe had the misfortune to have two of her fingers

crushed when a window fell on them.

Honest Charlie, I won't tell anymore when you pick violets for me! I don't blame you for not wanting to go over there after any more after what Grant Turner told me. He said the mosquitos were so big that two of them could pick you up and carry you away. Pretty heavy job don't you think so Charlie. Look out they don't drop you.

Savanna Yard News

Conversation at Savanna Yard: Jewel (out window): Chris, Jimmie wishes to converse with you. Chris (on the bench): I can't Jewel, I am afraid I will lose my place.

Chas Wilson, Bill Clerk, is the proud possessor of a new pair of Florsheim slippers. Chas. is very proud of his feet, a fact everyone in Savanna yard is glad to hear.

Miss Jewel McGrail has changed her plans again. She will leave next October for an extensive visit to Melbourne and Sydney, Australia. Uncle Bim, beware.

Earl Anderson, Bill Clerk, and wife leave Savanna June 18th for a visit to Detroit. Earl is figuring on taking advantage of the Real Estate Opportunities in that city. Good Luck to you.

When it comes to hair-cuts, the little town of Kansas City, Mo. has no equal. Miss Mary Kennedy is sporting one of those Kansas City bobs. It sure is the berries.

Mr. L. R. Kentner Asst. YM., returned from the Derby with a car full of "mud." He did not take Mr. Cather's tip on the horses and suffered a financial loss for his disobedience.

Lawrence Smith is looking for some property at Davenport. He is making weekly visits there. Understand his girl from Sabula has taken up her residence at Davenport.

C. E. Gross, Bill Clerk, has disposed of his shoe repair shop on South Fourth Street and is returning to his duties at Savanna Yard. Heinie says there are a lot of good souls in Savanna?

Engine Foreman E. G. Graves and Operator Chas. Welch have been awakened early every morning lately by a friendly woodpecker. The feathered beauty carries a mean bill. Every morning about 5:00 A.M. these two gentlemen are aroused from their slumbers by the disagreeable pecking of Mr. Woodpecker. They have reported the matter to the Chief of Police, but up the present writing the bird is still disturbing the peace.

Yardmaster W. G. Chipman left Savanna June 15th for his annual vacation to Sand Slough. He says he is going to take a complete rest in his cabin, which is situated in the center of the lake.

Savanna Yard at present is a very busy place, due to the effects of a washout and derailment just east of Savanna Yard June 13th, when two engines tipped over. We are maintaining our expeditious handling of freight and passenger trains however, regardless of this handicap.

Mr. C. A. Manson, night yardmaster, is relieving Mr. Chipman during his vacation. He showed up with a pair of dark glasses and his lantern. Dark days ahead!

Mr. Frank Brown, Custodian of the CB&Q Crossing Tower, Savanna had the misfortune in losing his valiant steed last week. The horse was in a rather weakened condition and Mr. Brown advises that the horse was well propped up when he closed the barn for the night. Sometime during the night the prop broke and the horse was found dead in the morning. Brownie says it was a very confidential horse, as he remembers of it carrying only one tale! !

Glen Colebaugh switchtender had the misfortune of parking on a telephone pole last

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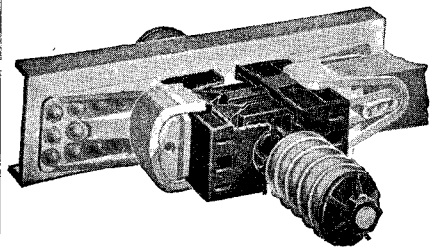


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THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

week. That is one thing that a Jewett will do. Mr. Colebaugh threw the wrong switch causing this unlucky predicament. The only one injured in the car was Mr. Colebaugh's parrot!

A Twilight Baseball Association was formed at Savanna recently, and our esteemed Bill Clerk John Casselberry was selected as Official Umpire. He also was to be the Judge of the team displaying the cleanest sportsmanship. It seems that one of the teams did not appreciate the decisions handed in by Mr. Casselberry, so rather than forfeit his jurisprudence he decided that it would be best to retire as a spectator.

Savanna Roundhouse

We haven't many notes this time, but what we have are mighty!

Wednesday, June 9th, at high noon, Time-keeper Walter Getz was united in marriage to Miss Laura Webber at Chadwick, Ill. It was a very pretty wedding, witnessed by 150 friends of the bride and groom. Following the ceremony the young couple left for a visit in Washington, Oregon and California. Mr. and Mrs. Getz were presented with an electric coffee service by "the Gang", accompanied with congratulations from all.

Harold Reiff visited in Milwaukee recently and came home minus one front tooth. They sure do treat 'em rough up there.

A vote of thanks is extended to Mrs. H. C. Hoffman and Mrs. Chas. Seitzburg, wives of machinists at Savanna Roundhouse for the candy and cake which was presented to the office force recently.

Walter J. Hogan, former asst. Foreman at Savanna roundhouse visited in Savanna recently and drove his car back to Milwaukee. He requested someone to drive along home with him, as it is a long and lonesome journey by oneself, but no one accepted the invitation.

Miss Irene Kane spent Memorial Day visiting "friends" in South Bend, Ind.

Fireman Earl Hess who was operated on for appendicitis at the Savanna hospital is getting along nicely at this writing. His friends wish him a speedy complete recovery.

Fireman Jas. Shand left recently for Salt Lake City for an extended visit and business outlook.

Belated Congratulations are extended to Engr. Geo. Walsh on his recent marriage to Miss Thelma (sorry we cannot state the name.)

Freight House News

Miss Mildred Eaton is our new stenographer, taking Merle Logue's place.

Wanted, a new tune for Gassie to practice on, he certainly has the old one all worn out. And we don't mean maybe.

In the Spring time a young man's fancy turns to..... What is it George, You know?

Since Kenneth and Bill have taken to farm-

ing, we ought to be able to get prices on vegetables.

Trans-Missouri Division "Gene"

"The dry weather and winds just naturally blew all the ideas out of my head last month but if you folks will accept my apology and try and give me a few pointers to write about, I am sure a month will not be missed and I will always try and be on deck.

On the evening of May 17th, twenty-six ladies met at the home of Mrs. J. P. Rothman to organize a Chicago, Milwaukee & St. Paul Woman's Club. Mrs. J. P. Rothman as acting President assisted by Miss Gladys McFarlane as temporary secretary conducted a snappy and complete organization. Officers were elected and committees were appointed and it was decided to meet on June 28th., with Mrs. H. E. Byram presiding and become a chartered organization.

The Trans-Missouri extend their sincere sympathy and condolences to the bereaved family of Ross Baker, who has been a much loved man in the Mobridge Yard forces since July 2nd, 1916. His death by an accident in the yard came as a shock to all of us and words cannot express our feelings.

"Toughy" Sloan has accepted a position as traveling engine watchman. His territory covers from LaPlant Main Street to Roundhouse and return.

It would take too long to mention individually our people who are taking their vacations this month but we were glad to see George Gallagher return today on 17. Mrs. Lottie Gren and family are enjoying a vacation at Centerville, Montana. Grace Hourigan was in Minneapolis for a few days she returned with the roof of her mouth sun-burned. Those tall buildings are a rarity here, you know. Mrs. R. E. Stubbart and daughter Betty will spend a few weeks on the Coast. Mrs. Ed. Sandals, and Mrs. T. Milligan and daughter are spending a few weeks at their home in Des Moines, Iowa.

W. P. Moran and family started a three weeks trip in his new Buick Master Six Sedan. He expects to go thru the Black Hills country, then in Iowa and Illinois. His first day out from here, he OS'd from Dupree at 10 AM, so he must have had an early start.

W. J. Collins, Agent at Lantry returned from a vacation trip with a new Essex.

P. B. Strickland, Claim Agent at Spokane sent a very warm message to me this month. I understand on that particular trip Mr. Fuller and Mr. Hill were in the party. One would really think from all their conversation that they had never lived in South Dakota. We are not all so fortunate as to live in Spokane or the surrounding country, but as far as the writer is concerned taint bad at all, and don't mind it a bit.

The clerks have organized a base-ball team and have a game in a few days with the roundhouse. I'll tell you the score in my notes next month. They are "warming up" after 5.30 each evening in the base-ball park.

A. R. Kidd, Roundhouse Foreman at Mobridge attended a Staff Meeting at Milwaukee this month.

Fred Schetzle, Machinist had a very unfortunate accident with his new Nash car on Emory Hill last Sunday returning from the ball game. Glad to report that none of the occupants of the car were injured. Accidents must happen, I guess.

Mrs. Louise McComb and daughter Betty have gone for a few weeks vacation. They will spend most of their time at Roundup, Montana, but at a later date Miss Betty will go to St. Louis to enter school there.

Arnold Running, formerly Chief Clerk to the Master Mechanic has been transferred to Miles City, Montana. Harold Jennings, former material clerk succeeded him here. "Snoose" Carlson has taken the position vacated by Harold as Material clerk.

Mr. and Mrs. John Price are taking a few weeks vacation touring the Black Hills with a number of friends.

"Numey" was home again for a few days. He has had the mumps, scarlet fever and several other diseases this year—hope he is about through with them now, as we always like to see him on the job. You know he happens to be our champion "bowler."

Mrs. Harold Winship and children are spending a few weeks with Mr. and Mrs. E. E. Clothier at Perry, Iowa.

Van Dyne bought a 98c hat this month—you know he is working the key in Mobridge again, courting the fair sex and all dressed up. The hat may have cost a dollar, I don't know.

Larry Hourigan is spending a few days at home with a sore knee.

A. A. Childers, Operator at Marmarth for a number of years has taken the agency of Havelock station.

H. H. Rinderneck, Yard clerk has returned from Sioux Falls to his position in the Mobridge yard office.

Fullerton Avenue Building J. T. Griffin

At St. Elizabeths Hospital on May 14, occurred the death of James H. Graham, former Superintendent of Fullerton Avenue Building, paralysis being the immediate cause.

Mr. Graham had been in the Milwaukee service for more than 7 years and enjoyed the confidence and respect of his employers. He was greatly beloved by his associates who join with his family in mourning his passing. He is survived by his Widow, three sons and one daughter.

The funeral services were attended by many Railroad Officials and Associates.

A. P. Lutz, Auditor of Expenditure's Office was married on May 15th. His Co-workers in the Bill and Voucher Bureau presented him with an electric grill. Congratulations and best wishes.

F. F. Grabenstein, Chief Clerk, Auditor of Expenditure's Office is the proud father of a baby girl born May 20th. The baby's name is Mary Jane, and both father and mother are very proud of her.

Dorothy Nelson, Freight Auditor's Office is wearing a very pretty diamond on the proper finger, and is receiving the congratulations of her many friends. Wedding announcement soon?

The All Stars Indoor Team challenge any team from the various offices to a game. They would like to know why the boys from the Freight Auditor's Office backed out of the game which was scheduled for June 9th.

Herbert Mueller Freight Auditor's Office was married June 12th to Lydia Wagner. His Co-workers presented him with a Westminster Clock. The town of Mt. Prospect where Herbert has extensive Real Estate holdings will be dressed in gala attire when this happy couple return from their honeymoon spent at Denver, Salt Lake, Los Angeles, etc. Congratulations.

Mrs. William M. Anderson, President Women's Club, Lewistown, Mont. was a visitor in Chicago recently to attend the graduation exercises of her daughter.

A. Gallagher, Claim Checking Bureau is seriously considering taking the fatal plunge into the sea of matrimony.

Thos. Hussey and Jos. Strohmeier, Freight Auditor's Office left Chicago to attend the Turner Tournament held at Louisville, Ky., by the Turn Verein. Mr. Strohmeier will take active part in the various athletic games while Mr. Hussey will be a guest of the society.

Advance agents of the Turn Verein Lincoln has been sent to Louisville to see that everything is in readiness for these two distinguished members. Joe is expected to return with a number of medals pinned on his chest, (coat) while Tom will come back with a larger hip pocket. Louisville was always noted for good stuff.

Myrtle Berg, Car Accountant's Office is an ardent reader of the Woman's section of our daily papers and takes a special interest in cooking and baking recipes. This home loving soul makes a dash for the loop Saturday afternoons examining all new ideas in cooking and household appliances. Myrtle such information comes in handy and is very necessary.

Irvin Steger Car Accountant's Office is a Proud Papa now. The event occurred Friday, June 11, at 11P.M. Eight pounds and a boy. Congratulations.

Desta Ronymus, Freight Auditor's Office was married to Wm. Kuhler, June 14, her Co-workers in the Statistical Bureau gave her a beautiful bridge lamp. Congratulations.

Idella Selnes, Freight Auditor's Office was married to Jos. Schobel on June 26th. Her co-workers presented her with glassware consisting of sherbets, goblets and dinner plates. Congratulations.

Florence Kuhn and Ethel Lindstrom, Car Accountant's Office have returned to their labors after severe illness and surgical operations. Glad to see you back to work girls.

Ruth Swaback, Car Accountant's Office has decided to spend her vacation at Manitowoc, Wis. Is it possible Ruth you do not like Elgin and find greater attraction at the quiet Wisconsin City.

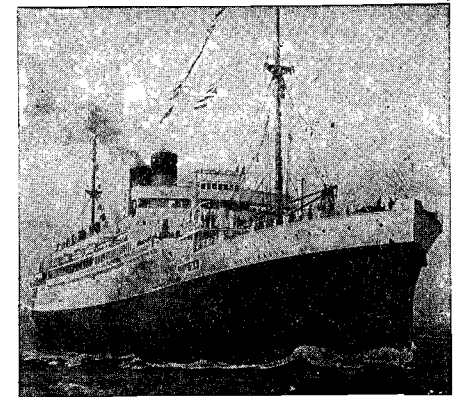
Mae Smith, Car Accountant's Office, baked the cake that was served at the shower given on Genevieve Klein and we want to take this occasion to congratulate Mae on her wonderful cooking. Of course most everyone was a little afraid to cut the cake at first but then they happened to think of what Walter Barthel had told them of Mae's cooking. Oh! Oh! was it good.

Emma Plaatje Freight Auditor's Office was married June 26th to Walter Schumacher. Her Co-workers presented her with a 72 inch Madeira set. Congratulations.

Margaret Lassen, Ticket Auditor's Office was married on June 26th to Ralph Stewart Meech, Jr. Her Co-workers presented her with stemware consisting of sherbets and goblets. Congratulations.

Eileen Byrnes, Central Typing Bureau was married June 12th. She received a set of silverware from her Co-workers. The girls in the bureau received a wedding cake which was cut and a slice of the cake given to each clerk in the bureau. Congratulations.

Ethel Hutchinson, Central Typing Bureau



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was married on June 19th to Royal Ralph. Her Co-workers presented her with a complete set of silverware. Ethel has left the city to lead a quiet life on a farm at Antigo, Wis. Congratulations.

Miss Corinne Boyer, Ticket Auditor's Office was married May 22 to Leonard J. Gannon and honeymooned at the Edgewater Beach. Her gift from her Co-workers was a set of silverware. Congratulations.

The officers and employes extend sympathy to	
Eugene Krupka	death of wife
Agnes Howard	death of father
Geo. Dettman	death of father
H. E. Mohr	death of son
Marie Burke	death of father
Clare Linke	death of brother
H. Hoym	death of father

Coast Division C. C. C.

The Milwaukee-Puget Sound Pioneer Club held their 16th annual meeting and reunion at Victoria, British Columbia June 17th, 18th and 19th. The reunion started with a dance the night of June 16th at the Seattle passenger station. The music was good and every one had a wonderful time. On June 17th the "Pioneers" and their friends embarked by boat from Seattle for Victoria. The headquarters being at the Empress Hotel. The Annual ball game Conductors vs. Engineers, with Jim Griffith as Umpire was one of the big features of the meeting. Victoria is a beautiful English City, and its wonderful drives, parks, and homes were greatly enjoyed by all.

Mrs. Marjorie Glover, sister of Miss Florence Hall, is doing relief work on the telephone exchange while the regular operators are taking their annual vacations.

J. J. Valleroy, Sub-Station Operator, at Taunton has taken a three months leave of absence, and with Mrs. Valleroy and baby are spending the summer camping on Puget Sound.

George M. Hayden, and Mrs. Hayden with Mr. and Mrs. Robert Shipley are enjoying a delightful motor trip to various beaches and resorts, which includes the Malahat Drive on Vancouver Island, Hoods Canal and the Columbia River Highway.

Miss Josephine Carpenter, formerly of Mr. N. A. Meyer's office, Seattle, has taken the position of stenographer in Chief Dispatcher Hayden's office, relieving Mr. Harry Deering who has accepted the position of Secretary to the Warden of McNeils Island Penitentiary.

Announcements have reached Coast Division Offices of the arrival of "Mary Jane" at the home of Mr. and Mrs. Fred Grabenstein, in Chicago. Mr. Grabenstein who was formerly Traveling Accountant is now in the office of Mr. J. W. Severs, Auditor of Expenditure, and has many friends along the line who are

extending best wishes to the young lady and her proud parents.

Mr. J. W. Dean, of the Van Noy Interstate Lunch Room is leaving soon for his annual visit to his wheat farm in Kansas.

Engineer Robert Kingsnorth, who was assigned to passenger trains Nos. 117 and 118 on the run between Seattle and Hoquiam, passed away while on way to work May 27th from heart trouble. Mr. Kingsnorth, whose age was 46, was one of the oldest engineers, in point of service, on lines west, having been in service continuously for over twenty-five years; his first service being performed as fireman on the Sioux City Division. Mr. Kingsnorth leaves a wife and one son residing in Tacoma, and to whom our sincerest sympathy is extended.

Mrs. Clara Carrotte entertained at an "All Rail" supper and dance at her summer cottage at Buenna Saturday evening June 19th. Supper was served on the veranda and afterwards the party of fourteen drove to Redondo Beach where the evening was spent in dancing.

General Office Items Vila

With the summer comes the dry land swimmers. Misses Anna Mac Brown, Esther Dierfeld and Josephine Shoifano arranged a trip and swimming party to Madison, Wis. over Decoration Day. When asked upon their return how they enjoyed swimming at Madison, Esther promptly replied that they could not go swimming because it was too dark to take any pictures.

Miss Blanche Barton, of the Comptroller's Office was the only representative from the CM&StP Ry. at a tea given at the University Club of St. Paul and a banquet at Dayton's Tea Room in Minneapolis under the auspices of the Railway Business Woman's Association on May 22nd.

Among the June vacationists of the Comptroller's Office were the Misses Dorothy Terry, Elsie Walker, and Marie Donnelly, and Messrs. E. J. Belzer and N. J. Werhane.

We are pleased to report that Mr. T. B. Knuth of Mr. Jackson's office has been released from the hospital which is a further indication that it will not be long before he will be with us again.

Now, who do you suppose has gone and changed her name? Our Bessie (from the Pass Bureau). She was married June 19th but as yet I have not learned the name of the fortunate benedict. Well anyway, that doesn't make any difference; we want to wish Mr. and Mrs. Brideandgroom a wealth of happiness and good luck.

Miss Patricia McNamee is back from her vacation on which she surely acquired an abundance of pep from the way we see her flying around.

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CHICAGO

Jake Wilhelm of Mr. Bainbridge's staff has been ill for the past two weeks but we hope he will be among us by the time this comes back from the press.

Attention Esther (JLB's office). Why the "Frat" pin?

Understand the extra baggage Bessie Finlayson and Florence Anderson tote around each week consists of a brasse, putter, mashie, niblick, etc. Now, you don't suppose they are learning to play golf, do you?

Mrs. White of the Claim Department is taking her departure today Salt Lake City, San Francisco, and Seattle. We wish her a very pleasant vacation.

The resignation of Mrs. Clare Olson of the Legal Department resulted in the advancement of Miss Jessie Renwick (Legal Department) and Miss Frances Lauk. Miss Lauk was formerly with the Passenger Department. Clare has taken a position with a large law firm and we hope that she will not be too busy to run in and see her friends in the Union Station.

The auburn haired sheik, Cecil Caldwell of the General Manager's Office has been transferred to the Telegraph Office and Arthur Berry has left Mr. Whiting's Office to take up the duties performed by his predecessor.

Miss Lucy O'Brien, formerly of the Engineering Department was married a while ago to Mr. John Cleary. The many friends of Miss O'Brien (excuse me, I mean Mrs. Cleary) extend congratulations.

Sioux City and Dakota Division H. B. Olson

On May 17th Sioux City put over another BIG SAFETY FIRST meeting with an attendance of 65. Music furnished by Messrs. Bradley soloist, accompanied by Cecil Barnes at the piano and the famous Paul Javerik with his "One Man Band" entertained the assembly to a Queens taste. The Sioux Falls bunch are real SAFETY FIRST boosters and the spirit is shown by the good attendance at the meetings.

It is regretted very much that we have lost Mr. W. C. Givens, Chief Dispatcher. Mr. Givens having been promoted to Trainmaster on the Kansas City Division on June 15th with headquarters at Ottumwa, Ia. Our loss however is the K. C. Division's gain and we congratulate that Division in securing one of the best men the S. C. & D. have to offer.

On Wednesday, June 10th the employees of the Supt's. office and around the station, gave a farewell picnic to Mr. and Mrs. Walter Givens, at Riverside Park. About fifty people were in attendance and most of them went for a plunge in the pool before the picnic supper. A ravenous crowd sat down about 6:40 to eat enough food for double the number there. Even those who want to be fashionable and

have been dieting to become sylphlike, gorged to capacity. After the supper the men played ball and surely it was some game. We do not know for sure, because it was a mixed up affair, but guess that Superintendent Elder and Baggage Agent Foote were the Captains. Incidentally, Mr. Elder is quite the pitcher, and when it comes to batting, Roy Larson is just about on a par with Babe Ruth. Henry Marquardt is right there when it comes to catching too. When it got to dark to play ball, other games were indulged in such as "Drop the Handkerchief", "Last Couple Out", and other kid games. Then, the boys got musical, and many old numbers were harmonized. Every one had a peach of a time from all reports, the best of all was to see Al Osthoff treading the turf—he's got speed, that boy. The picnic broke up about 11: P.M. Its going to seem darn funny not to have Walt and his wife at our picnics any more, but hope that some time they can arrange to be with us at them again.

Mr. and Mrs. Givens were again entertained by the Milwaukee Ry. employees to a dance at the Continental Hall Saturday evening June 12th in which all employees on the division were invited. At this time Walter and Mrs. Givens were presented with a lovely chest of silver as a token of esteem that they may ever think of the S. C. & D. employees when using the silver.

Charlotte Parrell is spending the week-end in Milwaukee with her parents.

Say, you ought to see Ann Hanson's new Nash Coupe.

Conductor Alexander has taken a couple of weeks off and will go to New York state where he will join in a family re-union. He will visit various parts of the east before returning.

Engineer Henry Kruck has left for White Salmon, Wash. where he will look after his apple ranch.

Miss Esther Berg, Track Payroll clerk in the Supt's. office arrived at the office one morning with a ring on the well known finger, wonder who the lucky man is?

A daughter arrived at the home of Section Foreman Miller, at Hornick, Ia. on May 13th.

Mr. John Thompsen, section foreman at Charter Oak, Ia. was called to Manning the first part of the month account illness to one of his relatives.

Mrs. Lloyd West, and son Bobbie are visiting with home folks at Egan, S. D.

R. J. Hopkins, revising clerk, Sioux Falls, is spending a week with his parents on a ranch near Rapid City, S. D.

John Wenger, crossing flagman, Sioux City, is vacationing with his son at Monticello, Ia. for a couple of weeks.

Engineers John Meyers, Chas. Shaar and fireman Delferdig have just returned from Leach Lake Minnesota on a fishing trip. En-



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gineer Meyers reports the best of luck which includes an 8 pound picker and none of the other fish weighing less than three pounds each. The entire trip totaled about fifteen hundred miles with not any car trouble whatsoever. The trip was made in "Shang's" Hudson super-six.

On May 28th the local force at Sioux Falls held another Claim Prevention meeting at the passenger station. Supt. A. J. Elder and Trainmaster W. G. Bowen were present and we heard some real facts regarding claims and the prevention thereof. These local Claim Prevention meetings mean something, and surely a claim saved means increased revenue. Keep them going.

Orvill McLellan, who has been attending school at Rapid City, S. D., has returned to Sioux Falls and resumed work in the warehouse.

Henry Rinderneck who has been Sealer at Sioux Falls has returned to obridge where he will resume work as Yard-master's clerk.

Check Clerk John Conser and Stower L. J. Angle, Sioux Falls are very much enthused over the fine letters they have received from Supt. E. G. Elder complimenting them on their work in reducing claims.

The C. M. & St. P. base-ball team, Freight house, Sioux Falls crossed bats with the Jordan Stone Co. last week, our boys trimming the opponents in two straight games. Evidently the Jordan-Stone boys thought the Milwaukee team were not so fast as one was heard to remark "that if the Ry boys could not play ball any faster than they could handle freight, they would easily be beaten"—How things do change.

Engine Foreman, Fred Brown, wife and son Walter will leave for Cherokee, Ia. this week

on a few days vacation.

Engineer Ernie Hopkinson spent a few days in St. Paul last week where he attended the Engineers convention.

Switchman, O. A. Anderson, Sioux Falls leaves this week for Chicago where he will combine business and pleasure.

Sealer, John Wikert, Sioux Falls, spent the week end with home folks at Estherville, Ia. making the trip by motor.

R. & S. W. Division Lillian L.

Mrs. Thomas H. Hehir, wife of Operator T. H. Hehir at Rockford, passed away at St. Anthony's Hospital on June 3rd. Mrs. Hehir had been in good health up to a few days previous to her death, but on the afternoon of June 3rd, while working about the house, suffered a stroke of apoplexy. She was rushed to the hospital, but never regained consciousness and passed away shortly after reaching that institution. Mrs. Hehir leaves to mourn her loss her husband, five children, her mother, three sisters and one brother. Mrs. Hehir was a charter member of the Beloit Chapter of the CM&StP Women's Club. Funeral services were held at the residence at 1:00 P.M. and at St. Patrick's Church at 1:30 P.M. Sunday, June 5th.

Chief Dispatcher Pietsch was on the sick list for several days during the first part of June.

The many friends of Harry Brice are pleased to see him back on the Division.

Conductor J. N. Kelley has moved his family from Rockford to Beloit.

Now that the engine crew on the Southwest Limited cuts off at Savanna, Engineer Harvey P. Roe has taken service on the run and is now

skimming over the division as he did in years gone by.

We hear that Conductor John Cavey is out on crutches, after a serious injury to his limb. Hope to see him back on the Southwest Limited soon.

Joint Yardmaster Hubbard retired his Velie sedan and in its place now drives a new Nash sedan, which is one of the niftiest around Beloit. Jed says he can now set a pace for Bob Telfer's Ajax.

The party given for Mrs. F. E. Devlin, who will shortly leave for Green Bay, by the Beloit Chapter was a great success. However, as it is up to Mrs. Miller to tell you about this in her club notes, we will not go into details.

Tom Crago and family are camping up the River Road for the summer.

Miss Mary McDonald made a week end trip to Davenport the first part of June.

Jane McBride Ryan is on the job in the Roadmaster's office while Esther is having a few days off. Jane was formerly employed in the freight office at Beloit and we are all glad to have her with us once more.

Reports are being circulated on the division that our "nightingale" Fritz Frank is going to take an intensive course in vocal training, so that he will not have to offer an alibi when called upon to sing at the next gathering at which he may be present.

The baggage car on No. 25 came nearly being the scene of a wedding on the evening of May 31st, but when the prospective bridegroom found out the Minister who was on board would not perform the ceremony for less than seventy-five cents, he backed out, saying fifty cents was plenty enough for the job.

Joy riding is pretty serious business sometimes. Ask Al James.

Miss Helen Fenlon visited friends in Clinton, Ia. the fore part of June.

Eddie Snively ran the gas car and he did his duty well. But the toughest part about the job was the ringing of the bell. Eddie had to pull the rope to make the blame thing ring, but Eddie didn't give a hoop, cause its whistle it could sing. Now I know he surely loved the sound f that saxophonic horn, for he never made any better noise since the day that he was born. The gas car now has left for home, but Eddie he don't care, for he bought himself a saxophone so he could still stir up the air. Now if you ever lay in Rockford and hear that awful moan, you will surely find it's Eddie blowing his saxophone.

Alvin R. James and family spent Sunday, June 13th, with relatives in Beloit.

Being quick on the getaway is the only thing that saved Flip, as a certain Engineer on arriving home the other evening was just in time to see the rear end of a Nash disappear in. He feels that if the Beloit territory is well covered that Flip will have no time to spend in Rockford.

Leo Sullivan, Chief Clerk to Master Mechanic Hughes, left Sunday, June 13th for Northern points. He was accompanied by his friend "Mac" of Janesville. They started off with the Jewett loaded with firearms as a protection against wolves and bears and the tires painted green as a protection against porcupines.

Sayings around the Superintendent's office Marvin: (over the telephone) Hello Mildred, home tonight?—Lets stay home and turn out the lights.

Mary (over the telephone) huh, yah, huh, yah.

Dolly: These peanuts are pretty good today. Florence: Say, kid.

Helen: Peanuts, ah-h-h, and after a heavy meal up at the Chop House with Mary.

Lloyd: m-h'm.

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HALVORFOLD PASS CASE, \$6.00—BLACK RUSSIA Calfskin ☐
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Clara L: I don't like bobbed hair-or-please shut that window.

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HTF: Hey quit that or I'll slap you.

River Division Notes H. M.

The many friends of Mr. John R. Brown, pump repairer, stationed at Wabasha will be pleased to know that he has recovered from his recent serious illness and is able to be out in the yard and blink at old King Sol.

The Agents from various stations on the River Division and Mr. John Ostrum Chief Carpenter, went to Minneapolis June 5th to attend the initiation of Supt. L. T. Johnson into the fraternity of the Masonic Order.

Conductor Burchell has been wondering if Sharp or Dick of the Wabasha Freight Office are going to wear their hats while working during month of July. Now, Dick, 'fess up and tell us. Perhaps the cashiers and bill clerks of the other freight offices on the Division can give us some information.

Fireman Jerry Carroll is the owner of a lovely new Studebaker Coupe. Jerry keeps it up at Chippewa Falls most of the time so rather imagine there is a reason.

Mr. S. S. Brown, Bill clerk, at Wabasha visited with his brother at Galena, Ill. for a few days last month.

There certainly was some excitement around the Division when it was reported that Conductor T. T. Conley met with an accident at Lake City. At first it was thought that the injuries sustained were serious but later reports stated that he had only received slight injuries when he fell from a box car at Lake City. Here's hoping he recovers and soon resumes work.

The writer is in receipt of a very grateful letter from Mrs. Brown with a request for publication. Mrs. Brown is the wife of deceased Frank Brown, agent at Dakota, Minn. who passed away very suddenly some short time ago.

Dakota, Minn., May 21, 1926
Miss Margaret Maher,
Wabasha, Minn.
Dear Friend:

I received from L. T. Johnston a check which the River Division boys contributed to and I wish to thank them for what they have done. God will surely bless them for helping me and the children. Will you please thank them for me.

Thanking you,
I am

Mrs. Frank Brown

Engineers George Harris and John Hilger have been very busy the past month, the former is having his house renovated and improved and the latter is having a new house built. Both places are progressing very rapidly. The Hilger residence will be ready for occupancy the fore part of July.

You know it seems mighty strange to me the way some folks are treated when they dine out. Here the other day Messrs. Blossingham, Hemsey, Bill Kane and John Ostrum were dining in a "fashionable" hotel at Hastings and the waitress produced a beautiful bunch of flowers for the table and what do you think—each of the three gentlemen argued and contended that the flowers were for them but I believe the argument resulted in the decision that they were presented to Mr. Hemsey.

Wonder if Sharp Brown's supply of aper is exhausted?

Engr. M. N. Wheeler went to Chicago and spent a few days visiting friends and relatives. Mr. Wheeler's Aunt who lives in Chicago has been very ill for some time.

Mr. H. F. Gibson of Chicago has spent some time at Wabasha and Reads the past month, being called here by the death of his mother who lived at Reads. Sympathy is extended to Mr. Gibson.

There has been some talk, nothing definite, that the platform at the Freight Depot was to be paved. Lee Cater says it was but Bill Federn says he thinks not for he says it might interfere with his poultry business. Bill adopted a stray chicken and seemed to be very charitable and in return Bill says the hen rewarded him with 17 eggs in 10 days. So now he thinks he will start in the poultry business. I always wondered why Dinny spoke so often of the chicken business.

W. W. Dinnels had the misfortune to have a bar of iron fall on his foot and break a bone. While still being able to work Mr. Dinnels has been limping but still not resorting to the use of a cane. Imagine he would recover quickly if there were a dance in view.

District Boiler Inspector H. J. Wandberg called at Wabasha the past month, on a trip of inspection.

Dan Cupid says he claims a victim among the employees at Wabasha. So Tommy Klas says, "I'll say so." When is it coming off, Tommy? And don't forget the cigars and the candy too.

Condr. H. W. Funke has some of the cutest Bull dogs. Agent F. C. Beck got one and say that really that dog showed remarkable home training. Mr. Funke has some more so if you are looking for a good dog here's the place to secure it.

Condr. T. Meyers and Harry Painter were up to Norway Lake Friday and came back with 27 pike. Now that's real fishing.

Congratulations to Bill Manion on the arrival of a baby boy at his home. Bill took two weeks to celebrate the event.

Miss Emily J. Hiddleston, chief clerk for John Turney, has been taking a forced vacation on account of illness. Miss Hiddleston underwent an operation some time ago, but all are glad that she has sufficiently recuperated to return to her duties.

Miss Nel Hiddleston has been filling her position very efficiently during Miss Emily's absence.

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

Nora B. Decco

There won't be much to write about this time, as all there is going on that I can see is right around me and there is so much noise along with that, I can't get my mind on it enough to tell about it so please forgive me if the news this month is rather sketchy.

Of all the hammering and hollering that is going on over the tops of our heads and shouting and slamming and whistling with horrid old steam engines from the Gallatin valley and dumping of dirt and gravel and volcanic ash and grass seed, and everything that goes to make up those pretty green lawns we are going to look at ever after, well for goodness sakes it is a good thing this don't happen every summer. But when it is finished, well maybe you won't see me around here any more as I won't know how to act in such a fine affair after seven years on top the high hill in a box car!

If anyone doubts what the Milwaukee is going to do out here let them take a lay off and come see for themselves, a lot of lovely new lawns, graveled walk pavillion, drinking fountains, depot, an' everything that can be painted white or something, but any way painted. Each train that stops brings a business car, and each business car brings two or three officials that we always heard of but never saw before

and each one brings two or three dozen messages and that is another reason there isn't any news this time, no time.

A party of officials, including Mr. H. B. Earling, Mr. E. F. Rummel, Mr. J. F. Bahl, Mr. F. N. Hicks, Mr. R. J. Middleton, Mr. Chas. Adams, Mr. F. G. Hill and Mr. N. A. Meyers, left Three Forks early the morning of June 18th for West Yellowstone, where the Milwaukee busses will enter the Park from the West Gallatin canyon, they were on a tour of inspection and looking over the ground where the busses will run, and what they saw and heard made them glad many times over that they had decided on this route as their very own as there is surely nothing in this part of the country that can surpass the Gallatin canyon route to Yellowstone park. They all enjoyed a fine trip and came back late at night smiling, perhaps part of the enjoyment was thru the ride in a fine new Packard seven passenger car, owned by fireman Percy Roberts, we don't blame them.

We were also honored recently by a visit from Mr. U. G. Moore and Mr. Asahel Curtis of Seattle and my goodness if I could take pictures like those folks can I know I would do it for a living instead of copying telegrams for Mr. Rummel,—now Mr. Meyers, well that is different he comes in and does the work himself!

Mr. Curtis was very much delighted with this part of the country as said he got some fine pictures, both he and Mr. Moore took some from the coast to Three Forks, thru the canyon west of here, at the Head waters, east of Three Forks and both in the Gallatin Valley and up the west Gallatin Canyon and into the Park. I can never hope to reach their work no matter how I try, but I sent the best I could make in to the Editor with the information she wanted, but when those others come out, I will never own mine.

Tom Koga foreman of the Japanese gang on the R. M. Division has returned from a month's trip to New York City where he was accompanied by his wife and children.

Fireman Al Wagner and wife who have been in California for sometime for Mr. Wagner's health have returned to Three Forks.

Car repairer Charles Baker of Three Forks has returned from a three weeks trip to California and Washington, but seems glad enough to get back home again.

Mr. and Mrs. Mike Siri of Eustis have a son born May 24th, congratulations.

Engr. Brentnall who has been on the Nor. Montana for several months has returned to the Rocky Mountain.

Mrs. Pobreba wife of Condr. Pobreba has gone to Kansas City for a few weeks visit with relatives taking the family along and Pete has to batch it.

Mr. D. J. Hagerty, Asst. Supt. of the Missoula division was a Three Forks visitor the middle of the month, attending the Safety First meeting held here.

Brakeman Heier and wife are visiting relatives in Ohio we understand they will return in a bran new Chrysler car.

Another new one, Herb Wagner, fireman in the Lombard helper has a new Oakland sedan and he hates to go out to work now days.

Mr. and Mrs. Jack Hamilton have just returned from Rochester, Minn. where they took Mrs. Hamilton's mother for treatment at the Mayo Brothers hospital here, she is improving slowly at this writing.

Mrs. Kirwan wife of Condr. Kirwan who has been very ill in the Murry hospital at Butte has returned home again.

Mrs. Butler wife of Engr. Butler has returned from Seattle, Wash. where she was ill in a hospital there and underwent a very serious operation but is again in good health.

Earl Davis of the Bridge and Building

department was called east on account of the death of a brother in Cincinnati, Ohio, he is relieved as foreman while away by Ed Johnson. We offer Mr. Davis the sympathy of the division.

Mr. Regan, Agent at Harlowton since the death of Mr. Hart has been assigned to a position in Mr. Murray's office in Butte, he is relieved by W. A. Pease from Spokane.

The office of Trainmaster with headquarters at Three Forks has been filled by Mr. A. C. Kohlase former chief dispatcher from Miles City, he is cordially welcomed by the Rocky Mountain division and we hope he will like us all.

Mrs. Robinson and son have gone east to visit with relatives thru the summer.

Mrs. John Lane and children have gone to Kansas to visit home folks for a few weeks, and now we never know where to find Johnnie.

Engr. L. J. McCormack and family have gone to Chicago, Ill for the Euchaistic Congress and will also visit in Wisconsin and Illinois and Michigan before returning home.

Engr. N. H. Mayo (pink) has gone to visit relatives in Jackson, Minn., he will be gone several weeks and when he returns will bring a whole gang to go thru the new Yellowstone Park entrance, the Gallatin gateway, via Three Forks. As a last remark we will add J. J. Flynn the best engineer on the Rocky Mountain and Missoula divisions will take the place of Mr. Mayo while he is away.

Sparks from the East End of the Electrification

By A. Candy Kidd

N. B. D. says that the only time she gets news from Harlowton for her "Motoring Up and Down Hill on the Rocky Mountain" column is when we have a fire. Well, we just don't have fires any more, result no items from Harlowton in the magazine. Right now and perhaps for ever more we will see to it that Harlowton is heard from, fires or no fires, if the editor wishes.

The families that have been living back of the Round house are busy these days moving up town. As soon as a family moves, so does it's former home. All this commotion to makeway for progress. The old buildings are either being remodeled to be used as terminal buildings or are being torn down.

Store helper G. A. Dewey was on the sick list several days with an injured back, but is back on the job again now.

We have been wondering for some time just why Car Foreman Ed Haugen and his men have been so cheery lately. We found out the reason the other day, and reason enough it is we'll say. A little stencil they are placing on system box cars tells the story, it reads, "Re-built at Harlo Shops."

Barn Yard golf is going strong these days, and affords the boys of the Roundhouse and Car Department a good noon hour past time. They are developing some real classy shoe throwers, fellows that can hold their own in fast company.

The open air Observation Cars are in service again between Harlowton and Butte on trains 15 and 16, having started their runs May 15th. Oh! Boy they are nifty with their new coats of paint and varnish, not to mention their lighting fixtures and spot lights.

Boilermaker Apprentice Evan Maxwell, and family moved to Miles City the first of May, where he will complete serving his time. Good luck to you Max. We hope to see you back in Harlo when you get your card.

The operators have been moved from the yard office to the depot and the space formerly occupied by the operator is being used as a yard master's office. The boys are selling tickets

now as well as pounding the brass.

Musselshell division engines are now being brought to the round house over the west lead. This reduces the time of the engine crews by about fifteen minutes.

Harlowton now has day and night trucking service at the freight house with Gunner Rasmussen as night Warehouse Foreman and Carl Farrington as trucker. This tends to make Harlo a more important terminal as it will speed up the freight service on goods coming in on the locals and from Great Falls line.

Conductor John Rice is on the Lewisown passenger run for a while. John says it seems good to be on a real daylight run after a spell on the Rocky Mountain.

Switchman Tom Sullivan had the misfortune to have a finger mashed while switching and was therefore on the sick list for several weeks, returning to work June 1st. Tom, we are glad to see you back on the job.

Stationary Engineers, Oscar King and Guy Thurstan have quit their jobs and have left for other parts. Engineers, Ernest Stein, Gilbert Shiell and Pat Carrager are now in charge of the power house.

And now it is Fire Chief A. E. Kellum and Captain Paddy Schultz (Roundhouse Fire Department.) All the boys lack is the blue serge and the brass buttons.

Stationary Engineer Pat Carrager, Machinist A. J. Mooney, Coaldock Foreman Buckley and Car Clerk, A. A. McCabe were in attendance at the K. C. convention at Billings, Montana, May 23rd to 26th. They report a good convention and the city made famous by sugar beets, a royal convention city.

To put all joking aside, with the arrival the other day of two new Thirty foot extension ladders, for the shop fire department, we believe that we have one of the best equipped and drilled shop fire departments on lines west, bar none.

It seems that we just get to know some folks and then they are transferred to some other point, and then we have to get acquainted with the fellow that comes to take their place. That is the case with Agent J. R. Reagan who has been transferred to the position of Chief Clerk in the Traffic Department at Butte. Relief Agent, Fred Bryene, served as agent pro-tem J. R. your Harlo friends wish you well in your new position.

Auditor A. W. Luedke spent several days in the city checking out Agent, J. R. Reagan.

Musselshell division Conductor S. W. Murphy can be seen these days proudly strutting around. To the uninformed we will say that there hasn't been an increase in the Murphy household, nor has he fallen heir to a great amount of wealth. The secret is that he has drawn the first of the new steel underframe cabooses to be placed in service on the division, the 01021. Yep, it is equipped with everything that a train crew could want to make it happy. We understand that conductor Larson is the fellow that will get the next one of the cabooses to be placed in service. We wish the boys would tell us where they keep their horse shoes or four leaf clovers or what ever it is, so we could pick in some for ourselves.

Speaking of horse shoes, Cabooseman Barney Murphy says he carries his in his left hip pocket.

We have the report from very reliable sources that our Roundhouse Blacksmith, Nels Erickson, spends some of this time while on duty on the main stem of the city picking up handkerchiefs and pocket books dropped by good looking young ladies, Nels, we advise that you watch your step as many a fellow has lost his single blessedness in just such a manner.

Machinist Apprentice, Hugh McNally of Miles City spent Memorial Day in Harlo shaking hands with old friends

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THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT

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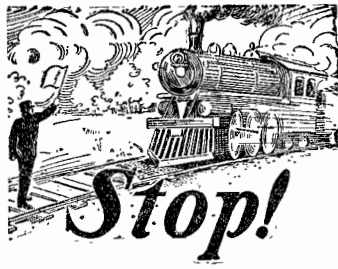
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CHICAGO, ILL.

Wrecker Engineer, Frank Dunn and family, left June 3rd, for points in Washington, where they plan to visit for some time.

Round house Foreman, W. F. McGrath and wife left May 30th for Milwaukee, Wis. where Mac attended the sessions of the Roundhouse Foreman's convention. Machinist A. E. Kellum was acting foreman during his absence.

Outside Stope helper, G. A. Dewey and wife left the morning of May 30th, for a months visit at points in Kansas. Store Reliefman Adolph Knudson, worked his job during his absence. Wm. Derringer holding down the relief job.

Blacksmith Perry Crank and wife left for Avery, Idaho May 30th where he has bid in the position of Cashier at the freight house.

Car Repairman Ole Osmundson was on the sick list several weeks with an injured back.

Machinist Apprentice John Todd and family left for Miles City, Montana June 3rd where he will complete serving his time. Jack, we do not like to lose you from our midst, but we do like to see you better yourself. Good luck to you, and don't forget your Harlo friends.

O. E. Blake's B. & B. camp was moved from Harlowton to Three Forks, Mont. June 5th, where they will remodel the depot. It seems as if the "Earthquake City" will be all dolled up for the opening of the Three Forks to Yellowstone Park bus service, on or about, July 15th.

While we think of it, we would like to ask Mrs. Decco if her chimney still does the "shimmy?"

W. A. Pease has been assigned to the agent position here. He comes to us from Mr. Bradshaw's office at Seattle. He was on the job June 1st. Mrs. Pease and the family will arrive later.

Needed at Harlowton, a good hospital. We have none now.

Store department reliefman Adolph Knudson and mother spent Memorial Day visiting at Forsyth, Montana.

Dubuque Division

J. J. Reilly

Condr. "Billy" Cutting left on May 24th for Excelsior Springs for a two week's vacation. Walter Graham was on his run during that period.

Train Baggage man Sam Hess has taken a month's leave of absence and has gone to Cleveland, Ohio for a visit.

Station Agent Wyse of Wauton Jet, was absent from duties for a week last month, being called to Oshkosh, Wis. to attend the funeral of a brother who met death in an automobile accident.

Yardmaster L. B. Beckwith of Marquette was laid up with neuritis in one arm from April 28th to May 12th.

Roadmaster Swanson has made quite an improvement in the south passenger wye at Marquette, relieving the curve and putting in a new crossing, and there should be no further cause for derailments at that point.

Condr. J. D. Welsh has given up the main line run and is now running between LaCrosse and Preston. Condr. Brosky who has been on the Preston branch for a great number of years has taken a run on the Waukon Line.

Telegrapher V. G. Drumb at Marquette passenger station was forced to be off the job several days last month due to illness.

Condr. Charles Merwin took a two weeks vacation last month due to sickness. He resumed work again the first of the month considerably improved. Condr. Dana was on his run during his absence.

F. C. Kubeck, assistant mechanical engineer was at Dubuque and Marquette May 6th, 7th and 8th. While at Dubuque he was the guest of Mr. L. B. Beckwith taking in the sights around there.

Idaho Division

R. C. P.

Laverne Jarrard, age 19, son of J. V. Jarrard of Water Service Department died at St. Luke's Hospital, Spokane, June 7th, as a result of injuries sustained in an auto accident June 6th.

Brakeman Syd Cousins of St. Maries, Elk River Passenger local was married June 12th. All here failed to get the name of the bride but we sure wish them every happiness.

Fred Carlson, Walter Service Foreman, and Miss Rose Begenisich of Sokane surprised everybody except the necessary witnesses when they drove over to Cour D'Alene, Idaho, June 1st and got hitched, then beat it for Coast cities that night where they spent two weeks. G. A. Rossbach was all primed to give Fred a good razzing in a fatherly way but lost heart when Fred declared himself in readiness to take on any little troubles that might show up. Here's all the joy and happiness in the world to both Mr. and Mrs. Fred.

Travelling Engineer W. T. Emerson spent a weeks vacation on the coast, reserving the other week to a later date when he expects to attend Convention in Milwaukee.

Roadmaster A. W. Herwin of Malden was called to Seattle on account of illness of his son.

On April 30th engine 9610, Engineer Ed. Maxwell, Fireman Earl Anderson, Conductor Chas. Biggs with 98 loads 4805 tons left Malden at 10.13 A. M. and arrived Avery 8.55 P. M. distance 109 miles, 66 of which is one tenth of one per cent grade. This established a record for Class N-2 engine.

Division Engineer F. M. Sloane has been transferred to lines east with headquarters in Milwaukee. He left a host of friends who wish him every success.

The Milwaukee Women's Club took advantage of the men attending Safety First Meeting at St. Maries June 1st. They also gathered there to hold a business meeting and after both meetings were over they dared the men to face them in a baseball game. The men took the dare and a hot game resulted with much credit to the ladies. Trainmaster E. M. Grobel pitching for the men, couldn't get out of the way of a hot one lined out by Mrs. C. E. Potter and was carried off the field. The men lost their nerve at this, not one cared to face such vicious slugging, so they forfeited the game. They all met again at the big dance held that evening and made up.

Section Foreman Joe Prune of Ethelton has invited us over for a few days good fishing. Will have to go and visit Joe.

Agent C. H. Coplen of Elk River is relief dispatcher at Spokane during the vacation period for the Chief and trick men. G. W. Meyers of St. Maries relieved "Cope" at Elk River.

Mrs. Pete and I drove to Malden a short time ago where we visited and had dinner with Conductor and Mrs. Chas. Donovan. Seemed like old times.

Agent Ashton of St. Joe should be able to get his "Chevy" out about July 1st. The snow should be gone by that time. Bill bought her new last August but has it tied up ever since on account of the snow.

Conductor D. J. Kelly was called to Portland today account of the death of his brother-in-law.

Yard Foreman M. H. Donovan of St. Maries has taken a two weeks leave. Bill Cullen is in Mike's place.

The Spokane Union Station base-ball team, which, by the way, heads the Sunset league in Spokane, took a jaunt down to Othello recently for a sort of practice game. Capt. W. T. O'Reilly, Supt's Chief Clerk, had cautioned his team not to put it over on the Othello bunch too strong, just dub around enough to

win and the score 2 to 1 in favor of the Union Station boys shows how well Billy had the frisky bunch in hand. Think he had a return match in view for now the Othello fans are

clamoring for another chance and they will, no doubt, be accommodated. Don't expect them to make any further noise, however.

OTHELLO

Player	AB	R	H	E	PO	A	SB
C. O'Larey, lf.....	5	0	0	0	2	0	0
McDonald, ss.....	5	0	0	1	2	3	0
Rogers, 2b.....	4	0	3	0	3	4	0
I. O'Larey, 1b.....	4	0	1	0	8	0	0
Williams, 3b.....	4	0	0	0	0	1	0
Kirby, p.....	4	0	0	0	0	2	0
Semro, cf.....	3	0	0	1	3	0	0
May, rf.....	4	0	1	1	0	0	0
Crider, c.....	3	0	1	0	9	2	0
P. O'Larey, cf.....	1	1	0	0	0	0	0
Totals	37	1	6	3	27	12	0

P. O'Larey batted for Semro in 9th.

S. U. STATION

Player	AB	R	H	E	PO	A	SB
McKenna, ss.....	4	0	1	1	3	3	0
Olson, 3b.....	4	0	0	0	0	2	0
DeLong, c.....	4	1	1	0	6	3	0
Cogley, cf.....	4	1	1	0	1	0	0
Watkins, 2b.....	4	0	2	2	4	1	0
Kelley, lf.....	4	0	1	0	1	0	0
Manhart, 1b.....	4	0	1	2	11	0	0
Crowley, rf.....	4	0	0	0	1	0	0
Smith, p.....	3	0	0	0	0	5	0
Totals	35	2	7	5	27	14	0

Struck out—by Kirby 9. by Smith 6. Two base hits—Watkins. Three base hits—DeLong. Hit by pitched ball—Crider by Smith.

Othello

For information as to how to kill the common garden variety of cat please see Machinist Stinbaugh.

We understand that Store Helper Morgan is trying to set the style in Ox Blood color shoes.

Nigh Roundhouse Foreman Jack Wickland is making the wheels go round during the absence of RH foreman Waterstrat.

Will someone please find out from Duke Weber why he is always smiling. We think that perhaps he is in love.

Roundhouse Foreman Waterstrat returned from attending staff meeting in Milwaukee.

We are expecting to see a write up from Spokane in regards to the ball game between Spokane Union Station and Othello, but Chief O'Reilly must not have gotten over the ninth inning scare when the score stood 2 and 1 Spokane. The game was one of the best games played on the Othello ground and expect a return game in the near future.

Mrs. O'Reilly was the only lady fan from Spokane with the ball team but escaped safely altho some of our fair ladies at Othello gave her some cross looks whenever she would razz the Othello team.

Condr. Linehan intends to make a trip back to Tomah as soon as he gets word that the cranberries are ripe.

Dubuque Shops Jingles

"Oosie"

Rock-a-bye baby on the tree top, is Geo. Wimmer's popular song, which he sings to his brand-new daughter, all the night long.

Hey diddle diddle, the cat an the fiddle, Tom Jones is taking a trip; he's going to Cuba, you can betcha your Uba, he'll come back with a bulging-out hip.

Those wedding bells must ring again—their sound is drawing near; Clarence Brophy is the "foolish" boy, his bride is Evelyn dear. (Callahan.)

Take me down to the ball-game, Swartz said to Radi one day; RP was simply delighted and accompanied him in, by the way. They made a little box party; very select, don't cher know—were joined by Frank Frick and Sully, so they put on a very nice show.

Boilermaker George Berwanger has Race horses that do clever tricks; but when it comes to them working—they lay down and

say "Aber nix."

Some day when very weary, and tired from the city's heat; take a trip into the country—I am sure 'twill be a treat. There's a little village by itself, "Braunstown," I guess, by name—where five of our worthy brothers will welcome you to the same. (carbon copy F. F., S. E., E. K., J. H. B., H. U.)

Asa wears such a cute little coat—one of those antique affairs; he and it with his Lizzie took a trip to the everywhere. Disaster met him, however, for a wagon with a driver fair—passed him by completely throwing a rear wheel in the air. (\$5.00 damages charged to profit and loss.)

Pete Hay and Frank May

(How nice they rhyme)

Have gone to Montana

For a nice little time.

Trout by the box—

All packed in ice,

The boys all expect—

Now won't that be nice?

Frank Cahill just returned from Denver, where his vacation he did spend—also his cigarette money; now he'll MOOCH you can depend. (Do I hear voices say—"did he ever do anything else?")

Miss Olive Romig, clerk to the General Foreman and Miss Irene Dersch, daughter of Foreman Dersch are spending their vacations in the west—visiting at Seattle, Portland, Oakland and Los Angeles.

Jim Smith has bought a new GREY car—1916 model.

S. M. West

Ray H. Hoffman

Merle Fredericks, Section Foreman at Forestburg, spent Mar. 31st, at Madison before going back to work on April 1st, after being forced to stay at home account of Scarlet Fever among his family. Robert Adams of Wess. Springs relieved him.

Train Baggage man J. B. Hillmer, layed off during the later part of March to attend the Funeral of his father at Winona, Minn. Mr. Dietrich of Austin, relieved him while away. We extend our sympathy to Mr. Hillmer in the loss of his Father.

Machinist Joe Theobald and wife of Dubuque, Ia., spent a few days at Madison recently at the home of his sister Mrs. John Santer, who



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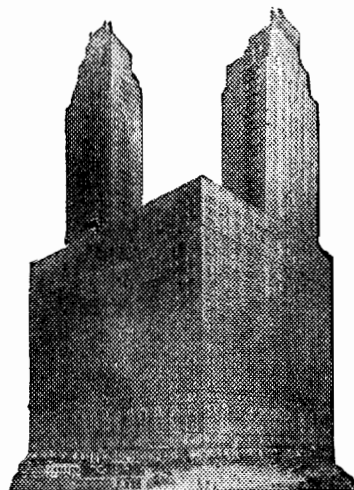
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Pacific Creosoting Company
Northern Life Building Seattle, Wash.

is recovering from an operation performed recently.

Section Foreman Bert Westby, accompanied by his brother Edw. Westby returned to Madison, from a trip to Tacoma and Bellingham, Wash., where Bert visited relatives. Edw. Westby spends his winters out at Tacoma and comes back to Madison each spring. Edw. is getting to look younger each spring, so the Coast climate must agree with him.

Agent F. G. Barr of Okabena was at Madison on Apr. 8th, taking the Examination on Standard Rules for Operators, since Okabena is now a wire station and Mr. Barr has now mastered the Morse Code.

Supt. A. J. Elder, accompanied by Trainmaster Dodds and Chief Dispatcher Givens of Sioux City, were at Madison Apr. 8th, giving the Divn. the once over. Glad to meet you Mr. Elders and we wish you success on the S. C. & D. Divn.

A Safety First Meeting was held in the Elks Hall at Madison on the evening of Apr. 12th. The meeting was also planned as a Welcome to our new Supt. Mr. G. A. Van Dyke who made his first trip as Supt. of the S. M. Divn., over the S. M. West on that date. The Meeting was the largest and most successful one ever held at Madison, for many years, a total of 151 people being present, 126 of which were Employees and 25 business men and officials of the city of Madison.

A number of good Safety First suggestions were brought up at the meeting, and a nice talk was given by Chairman G. A. Van Dyke, followed by a talk on Safety First practices by Safety First Inspector E. B. Crocker of Minneapolis.

After the Safety First Matters were disposed of, Toastmaster H. G. Gregerson, introduced Mayor James Robertson who gave a speech of Welcome to the new Supt., followed by speeches by Dr. R. S. Westaby, States Attorney Walter Farmer, and Judge Ira F. Blewitt. Mr. Farmer's speech especially was very good. The Toastmaster then called upon Agent Geo. Turner of Fulda, who represents the Brotherhood of Railroad Telegraphers, Engr. Hans Hanson of Madison of the Brotherhood of Locomotive Engineers and Condr. Walter Coppin, of the Brotherhood of Railroad Trainmen, in turn, each of whom assured Mr. Van Dyke that they would do their part to have everybody co-operate with him and put the S. M. Divn. on top.

After the meeting was concluded a delicious luncheon was served in the Elks Dining Hall, by the ladies of St. Katherine's Guild of the Episcopal Church, which was greatly enjoyed by all present. Cigars were furnished by Pass. Brakeman John Jones of Bristol.

Employees from as far as Bristol, Woonsocket and Okabena attended the meeting, some of them coming in on the trains and others driving in with their cars.

Mr. G. A. Van Dyke succeeds, Supt. E. A. Meyer who has been transferred to the Dubuque Divn. We wish to extend a warm hand of Welcome to Mr. Van Dyke to the S. M. Divn., and wish Mr. Meyer success in his new location.

Tacoma Shop Notes "Andy"

Billy Owens, our long haired messenger boy has been boasting for some time, that he ranked himself as a baseball player, and the other day we had an opportunity to observe his prowess, and we are forced to agree that it was rank and base all right. Pitching seems to be his line, but where he ought to be is in the bleachers or in the hay field with a fork, wonderful control, and lots of steam, control be-

cause the catcher does an awful lot of running for them, guess his arms are too short, can't reach 'em.

For a long time many have wondered what the "E" in Ethel E. Schmid's name stood for, maybe on account of no chairs handy, or, possibly because there are two of them in feet, however, cease to wonder, for Ethel states positively that it stands for excelsior, or hay for short, now there is some food for thought if you got a good appetite.

Paul Jasmer, General Foreman's clerk, has just returned from a months visit with relatives and friends in Milwaukee and Winona, Minn. He reports the reception he received, as well as the liquid refreshments, was nothing short of that befitting a king of clubs, and a very enjoyable time was had. P. J. is now back in the grind with both feet in the sand, and up to bat for the first time he starts in the A.M. until he knocks a homer when the whistle blows.

It is with deep regret that we chronicle the death of Fred Maas' father and mother, who met their death when their home at Camp Lewis was burned, and his many friends among the Milwaukee folks wish to express their heartfelt sympathies.

Mr. Weatherby, Wrecking Engineer, passed away very suddenly. Death came as a great shock to his many friends on the Milwaukee, as he was apparently in good health and on the job until the end. Mr. Weatherby, leaves a daughter, Mrs. C. Harkins.

Ted Fleming, Cabinet maker, who has been off sick for some time, has returned to work.

John Mack, Lumber Yard Foreman, is again back on the job following an operation on his nose.

Herman Bering, of the Woodmill, has joined the Citizens Military Training Camp for the Summer.

Sig. O. Berg, Draughtsman, who has been off for some time on account of an infected eye, has again returned to work.

The Flag, which has been waving in the breeze from the 120 foot pole at the end of the Boilershop, presented a rather ragged appearance when hoisted on Decoration Day, and it was no wonder, as it has been in service for about eight years. When taken down it was brought to Chris Arendt to be repaired, but it looked like a hopeless job, so he started the ball a-rolling to get a new flag, and while so doing Mr. Taylor, appeared on the scene, who volunteered a donation and also his services in connection with obtaining a good price on a flag. The result of these negotiations however, were far better than anybody ever expected, as the PERINE MACHINERY COMPANY, of Seattle, donated to us a flag measuring 12 x 20 ft. and to whom we wish to express our sincere appreciation. Thank you Perine—we are for you.

J. A. Wright, A. Pentecost, P. R. Horr and R. A. Nofke, have just returned from the East where they have been attending staff meetings.

W. H. Luebbe, Erecting Foreman, is relieving Roundhouse Foreman, Wm. Hense, at Port Angeles, who is enjoying his vacation.

Mr. A. J. Krona, who has been ill at the hospital for some time is reported as improving wonderfully, and is now able to be around.

Frank Williams, Machinist, has been off duty for some time on account of illness, and we wish him speedy recovery.

Dorothy Ramer, Daughter of Frank Ramer, Machinist, is leaving for Montana on account of her health.

Mr. P. Jasmer, is right there as a business getter for our line. He just recently solicited two passengers from Winona to Tacoma and return, and two passengers from Tacoma to Brooklyn, N. Y.

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More Good Safety Records

Number of years the following supervisory officials have gone without a personal injury to their men.

Signal Supervisors	Years	Men
L. Gerhardt, Chicago Terminals,	2	23
A. F. Alexander, Southern Minnesota Division,	1	2
Traveling Engineers		
S. Einarson	1	25
R. H. Austin	1	20
Trainmasters		
F. J. Holmes, Albert Lea, Minn.	1	3
Sectional Stockmen		
A. F. Sieg, Bensenville Repair Yard, Ill.	4	2 to 12
Frank J. Casey, Mannheim, Ill.	4	2
Local Storekeepers		
J. J. Beam, Western Avenue Coach Yard, Ill.	7	7
J. F. Breit, Galewood, Ill.	3	10
Agents		
A. H. Scharenberg, Division Street, Chicago.	2	19

The Cost of Trucking

We are motorizing our waterways just as we have motorized our highways. River and canal traffic is bound to show the effect of this. Where waterway enthusiasts delude themselves is in over-emphasizing the importance of cheap line haul by water. Generally speaking, line haul by any means is relatively cheap. All too often, high terminal costs more than offset the economy of the distance movement.

As an example, a firm located at Iliou, N. Y., wanted to get some steel from Buffalo. Their traffic man obtained rates from a railroad and from a canal operator. The canal rate was the lower but—and here is the point—the canal terminal was located half a mile from the plant whereas the railroad had a siding to the factory. It was found that the cost of trucking that half mile would in itself be more than the entire rail rate from Buffalo to Iliou. If the canal man had offered to carry the steel for nothing, the firm could not have afforded to have let him do it.

Before a waterway can be a success it must be made cheap and easy to get goods to and from the boats, and cheap and easy to load and unload the boats. Regularity of schedule, dependability and the service rendered the shipper must be brought up to railroad standards if waterway transportation is to succeed.

—Major Elihu Church in
"Packing and Shipping"



A catch from Lake St. Clair. R&SW Yard Conductor Jack Collins brings back the evidence. The rest of them only tell us "fish" stories.

Needed on Our Highways

Emmetsburg Democrat: In six years the C. M. & St. P. company has carried 80,000,000 passengers without killing a single person. This is some record for a soul-less corporation. Auto drivers, who are ordinary human beings, have caused the deaths of thousands. They ought to learn how the C. M. & St. P. protects the lives of its millions. The auto department of our state should ask the Milwaukee company officials to conduct a safety campaign on our public highways.

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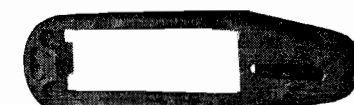
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Goodrich Tender Hose
Goodrich Axle Device Belting
is known to the employees of every road today.

Origin of Station Names in Montana

(Continued from page 6)

PIEDMONT—Named by CM&St.P Ry. This station is at the foot of the 20 mile, two percent grade up the east slope of the Rocky Mountains to Pipestone Pass Tunnel.

PIPER—Named for Harley Pipe, owner of the townsite, a farmer who settled here in 1900.

PLEVNA—The station and town were established subsequent to the location of the Railway. Origin of name not known.

PONTIAC—Changed to WINNECOOK.

POTTER—Named by CM&St.P Ry.

POWNAL—Named for Pownal, Vermont.

RAHWAY

RAVENNA—Named by CM&St.P Ry

REED'S POINT See Lewistown.

RINGLING—Named for John Ringling, President and builder of the Y. P. & W. S. S. Ry. now a branch line of the Chicago, Milwaukee & St. Paul Railway. He is one of the Ringling Brothers of circus fame. This station was first called **LEADER** and was established in 1908 for operating purposes.

ROUNDUP—There was a small settlement and stock range and trading center, known as Roundup a short distance west of the present town, before the Railway was located. The name doubtless originated from its position and use in the surrounding stock ranging territory. It is also an agricultural center.

ROY—A post office and small settlement existed near the present station site before the location of the railway. Origin of the name not known.

RYEGATE—The site of Ryegate was the home headquarters of the "Seims Ranch" prior to the location of the railway. It is a farming and stock raising center. Origin of name not known.

ST. CHARLES

ST. REGIS—Existed as a village and station on the Northern Pacific Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway.

SALEM—Named for Salem, Massachusetts and change to **UNDERDAHL**.

SALESVILLE—Is our nearest station to the boundary of the Yellowstone National Park.

SALTESE—Existed as a village and station on the Northern Pacific Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway.

SAPPINGTON—Named after Henry Sappington, a local rancher and prosperous farmer who settled here in the '70's. He wned the townsite.

SELKIRK—Named for a local ranch owner. An old Montana R. R. Station.

SHAWMUT—A post office at a stock ranch known as Shawmut existed near the site of the present station before the railway was located.

SHONKIN—Named for ranch of the Shonkin Ranch Co. in that vicinity.

SINCLAIR—Named by Chicago, Milwaukee & St. Paul Railway.

SHEDS BRIDGE—Changed to **BONFIELD**.

SIPPLE—Named for family of early settlers.

SIXTEEN—Named for Sixteen Mile Creek which the railroad follows from Dorsey to Lombard.

SLAYTON—Named for D. W. Slay-

ton, an old settler in this section of the country and one of the biggest sheep men, years before the Railway was built and when supplies had to be brought from Billings by stage.

SPRING HILL—This is an old name given to Spring Hill Mill.

SQUARE BUTTE—So named because of its proximity to Square Butte a high square shaped butte near there and a prominent feature of the landscape.

STRAW—Named for W. O. Straw who owned 6000 acres of land here including the townsite. He settled here about 42 years ago, was a rancher and stock raiser and influential in the community. D. S. Hastings, his brother-in-law, while on a survey party for the Northern Pacific Railway between Billings and Missoula, noticed that the cattle where he was working and those coming from the Judith Basin County were in much better condition than those from other parts of the state. He persuaded W. O. Straw to come to this locality and together they acquired some 12000 acres of land and made good.

SUFFOLK—Named after owner of Suffolk ranch.

SUMATRA—No settlement at this existed prior to the location of the Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway.

SUMMIT—This was the name first given to the station at the crossing of the Big Belt Mountains. It was changed to **LOWETH**.

SUPERIOR—Existed as a village and station on the Northern Pacific Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway. It is the county seat of Mineral County.

SOUDAN—Named by Chicago, Milwaukee & St. Paul Railway.

TARKIO—Named by Chicago, Milwaukee & St. Paul Railway.

TEIGEN—Named for Mons Teigen, large sheep rancher who owns much land at this point.

TERRY—Was a town and station on the Northern Pacific Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway. Named for General Terry of Civil and Indian Wars' fame. County seat of Prairie County.

THEBES

THELMA—Named by Chicago, Milwaukee & St. Paul Railway.

THREE FORKS—Named because of its location near the junction of three forks of the Missouri River (the Jefferson, the Gallatin and the Madison Rivers). There was a small settlement and station on the Northern Pacific Railway near the present town, but the present town was platted and established after the location of the Chicago, Milwaukee & St. Paul Railway.

THURLOW

TORBET—Named for local farmer.

TUSLER—Named for Henry Tusler, an early settler and one of the pioneers of Eastern Montana. In his day he was one of the cattle kings of this country when Miles City was known as "the capital of Cowland". He owned a large ranch south of the present station and his cattle roamed over the hills in thousands. He was a distinguished citizen a man of sterling worth and fine character and very influential in the community. He was a director of the First National Bank of Miles City.

TWO DOT—Named after H. J. Wilson, owner of the town site, a local

rancher whose ranch was the Two Dot ranch because of the brand he used and who was locally known as Two Dot Wilson.

UNDERDAHL—Named for Andrew Underdahl, an employe of Winston Bros. grading contractors, who built the railway here. Was formerly **SALEM**.

VALENCIA

VANANDA—No settlement prior to location of the Railway.

VAUGHN—Was a station on the Great Northern Railway before the construction of the Chicago, Milwaukee & St. Paul Railway.

VENDOME—Named by Chicago, WACHUSETTS—Named for WACHUSETTS, MASSACHUSETTS.

WAHOMA—This station was first named **WALDHEIM**, then changed to **WAHOMA**, an Indian name meaning "Home of the forest" by the people of the community. This name was used for a time but because of its similarity to **WAUCOMA**, IOWA it was changed to **BUNDY**.

WALDHEIM—Changed to **WAHOMA** and later to **BUNDY**. Milwaukee & St. Paul Railway.

WACHUSETTS—Named by C. A. Goodnow, Assistant to the President, Chicago, Milwaukee & St. Paul Railway, after old Massachusetts town near where he spent his boyhood.

WALTHAM—Named after Waltham ranch in that vicinity.

WARE—Named for owner of land at this point.

WEST GALLATIN—Named for West Gallatin River.

WESTMORE—No town or post office prior to the location of the Railway.

WHITE SULPHUR SPRINGS—An old town of the state. The county seat of Meagher County. Some wonderful sulphur springs located there.

WHITNEY

WILLOW CREEK—Existed as a small town and station on the Northern Pacific Railway prior to the location of the Chicago, Milwaukee & St. Paul Railway. So named because of its location on Willow Creek.

WINIFRED—Named after Miss Winifred Sewall daughter of E. D. Sewall.

WINNECOOK—About 45 years ago Ralph Berry came to Montana and settled in the Musselshell Valley. He acquired a large tract of low-priced land, which was to be had in abundance at that time and named his ranch **WINNECOOK** (beautiful waters) the Indian name of a lake near his old home in Maine. The name fitly describes the many beautiful scenes along the river as it runs through the ranch. Subsequently he took into partnership with him F. S. Webster, Mr. Meltzer and N. Stevens, the last named is at present the president of the Continental Bank and Trust Company of Harlowton, and the ranch was operated for several years by Berry and Stevens. In 1906 it was incorporated as "The Winnecook Land and Livestock Company" which was later shortened to the Winnecoo Ranch Company. When the Railway was built parallel to the Musselshell River it acquired a right of way through the heart of Winnecook Ranch. A station was established on the ranch and named **PONTIAC**, but as the name had no local significance it was changed in

1917 to **WINNECOOK**. The right of way through the Ranch, constitutes one section in charge of a section foreman and his crew.

The Winnecook Ranch is the largest ranch property in this part of the state owning over 23,000 acres of land outright and leasing 20,000 acres more. Its sheep range extends from the north slope of the Snowy Mountains in Fergus County, south to the Sweet Grass County line. The post office, located at the headquarters of the Ranch Company, is the oldest post office in continuous operation in the lower Musselshell Valley having been in business more than 40 years. Before the edvent of the railway, mail was brought in by horseback. Over the identical spots where the Indians camped in their passage to and from hunting and fishing excursions, sometimes to the annoyance and fright of the pioneer ranch folks at Winnecook, the Olympian and Columbian now pass daily on their peaceful journeys between Lake Michigan and Puget Sound.

WISNER—Named for Montgomery Wisner, a farmer, who settled here in 1880.

WINNETT—Named after Walter J. Winnett a well known rancher and owner of the town site. The Cat Creek oil wells are nearby and their production of crude oil is shipped from this station.

Madison Division News Items

Tom Barrett is a busy man these days with the new tracks at Chevrolet Plant and Fisher Body Works and several other big side track jobs.

Frank Lemanski, Chief Dispatcher's Clerk, made the office on time Feb 29th. You're doing fine, Frank.

Block—Lutze Co., Inc., were on the Division recently.

Ike Homewood has kept a secret for a long time. Come clean Ike, John Potts did.

"Cap" Payne's nose, "Tarp's" barometer, and Eric Miller, local weather sharp, have entered into a conspiracy to cheat us out of our allotment of summer this year. Their plans appear to be working, and to further their cold blooded scheme, Ed. Cleveland, pump man, has torn out the heating plant in the Supt's. Office and Freight Office.

Bess Hickey, Roadmaster's Clerk will leave July 1st for an extended tour of the west. "Ports of Call" will be Arena, Boscobel, Steu-

ben and Prairie du Chien. During her absence, Ardyth Conahan will be Mr. Erdman's emanucnsis.

Eddie Dousman is seeking information as to what will make his grass grow tall. He has seeded his new lawn, but results are rather discouraging. He is practicing with his new lawn mower on the Illinois Central right of way, and has everything cut between the Supt's. office, and Lake Wingra, including telegraph poles.

Lost on the night of June 19th, after the picnic, somewhere between Broadway Gardens and Madison, five flat tires, one air pump, one monkey wrench, one box matches, and two golden hours. If found, please return to Bob Maxwell, son of Chief Dispatcher F. A. Maxwell.

Any one having a second hand baby buggy for sale, will get in touch with Fireman Showers.

O. A. B. says, "Hank, you're right; here's your dollar.

The Railroad picnic at Olin Park, Madison, was enjoyed by a nice crowd. The usual game of ball took up most of the afternoon. Many of the old timers warmed up and showed considerable youthful talent. Ezra Jenkins, the first at bat, put over a nice infield hit and sprinted to first (down hill). Ezra misjudged his ability to cover the ground, and ran by 3 or 4 rail lengths before he got his dogs in step. He said, "that first run strained every cord and muscle in my body."

Harriet Mulligan, Pres. of Janesville's Women's Club, featured in the relay race, carrying the flag to Victory. It was a hard run, but she made it.

Ollis Johnson, son of Henry Johnson, Veteran Engineer carried the hats while the men carried the piano to the dance pavillion.

The dance was well attended and enjoyed by everyone. Our friend Salerno sure furnished some real music. We were amused at the young folks doing the Charleston. It was good.

Next year every railroad family in Madison should attend the picnic. Outside families of course are always welcome.

Theo. Arnold, who has been Assistant Agent at Gratiot for a number of years, has taken the Cashier's position at Waukesha.

A three handed game of penochle at Marquette:—

George Harrington

Jim Pratt

Buck Slightam

Buck bid 300, melted 300—made hearts trump and failed to take a trick. Buck is now taking up fishing instead of card playing.

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The Puget Sound Pioneers

The 16th Annual Meeting of the Puget Sound Pioneer Club was held at Victoria B. C., June 17th, 18th and 19th, starting with a dance in the G. and W. Passenger Depot, June 16th.

Party left Seattle at 9 A.M., June 17th on C. P. R. steamship "Princess Kathleen," arriving Victoria at 12:45 P.M., where we were met and welcomed by Mr. A. P. Chapman and Mr. Fuirm of the local C. M. & St. P. Ry. ticket and Freight Office. Needless to say both gentlemen bid us a hearty welcome and made us feel we were not so far away, even if on foreign soil.

The day was spent sight seeing, and at 6:30 P. M. we sat down to our Annual get together dinner at the Empress Hotel where we established our headquarters.

Yarns were "swapped" and stories of Construction days told, and a general good time experienced by all. It was a regular old-fashioned family affair, informal and plenty to eat.

At 10 A.M., June 18th the business meeting was held, and officers elected for 1926.

Butte, Mont., was chosen as the next point of the Club.

Officers elected are as follows: Pres.—J. P. Phelan; 1st Pres.—Geo. Sheldon; 2nd Pres.—E. L. Dunlap; 3rd V.—Pres.—Wm. Cosgrove; 4th V. Pres.—P. J. Cummins; 5th V. Pres.—P. H. Sheridan; 6th V. Pres.—J. E. Brady; Sec. and Treas.—L. S. Cunningham.

Due to the Central location of Butte, the Officers hope to see a big turn out next year.

At 2:30 P. M. The Engineers and Conductors met in mortal combat in their Annual Ball Game. Mayor Pindray, of Victoria, pitched the first ball. The Conductors got most of the "breaks" and had the "hoggers" on the run, until, Engr. Jack Quinn, arriving on the afternoon boat from Seattle, got into the game and by his splendid fielding and hitting tied the score in the 16th inning. Umpire Brady calling the game account darkness, Score—3 to 3.

In the evening we all attended the C. P. R. Crystal Pool, and Dancing Gardens, adjacent to the Empress' Hotel.

The next morning, several took the scenic drive through the "sunken gardens," the observatory and the Malahat drive.

We left Victoria at 4:40 P.M. June 19th, arriving Seattle, 8:40 P. M. bringing to a conclusion, another most successful meeting, sorry more of the "Old boys" and their families did not get to enjoy it with us, but hoping to see a big turn out in Butte, next year.

Hundred Percent Trains

In these days, when so much is heard about frivolous and inconsequential things, it is refreshing to consider some of the performances of our fellow humans showing care and skill and close co-operation.

Chicago and Seattle are twenty-two hundred miles apart, but the Chicago, Milwaukee & St. Paul Railway's fine coast trains—well known as "The Olym-

pians"—move back and forth between these cities—like clockwork—on time every day.

The west-bound Olympian has not arrived late at its destination since April 15; the east-bound Olympian has arrived on time every day since February 2!

Over the thousands of miles of plains and mountains and valleys between Chicago and the North Coast there are always speeding along the eight trains required to make up this one daily trans-continental limited.

When the Olympian is leaving the Chicago Union Station today the Olympian that left yesterday is rolling over the prairies of South Dakota, the Olympian of the preceding day is descending the western slope of the Rocky Mountains in the electrified territory, and the Olympian of the day before that has been for some hours at its destination on Puget Sound.

At the same time, of course, four Olympian trains are likewise moving eastward.

They are able to arrive at Seattle and Chicago on time, day after day, continuously, regardless of varying conditions, because of the effective training and the devotion to duty of thousands of employes on the tracks and trains, in the stations and shops, of this great railroad.

Beloit Chapter

Mrs. Fred E. Miller, Historian

On Thursday Evening, April 15th, a card party was held at the depot. Twenty-nine tables were filled and there were many more present who did not play cards.

Among the guests of the evening were Mrs. W. J. Thiele, Mrs. John Prien and Mrs. C. J. Juneau, all of Milwaukee, who were guests of Mrs. F. E. Devlin at that time.

A Saxophone and Piano duet was rendered by Miss Kathleen Howe and Wilbur Howe and a character sketch was given by Tom Crago. Refreshments were served during the program.

The card party was a huge success due to the efforts of the social committee comprised of Miss McDonald, Mrs. W. J. Hughes and Mrs. T. E. Crago. Twenty-eight Dollars and Seventy-five cents was the profit cleared on the evening.

Our regular business meeting was held at the Passenger Depot on May 5th and due to the election of a new president to fill the unexpired term of Mrs. F. E. Devlin caused by her leaving the City, an extra large number were present. Mrs. F. T. Black was elected President to relieve Mrs. Devlin. Mrs. Black called a special board meeting at her home to plan a reception for Mrs. Devlin and a date of May 22nd has been set for the party.

Mrs. J. Connors has gone to Texas to visit her brother.

Number Mixed

A colored school teacher is credited with the following: "The word 'pants' am an uncommon noun, because pants am singular at the top and plural at the bottom."—*Boston Transcript.*

You Men Who Move the Traffic of the Nation

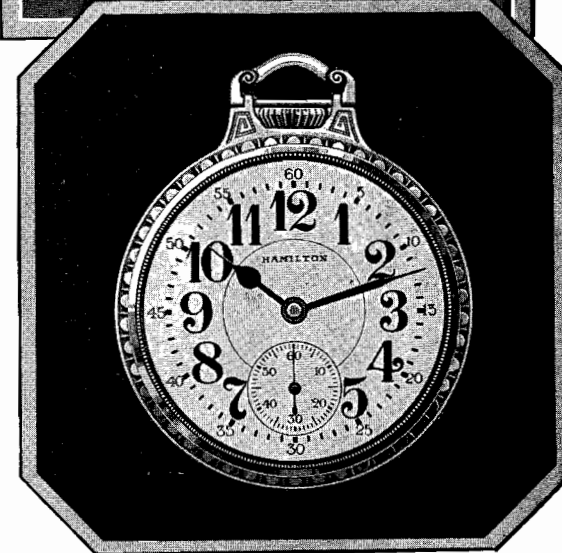
cannot afford to take chances with time. Nowhere in everyday life are watches consulted oftener than in railroad service. And nowhere are men more discriminating in their choice of a timepiece.

There is vast significance in the fact that more and more railroad men are turning to the Hamilton as their watch. The assured accuracy of it—the sturdiness and dependability of it—have made the name Hamilton famous the world over as the choice of American railroad men.

And the reasons for this are obvious. Everywhere that wheels turn on rails you'll find Hamiltons grown old in service. Ten years—15 years—25 years of accurate time are the boasts of many men who carry them.

Just as Conductor W. G. Todd, of the Rock Island "Golden State Express," has enjoyed Hamilton time satisfaction for almost 30 years, so will you, when you own a Hamilton, be equipped with accurate time service for years to come.

Ask your jeweler to show you the Hamilton 992 in railroad model cases. This famous railroad movement can now be had fitted in cases of dust-proof construction wrought from sturdy gold-filled stock and having other special features that only railroad men can appreciate. We have a folder about these models which is yours for the asking, together with a time book that you will find useful. Write today for your copy.



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That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

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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.

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